

Fifth Street Corridor Master Plan

City of Lynchburg, Virginia

2006

Fifth Street Corridor Master Plan

Prepared for

The City of Lynchburg
and the
Fifth Street Community Development Corporation

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1.0 INTRODUCTION

1.1 Fifth Street Past, Present and Future

Many long-time residents of Lynchburg have fond memories of Fifth Street as it once was during the first half of the 20th Century – a vibrant commercial street and center of activity for the surrounding neighborhoods of College Hill, Garland Hill and Tinbridge Hill. Residents could do their daily shopping there, have a meal, meet friends, see and be seen. On Lynchburg’s Fifth Street, black-owned businesses flourished. In its heyday, thirty black-owned businesses lined Fifth Street from Federal Street to Park Avenue.

But Fifth Street has declined in activity and vibrancy in recent years as have many neighborhood commercial streets in cities and towns across the United States. In the 1960s, retail demand began to shift to the outer edges of cities and to the suburbs as new suburban residential areas emerged. “The results are apparent to anyone living in or visiting a 21st century city: commercial streets with deteriorating buildings, empty storefronts or marginal month-to-month tenants, an undersupply of essential goods and services, social problems, poor pedestrian environments and amenities, and untended streets and sidewalks.” This quote from “Ten Principles for Rebuilding Neighborhood Retail” published by the Urban Land Institute shows that Lynchburg is not alone in dealing with declining neighborhood retail areas like Fifth Street. The City is also not alone in wanting to revitalize its commercial streets. There are many cities that have grappled with this issue and have been successful in turning such areas around. With commitment from the City, the neighborhoods, and other partners, Fifth Street can again be a vital center for its neighborhoods and for the City.

1.2 Purpose and Scope of This Plan

The purpose of this plan is to provide a vision and a blueprint for the revitalization of the Fifth Street corridor between Main Street and the Martin Luther King, Jr. Memorial Bridge. The primary focus is the area two blocks on either side of Fifth Street, though the surrounding neighborhoods, including College Hill, Garland Hill and Tinbridge Hill, are also very important to the corridor’s revitalization. Fifth Street links the Downtown/Riverfront and Midtown areas of the City, both of which are the focus of revitalization efforts as well. In order for the corridor to succeed, it must serve the needs of the residents and be an attractive gateway to both Downtown and Midtown.



Figure 1.1 Fifth Street Corridor

2 FIFTH STREET CORRIDOR MASTER PLAN



2.0 REVITALIZATION GOALS

The City and the Fifth Street Community Development Corporation (CDC) have engaged the community in a number of conversations and public input sessions over the last few years to develop ideas for the improvement of the Fifth Street corridor. To realize a vision, one must have goals. The following goals distill the community's hopes and dreams for Fifth Street.

Goals of the Fifth Street Corridor Master Plan

Vision – To provide a vision for a revitalized Fifth Street Corridor – a thriving business center in a beautiful setting of rehabilitated and new buildings with complementary streetscape and surrounded by attractive, safe, and diverse neighborhoods.

An Urban Street for All – To reclaim the street so that it serves all of the community's needs not just the needs of those traveling through by motor vehicle.

Encouraging Walking – To create a comfortable, functional, and attractive environment for pedestrians so that they can move easily through the corridor, into and out of the neighborhoods, to Downtown and Midtown, and to nearby parks and other destinations.

Honoring History – To protect the corridor's historic buildings, sites, and districts, and to honor that architectural heritage through compatible rehabilitation, infill and redevelopment.

Supporting the Needs of the Neighborhoods – To meet the specific needs of the neighborhoods for decent housing affordable to people of a wide range of incomes, essential goods and services, places to

recreate and worship, a safe and beautiful environment, and a central space for daily enjoyment and social interaction.

Tools for New Businesses and Residents – To develop new and promote existing programs and implementation tools that support the creation of new businesses and improved housing opportunities.

Inspiring Action – To set out an action plan of specific implementable steps that will inspire Fifth Street stakeholders to make revitalization happen.

The remainder of this plan shows how the City hopes to meet these goals.

Some Models for Fifth Street



Thriving center for small businesses...
Carytown, Richmond, VA



An urban street for all...
Columbia Pike, Arlington, VA



Serving the community and through traffic...
Colley Avenue, Norfolk, VA



An attractive and pleasant pedestrian environment...
King Street, Alexandria, VA



Rehabilitating and reusing historic buildings...
King Street, Alexandria, VA



Providing essential goods and services...
Columbia Pike, Arlington, VA



3.0 OPPORTUNITIES AND CHALLENGES FOR FIFTH STREET REVITALIZATION

The creators of this plan collected a great deal of information about the corridor and surrounding neighborhoods in order to prepare an informed and well grounded plan. The details of this data collection effort are provided in Appendix A. From this research, the opportunities for revitalization as well as the challenges became very apparent. We summarize them here to give the reader an understanding of the basis for many of the following recommendations.

3.1 Opportunities

Champions: Fifth Street has a dedicated group of champions in the Fifth Street Community Development Corporation (CDC). Formed in 2000, the 16 members include neighborhood representatives, business owners, citizens, and city agency representatives all devoted to revitalizing Fifth Street. They have guided the planning process for this Fifth Street Master Plan. A testament to their ability to mobilize community support for revitalization has been the high levels of attendance at community meetings, including over 120 people at the Fifth Street Master Plan public input session on January 16, 2006.



The CDC at Work

Reclassification: For many years Fifth Street was U.S. Route 29, a through arterial connecting Lynchburg with Charlottesville to the north and Danville to the south. When the Expressway was built, it became U.S. Route 29, and Fifth Street became Route 29 Business. With the opening of the Route 29 By-pass in 2005, the Expressway became Route 29 Business, and Fifth Street was renumbered Virginia Route 163. Fifth Street is no longer a major U.S./Virginia highway and thus has the opportunity to become a more local serving street – a place for business and community activity rather than a throughway.

A Vital Link: Fifth Street links two important focal areas of the City: Downtown and Midtown. Downtown is currently experiencing a renaissance as a result of the implementation of the Downtown and Riverfront Master Plan 2000. The recently adopted Midtown Plan (October 2005) promises to bring new vitality to that important neighborhood. Fifth Street is the direct link between the two.

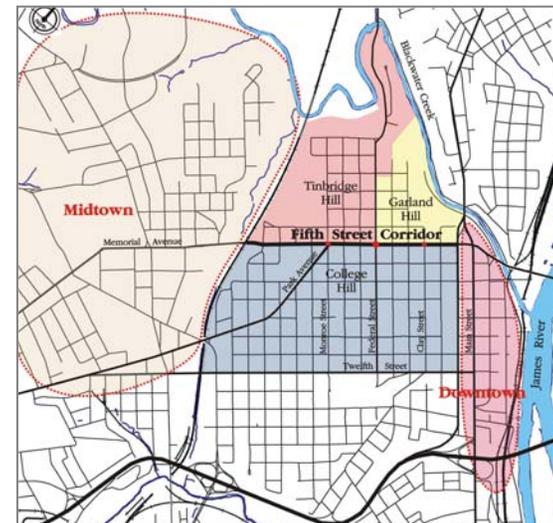


Figure 3.1 Fifth Street Links Downtown and Midtown

History: Since John Lynch established a ferry crossing of the James River in 1757 and settlement of the Lynchburg area began, Fifth Street played a role in the nascent City's history. In those early days, Fifth Street was known as Ferry Road, which led from the ferry landing to points south. Ordinaries and hotels were built along the road to serve travelers, two of which survive today, the Western Hotel (Joseph Nichols Tavern) and the Kentucky Hotel. Fifth Street later formed the western boundary of the City's downtown. In the mid to late 1800s, the hills around the street began to develop into residential neighborhoods – Garland Hill, where many of the City's early tobacco and shoe industrialists settled, College Hill, and Tinbridge Hill. In the early 1900s, Fifth Street became the black community's "main street," as described in the introduction to this plan. This rich history gives Fifth Street and its neighborhoods character upon which the revitalization vision can be built.



Old Fifth Street



Character Areas: Many older declining retail streets have retail uses spread out over several miles with large parking lots diluting any remaining activity areas that might be present. Such areas are difficult to revitalize and make hospitable for pedestrians. Fifth Street, on the other hand, has three distinct character areas, none longer than about 1,600 feet. The segment from Main Street to Clay is clearly associated with Downtown and the government, employment and institutional uses there. The middle section, from Clay Street to Park Avenue, was the local serving retail portion of the street frontage and remains the most retail in character today. South of Park Avenue, Fifth Street enters a residential zone. These changes in character make the street interesting. The concentrated central segment has great potential for revival of a retail main street attractive to pedestrians.

Topography / Distances: Lynchburg is not an easy place for pedestrians to walk because of its many steep hills. Fifth Street also has its hills, but the central segment between Clay and Polk Streets is relatively flat or gently sloped and thus provides a good location for pedestrian activity. This central segment lies within a quarter mile or five minute walk from Fifth Street's central intersection at Federal Street.



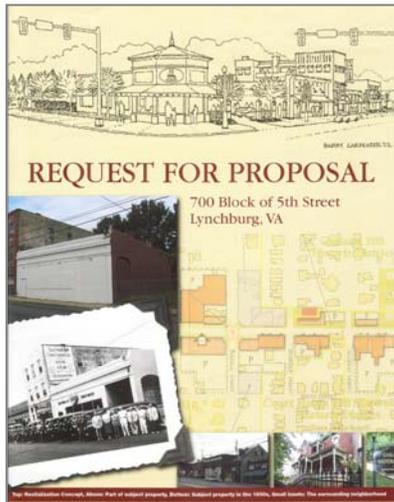
Figure 3.2 Cross-section along Fifth (enlarged image on page A4)

Current Revitalization Activities: The Lynchburg Redevelopment and Housing Authority (LRHA) has been active in revitalizing the Fifth Street Corridor. LRHA has purchased and consolidated a number of former retail properties in the 700 block, and in the fall of 2005, accepted developer proposals for rehabilitation and redevelopment of the west side of this block. The project promises to be a major first step in the revitalization of the corridor. On the housing side, LHRA, the Lynchburg Neighborhood Development Foundation, the Lynchburg Community Action Group and other housing groups have been active in rehabilitating a number of houses in the College Hill and Tinbridge Hill neighborhoods. Garland Hill has benefited from the rehabilitation of its graceful historic houses by private individuals, much of this reinvestment having been promoted by the neighborhood’s designation as an historic district in the 1970s.

Comprehensive Plan Support: The City’s Comprehensive Plan 2002-2020 specifically supports the revitalization of Fifth Street and the conservation of its surrounding neighborhoods.

3.2 Challenges

Worn Out and Left Behind: Fifth Street today appears worn out and left behind with its many vacant buildings, vacant parcels, and unkempt parking lots. Only the auto-oriented uses appear to have any activity, but their suburban design clashes with the architectural character of some of the fine old buildings that remain. Hiding behind poorly maintained or inappropriately covered building facades of many of the old buildings, one can see the potential for quality rehabilitation, but no one has yet taken the steps to revitalize the commercial buildings along Fifth.



Existing Street Scenes

Throughway: As traffic increased on U.S. 29, Fifth Street was given over to through traffic at the expense of its other function, to provide access to local businesses. Parking spaces were removed from Fifth Street over thirty years ago to increase lane capacity. There are two southbound travel lanes and one northbound travel lane. Even though Fifth Street is no longer Route 29, commuters pass quickly through the area to and from downtown paying little attention to the remaining businesses.

Parking, Parking, Parking: Much of the retail section of Fifth Street was developed when travel by car was not so prevalent. Many neighborhood residents walked to the stores. Consequently, little off-street parking was provided. When the on-street spaces were removed, this left many businesses with little or no near-by parking. Lack of parking contributed to the decline of Fifth Street and hinders its revitalization today.



Fifth Street "Throughway"

Constricted Space: In many segments of the Fifth Street corridor, the right-of-way is only fifty (50) feet wide with buildings located on the right-of-way line. This narrow building-face-to-building-face cross section is desirable for creating a "main street" feel, but limits the space for travel lanes, parking lanes and sidewalks.

Pedestrians, Watch Out: The sidewalk along much of Fifth Street is only 6.5 feet wide and is sandwiched between buildings and speeding cars in the travel lanes. Although pedestrian signals and push buttons are provided at all signalized intersections, some pushbuttons are not accessible, ramps are not provided on all corners, and some crosswalks are not marked. Fifth Street for most of its length is not hospitable to pedestrians.



Pedestrians on Fifth Street

Poverty and Poor Housing Conditions: The residents and families of many of the neighborhoods around Fifth Street are more likely to live in poverty, are less likely to be employed, had a lower rate of home ownership, and live in older homes that have lower values than in many other areas of the City.

Inappropriate Zoning: A large portion of the corridor is zoned B-5, General Business District, even large areas of residential neighborhoods. This zoning district is one of the least restrictive in the zoning ordinance, permitting a wide variety of uses, “which require large sites and produce substantial nuisance effects.” While mixed uses are appropriate for the frontage along Fifth Street, they need to be finely mixed utilizing the existing small buildings and lots. Residential areas need to be zoned residential so as to prevent commercial and industrial intrusions.

The City and the CDC think that the time is ripe to capitalize on the many opportunities offered by Fifth Street believing that many of the challenges can be overcome through the implementation of this corridor revitalization plan.



4.0 FIFTH STREET CORRIDOR MASTER PLAN

This plan was developed in two stages. First, the City and CDC developed a Corridor Concept Plan to set the overarching vision for the entire corridor study area. This was completed in August, 2004. Then the City and CDC began to focus on the details of the Fifth Street frontage parcels and blocks between Fourth and Sixth Street. The result of that effort is the Fifth Street Corridor Master Plan.

Goal 1. Vision – To provide a vision for a revitalized Fifth Street Corridor - a thriving business center in a beautiful setting of rehabilitated and new buildings with complementary streetscape and surrounded by attractive, safe, and diverse neighborhoods.

Objective 1.A. The Corridor Concept and Master Plans.

To adopt the Corridor Concept Plan and Corridor Master Plan as the vision for the Fifth Street Corridor.

Objective 1.B. Incorporation into Comprehensive Plan. To incorporate this entire document into the City of Lynchburg Comprehensive Plan 2002 – 2020 as the area plan for the corridor.

Objective 1.C. Guide for Design. To use the illustrative master plan in Figure 4.4 , street cross-section in Figure 4.8 and Sidewalk Corridor & Tree Planting Zones in Figure 4.9, the accompanying illustrative streetscape and roundabout sketches, and the street furniture recommendations as guides to the ultimate design of the improved streetscape for Fifth Street.

Objective 1.D. Inspiration for Revitalization. To use the illustrative master plan and accompanying building rehabilitation, redevelopment and infill sketches to inspire private property owners to improve their buildings and sites in support of revitalization.

Objective 1.E. City Properties Within the Vision. To invest in City owned properties in the corridor in support of revitalization, including maintenance and improvement of Biggers Park and the Old City Cemetery, compatible development and improvement of the City water treatment and storage facilities, development of the Old City Reservoir park on Clay Street, interim landscaping of City parking lots and installation of bus shelters, and landscaping and park improvements to the frontage lots between Taylor and Fillmore Streets.

4.1 Corridor Concept Plan

4.1.1 Development of the Concept Plan

On May 24, 2004, the City and CDC hosted a four-hour charrette to develop a concept design plan for the revitalization of Fifth Street. The CDC invited all its board of directors, members of the City Council and Planning Commission, Fifth Street business and neighborhood leaders, and key City agency staff to participate. The CDC had already held a number of visioning sessions in the community and so decided to use the input from those sessions to serve as a basis for planning.

In the charrette, the consultant and City staff presented examples of revitalization approaches in other cities as well as information and maps on existing conditions within the Fifth Street corridor. Potential options for streetscape treatments in the form of cross-sections were also presented. Attendees then worked in small groups to each develop design concepts for the corridor. The groups identified and located desired land uses, assigned character zones, focal points, and gateways, and then suggested a complementary streetscape concept. After the groups shared their ideas, the consultants lead a facilitated discussion to help the group identify

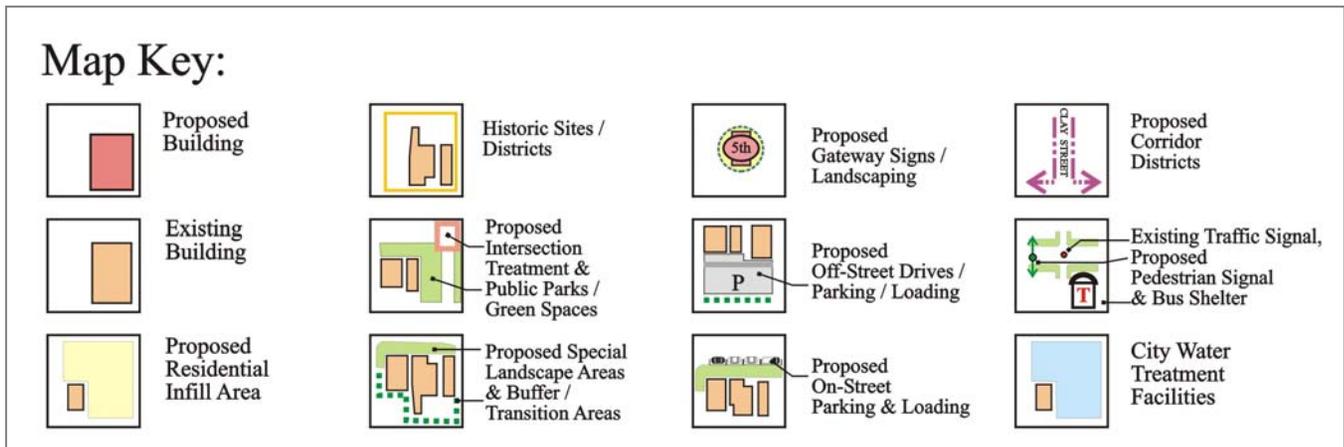
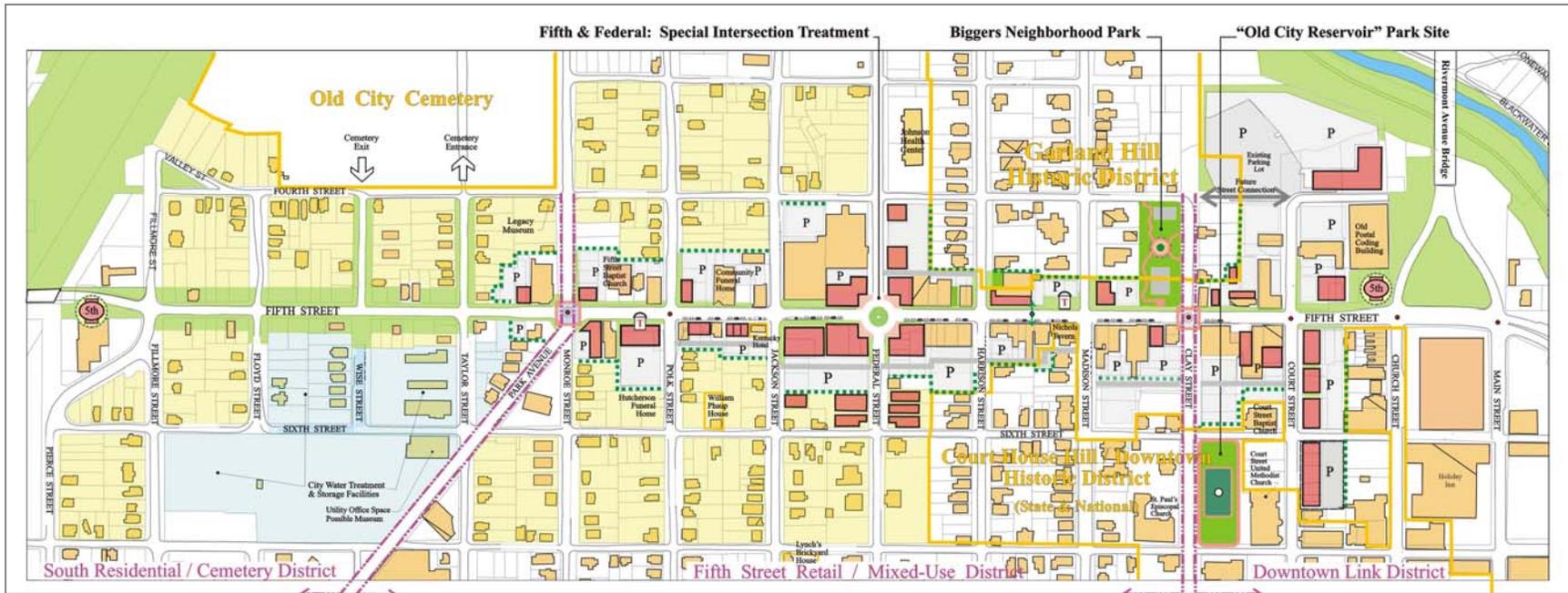


Figure 4.1 Fifth Street Corridor Concept Plan

the key design concepts that participants favored. After the charrette, the consultants summarized the group’s recommendations in the Fifth Street Corridor Concept Plan shown in Figure 4.1.

4.1.2 Key Elements of the Fifth Street Corridor Concept Plan

The Corridor Concept Plan (CCP) presents revitalization concepts for the entire corridor area, from Main Street to the Martin Luther King, Jr. Memorial Bridge and for two blocks on either side of Fifth Street.

Corridor Districts

Along its approximately one-mile length between Main Street and the Martin Luther King, Jr. Memorial Bridge, Fifth Street changes in character. Recognizing these changes, the Corridor Concept Plan sets up three corridor “districts” to guide the design of streetscape improvements, building improvements and construction plans, and the location of on-street parking.

Fifth Street Retail / Mixed Use District: This district extends from Clay Street to just south of Park Avenue and is planned to become the heart of Fifth Street’s revitalization. Historically, this portion of Fifth Street functioned as a “main street” for the residential neighborhoods on either side. It has the most promise for revitalizing that function today. The CCP recommends a mix of retail, restaurant, office and residential uses along Fifth Street to be housed in rehabilitated older and historic structures and in new structures on redevelopment and infill parcels. In multi-story buildings, retail and restaurant uses are recommended for the first floor, and office and residential uses are proposed for upper floors. Institutional uses, such as the churches, funeral homes, and the Elks Lodge, add to the desired community mix and are recommended to

stay. Auto-oriented uses are welcome here, though as the corridor revitalizes they may gradually leave for more suburban locations and their sites may be converted to other, more urban uses. The plan does not recommend expansion of auto-oriented uses. Other aspects of this plan described in the following sections are designed to support the revitalization of Fifth Street within this district as a retail/mixed use “main street” for the community.

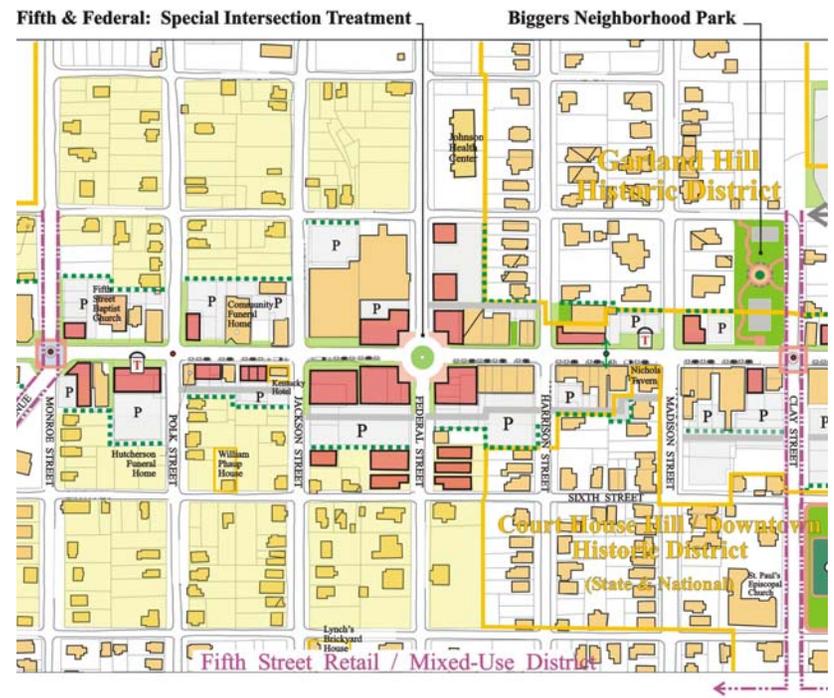


Figure 4.2 Retail / Mixed Use District

Downtown Link District: The Downtown Link District provides a transition between Downtown and the Fifth Street Retail / Mixed Use District. Uses here are expected to remain primarily in the office and employment categories with institutions and residential uses on the side and parallel streets. The intersection of Fifth Street with the one-way Main Street / Church Street pair is an important traffic

distribution point for several traffic streams flowing to and through the City. In this district, Fifth Street functions more as a traffic artery than a “main street.” Within the Downtown Link District, the transition of Fifth Street from City traffic artery to “main street” is made.

South Residential / Cemetery District: Just south of Park Avenue to the Martin Luther King, Jr. Memorial Bridge the uses along Fifth Street change to residential and landscaped green space. The CCP recommends that this area remain residential in character with a green linear park lining the Fifth Street frontage. The City’s water treatment and storage facility will continue to be a major public use within this district, and the Old City Cemetery will retain its historic, educational and green space character and function. The auto-oriented uses located at the bridge are welcome to remain, though they could be converted to park and/or residential uses in the future.

The Corridor Concept Plan descriptions above focus mostly on the Fifth Street frontage parcels, but this plan also provides recommendations for the residential neighborhoods on the cross and parallel streets “behind” the Fifth Street frontage parcels. In all three districts, neighborhood conservation, as recommended in the Comprehensive Plan, continues to be recommended in this plan.

Street Function and Cross Section

Traffic counts in 2005 show that Fifth Street’s three travel lanes carry a total of between 15,000 and 20,000 cars per day. The lower counts are found south of Park Avenue, and the higher counts, from Park Avenue to Main Street. The Regional Transportation Demand Model estimates that Average Daily Traffic (ADT) on Fifth Street within the corridor study area will increase an average of 0.55% per year from the base model year of 2000 to 2030. Fifth Street currently operates at an acceptable level of service (LOS C or better). Fifth

Street is an important transit corridor in Lynchburg. Three routes (Route 10, 1A, and 1B) travel Fifth Street with as many as 11 bus stops. The CDC and Fifth Street community wish to return Fifth Street to its former “Main Street” character, where providing access to and frontage for a thriving retail business community is just as, if not more important than, serving through traffic. To this end, the CCP recommends that the cross section of Fifth Street within the Retail / Mixed Use District be reconfigured to offer two travel lanes, one in

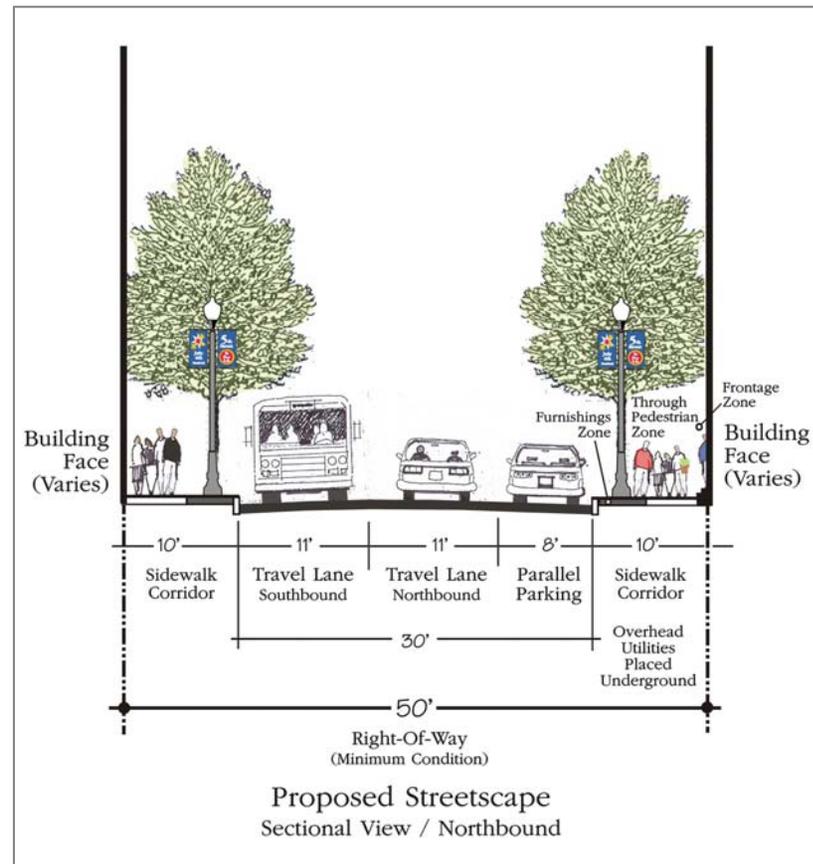


Figure 4.3 Proposed Streetscape Cross Section

each direction, and one lane for parking on the east side of the street as shown in Figure 4.3. The reduction in lanes with parallel parking adjacent should act to calm the traffic along Fifth Street and give motorists a better chance to see the businesses there and find a parking place to patronize those businesses. The two narrower travel lanes and parking lane will require less cross section and allow a wider sidewalk to be provided, thus enhancing the pedestrian environment. In the Downtown Link District, Fifth Street is recommended to retain its current three and four lane cross sections. In the South Residential / Cemetery District, Fifth Street will continue to offer two travel lanes.

Goal 2. An Urban Street for All – To reclaim the street so that it serves all of the community’s needs not just the needs of those traveling through by motor vehicle.

Objective 2.A. A Vital Urban Street. To reinvent Fifth Street as the “main street” for its surrounding neighborhoods.

Objective 2.B. Balance. To balance the needs of the community for a revitalized Fifth Street with the needs of the City for Fifth Street to continue to handle through traffic at a level of service that is acceptable.

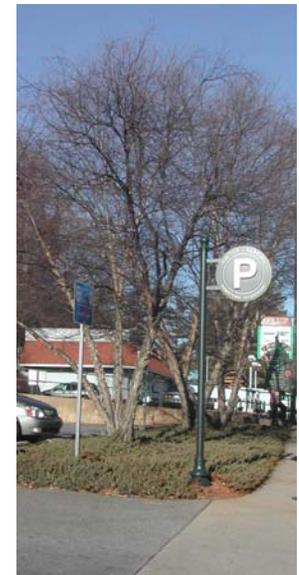
Objective 2.C. Community Needs. To recognize and serve community needs, which include providing a good location for businesses and services, a center for neighbors to meet, a welcoming place for pedestrians, beautiful spaces, and well planned vehicular circulation, access and parking.

Objective 2.D. Gateway to Downtown and Midtown. To provide an attractive gateway to both Downtown and Midtown.

Parking and Loading Concepts

A major influence on the success of a retail area is the availability of adequate and well located parking and loading spaces. Cities seeking to revitalize their commercial streets have found that on-street parking is essential to the revitalization effort. It offers the most convenient type of parking and creates the steady turnover of shoppers needed by stop-and-go retailers like coffee shops, dry cleaners, and specialty food stores. However, the amount of spaces provided by on-street parking is rarely adequate. Well designed and well located off-street lots and decks are also needed. The CCP recommends that such off-street parking areas be provided behind the buildings lining Fifth Street within the Retail / Mixed Use District and shows potential locations for them. Parking lots fronting on Fifth Street are not recommended as they create a more suburban look and destroy the more urban “Main Street” character that is desired.

While it is important to reduce the visual intrusion of parking lots on the streetscape, it is also important to make sure that drivers can find them. Easy to see and read directional signs must be provided. So that shoppers can access the shops from the parking lots, the plan recommends that building rehabilitation and construction plans include rear entrances or narrow breaks between buildings for pedestrian walks connecting the parking lot to the street.



Businesses also need loading spaces. The CCP recommends the incorporation of loading spaces at strategic on-street locations within the parking lane and also within the proposed rear parking lots. The goal is to prevent trucks from blocking the travel lanes in an attempt to unload goods.

Goal 3. Encouraging Walking – To create a comfortable, functional, and attractive environment for pedestrians so that they can move easily through the corridor, into and out of the neighborhoods, to Downtown and Midtown, and to nearby parks and other destinations.

Objective 3.A. Fifth Street Pedestrian Environment. To widen and beautify the sidewalks on Fifth Street as recommended in this plan to include a through pedestrian zone of approximately six feet width, a street furnishings zone of approximately four feet width and a variable frontage zone, as illustrated in Figures 4.7 and 4.8.

Objective 3.B. Pedestrian Signalization and Crossings. To provide improved pedestrian signals at all signalized intersections, including pedestrian countdown heads and audible signals for the visually impaired; to provide mid-block pedestrian activated signals in stretches of Fifth Street where there are no traffic signals; and to provide well marked and attractive cross walks at all Fifth Street intersections.

Objective 3.C. Cross Street Sidewalks. To repair and maintain the sidewalks on the perpendicular cross streets intersecting with Fifth Street using the original materials as much as is feasible.

Objective 3.D. Parallel Street Sidewalks. Where sidewalks are missing on the parallel streets, to install sidewalks when the street is upgraded on at least one side of the street.

Objective 3.E. Connections to Blackwater Creek Trail. To make connections to Blackwater Creek Trail at the end of Madison Street and Hollins Street.

Objective 3.F. Handicapped Accessibility. To ensure that all sidewalk improvements are designed to be accessible to the handicapped.

Pedestrian Environment / Accessibility

Pedestrians will be pleased that this revitalization plan includes the provision of wider sidewalks within an enhanced streetscape along Fifth Street as well as improved pedestrian connections to the neighborhoods and to Blackwater Creek Trail. Enhancements of the streetscape will include the installation of special paving, street trees, lighting, trash receptacles, benches, and bus shelters. The new Martin Luther King, Jr. Boulevard signs will be incorporated into the design. The plan recommends clearly marked crosswalks that complement the sidewalk treatments.

All pedestrian facility improvements shall be handicapped accessible. Paving materials will be chosen to provide a proper surface for wheelchairs and to provide tactile cues for the visually impaired. Handicapped ramps shall be provided at all intersections. The CCP recommends improved pedestrian signals at all signalized intersections to include pedestrian countdown heads and audible signals for the visually impaired. Between Madison and Harrison, the plan shows a mid-block pedestrian crossing that will be

pedestrian activated with audible signals. Handicapped parking spaces will be provided on street and in rear parking lots.

Some sidewalks on the cross streets have not been well maintained and are missing on many of the parallel streets. So as to improve pedestrian connections to the neighborhoods, this plan recommends repair of the existing sidewalks with materials that match those already in place. Many cross streets have beautiful brick or slate sidewalks, which should be maintained to the extent feasible given the availability of replacement bricks or matching stone. Where sidewalks are missing on the parallel streets, they should be installed when the street is upgraded on at least one side of the street. The narrow rights-of-way and difficult topography may prevent the placement of sidewalks on both sides of these streets.

Blackwater Creek Trail parallels the corridor to the west, but currently is not directly accessible to the community. The CCP recommends two potential access points to the trail, one from the end of Madison Street to the west of the corridor and the other from the end of Hollins Street to the west of the Old City Cemetery.

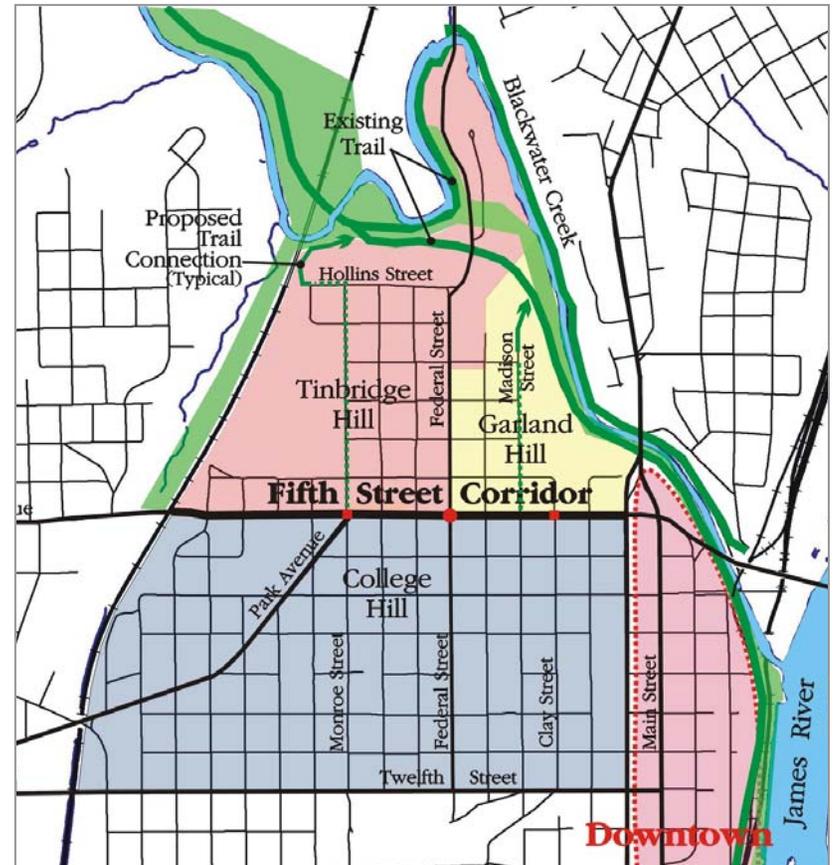


Figure 4.4 Connections to Blackwater Creek Trail

Goal 4. Honoring History – To protect the corridor’s historic buildings, sites, and districts, and to honor that architectural heritage through compatible rehabilitation, infill and redevelopment.

Objective 4.A. Corridor Overlay District. To adopt a historic corridor overlay district, as permitted in Virginia Code 15.2-3206, to govern the rehabilitation and demolition of buildings and the redevelopment and infill of sites contiguous to the Fifth Street right-of-way.

Objective 4.B. Neighborhood Historic Districts. To perform the necessary studies to determine if the boundaries of existing historic districts should be expanded or new historic districts created within the Fifth Street Corridor.

Quality of Rehabilitation, Redevelopment and Reuse of Buildings

The Corridor Concept Plan presents a general area along Fifth Street between Church Street and Park Avenue within the Retail / Mixed Use District where the CDC and community recommend that existing quality and/or historic buildings be rehabilitated, less quality buildings and sites be redeveloped, and vacant properties infilled with new buildings. The resultant buildings should be of a scale and style that is compatible with the historic buildings that exist along the corridor. This does not mean that new buildings should replicate historic styles. They may exhibit a more modern look, but the materials, scale, and level of detailing should complement the historic structures. Historic structures should be rehabilitated in a manner that preserves their historic features as would be required within a regulated historic district.

Within the residential neighborhoods, rehabilitation of existing buildings is encouraged. The Lynchburg Neighborhood Development Foundation has done an excellent job of sensitive rehabilitation of older houses for low income residents. Examples can be found on Harrison and Madison streets. These rehabilitated structures preserve the historic character of the neighborhood. The CCP recommends and encourages this quality of housing rehabilitation. Infill housing is also appropriate, as there are a number of vacant lots, particularly in the Tinbridge Hill neighborhood. The CCP shows blocks where housing infill is recommended. This housing should be of a style and scale that complements adjacent houses and should include units affordable to people of a wide range of incomes.



Housing Rehabilitation in the Corridor Area



Housing Rehabilitation in the Corridor Area

Goal 5. Supporting the Needs of the Neighborhoods –

To meet the specific needs of the neighborhoods for decent, affordable housing, essential goods and services, places to recreate and worship, a safe and beautiful environment, and central spaces for daily enjoyment and social interaction.

Objective 5.A. Decent, Affordable Housing. To create and promote incentives and support programs for housing rehabilitation within the neighborhoods while ensuring that there is an ample supply of decent housing affordable to people of a wide range of incomes.

Objective 5.B. Essential Goods and Services. To market the Fifth Street corridor to investors and businesses that will provide essential goods and services to the neighborhoods, such as, grocery stores, drug stores, clothing stores, restaurants, delis, bakeries, coffee shops, dry cleaners and laundries, hair salons and barber shops, book stores, and newsstands.

Objective 5.C. Institutional and Civic Uses. To support the continued presence of churches, civic clubs, museums, and parks within the corridor.

Objective 5.D. A Safe and Beautiful Environment. In the course of developing streetscape improvement plans for the beautification of the corridor, to incorporate Crime Prevention Through Environmental Design (CPTED) concepts and recommendations for increased safety and crime prevention.

Objective 5.E. Central Community Meeting Space. To create public plazas on the corners around the roundabout to provide central meeting spaces for daily enjoyment and social interaction within the community.

Neighborhood Buffering

The revitalization of Fifth Street promises to introduce new commercial uses within the corridor. These uses are proposed to line Fifth Street within the Fifth Street Retail / Mixed Use District. Office and employment uses are proposed within the Downtown Link District. In order to reduce the impact of these uses on the surrounding residential areas, the CCP identifies locations for linear landscape buffers between these non-residential uses (including their parking lots) and the residential lots to the rear. The landscape

buffers do not need to be wide swaths of green space, but should contain opaque screens of evergreen trees and shrubs and/or attractive opaque fences or walls.

Special Places

Fifth and Federal Intersection: The Corridor Concept Plan recognizes the Fifth and Federal intersection as the center of the revitalized corridor. Special streetscape and intersection improvements are recommended to create a focal point and revived sense of place here.



Old City Reservoir Park Concept



Biggers Park



Old City Cemetery



Legacy Museum

Fifth Street Gateways: So that motorists and pedestrians know that they are entering a special place, the CCP recommends gateway signage and landscape treatment at the entrances to the corridor. Figure 4.1 shows the proposed locations for gateway identification.

Neighborhood Entrances: All three neighborhoods have existing entrance signs on Fifth Street, but they are lost within the clutter of directional signs and are either surrounded by unattractive pavement or lost in weedy vegetation. The CCP recommends improved neighborhood entrance signs with attractive landscaping.

Old City Reservoir Site: An early water supply reservoir for the City was located at the corner of Clay and Sixth Street. No longer used, the facility has been capped with asphalt. The historic wrought iron fence around the perimeter and a statue in the center remain. The CCP recommends that this site be redeveloped into a park. This park could be used as a family reunion and community event space. The design should retain the historic fence and statue and complement the historic district in which it is located. The illustrative sketch on page 20 shows what such a park might look like.

Biggers Park: This pocket park provides a pleasant green space along the corridor. Recommended improvements include a handicapped entrance from Clay Street, added passive seating area, and wayfinding sign on Fifth Street.

Old City Cemetery and Legacy Museum: The City Cemetery and Legacy Museum are both important cultural resources in the corridor that are attractive to both residents and tourists. The CCP recommends that wayfinding signs be installed along Fifth Street to direct travelers to these sites.

4.2 Fifth Street Corridor Master Plan

4.2.1 Development of the Corridor Master Plan

Work on the Corridor Master Plan was begun about one year after the preparation of the Corridor Concept Plan, in the fall of 2005. The preliminary draft master plan was presented for comment at a community meeting sponsored by the City and the CDC on January 16, 2006. The CDC endorsed this corridor master plan on March 27, 2006.

4.2.2 Key Elements of the Fifth Street Corridor Master Plan

The Master Plan focuses on the Downtown Link and the Retail / Mixed Use districts and provides additional, more detailed

recommendations regarding the recommended streetscape treatment and building rehabilitation, redevelopment and infill treatments.

The plan, presented in Figure 4.5, provides an illustrative plan for a revitalized Fifth Street corridor within a block on either side of the street. This plan and the illustrative sketches that accompany it offer the vision for Fifth Street.

New Street Lane Configuration

The Corridor Master Plan (CMP) illustrates the proposed improved lane configuration for Fifth Street in the Retail / Mixed Use District, which provides two travel lanes and one parking lane. It also shows how the transitions to this configuration are made at each end of the district. At Church Street, the plan shows three travel lanes for Fifth Street. Two northbound lanes are separated from the one southbound lane by a landscaped island that will be designed as an



Fig. 4.5 Corridor Master Plan

attractive entrance feature. At the busy Court Street intersection, the street transitions to one travel lane in each direction with dedicated turn lanes in each direction. Then between Court and Clay Street, the transition is made to one travel lane in each direction and one parking lane on the east side. Between Clay and Park Avenue, Fifth Street is planned for two travel lanes and one parking lane to serve its “main street” function. The transition back to two travel lanes plus dedicated turn lanes is made at the Polk Street intersection. South of the Park Avenue / Monroe Street intersection, the street transitions to two travel lanes as it enters the South Residential / Cemetery District. Arrows on the plan show the direction of the travel lanes and the turn lanes. In the future, if revitalization of the corridor is highly successful, additional dedicated turn lanes may be needed. They can be accommodated within the curb-to-curb street cross section, though other ways to handle circulation can also be explored as described in the following section on traffic circulation and parking.

On-street parking spaces are shown on the plan within the dedicated parking lane. At a number of locations, on-street loading spaces are shown as well. The location of the loading spaces will be adjusted to the needs of businesses as revitalization occurs. It should be noted that the plan shows no bulb-outs at intersections to define the parking lanes. The lanes will be striped instead. If dedicated turn lanes are needed in the future, the lanes can then be restriped to accommodate turn lanes within the 30-foot curb-to-curb cross section unhindered by bulb-outs.

Proposed Roundabout

The Corridor Concept Plan recommends a special intersection treatment at the Fifth and Federal intersection. The Corridor Master Plan recommends specifically, a modern roundabout. Roundabouts have recently grown in popularity in the United States, though they

have been used successfully in Europe for many years. The Virginia Department of Transportation has begun to promote roundabouts “to reduce injury accidents, traffic delays, fuel consumption, air pollution and construction as well as maintenance costs, while quite often moving more traffic and enhancing intersection beauty” as stated on VDOT’s website. Roundabouts differ from the old traffic circles that have been used in some cities. The modern roundabout is generally smaller, requiring lower traveling speeds. At roundabouts, the entering traffic yields the right-of-way to the circulating traffic. This yield-at-entry rule keeps traffic from locking up and allows free flow movement. The center island and splitter islands at each entry to the roundabout deflect entering traffic and reinforce the yielding process. Pedestrians usually find it easy to cross the street at a roundabout, because, using the splitter island as a refuge, they only need to cross one lane at a time.



Figure 4.6 Proposed Roundabout close-up



Figure 4.6 Roundabout Concept

A roundabout at Federal Street provides a good solution to the heavy demand for left turns there. It slows down traffic, a form of traffic calming, while still allowing traffic to flow more freely. The roundabout also provides an opportunity to create a special streetscape focal element for the intersection, a real “placemaker,” as illustrated in the sketch. The central landscape feature that is ultimately chosen should be one drawn from the community during the detailed design phase of the Fifth Street Corridor improvement project.

The roundabout is shown on the plan set within a square, the corners of the square being provided in small plazas at each street corner. This design allows further reinforcement of the special character of the place, in essence creating an outdoor room around the intersection, the community’s “living room.” Cooperation from property owners at the corners will be needed in order to create this special place. While the City owns property at one of the corners, the City will need to obtain additional right-of-way from property owners on the other three corners.

Traffic Circulation, Parking and Loading Details

Should revitalization of Fifth Street build to a point where traffic on Fifth Street becomes congested, the City will examine the possibility of further strengthening the supporting grid of streets around Fifth Street. Improvements to the parallel streets - Third, Fourth, Sixth and, Seventh - could be made to enhance their function and allow residents of the neighborhoods to circulate within and through the neighborhood without always having to travel on Fifth Street. These improvements should be context sensitive so as to complement and preserve the historic character of the neighborhoods.

Regarding parking, the Corridor Master Plan shows on-street parking on the east side of Fifth Street from mid-block between Clay Street and Madison Street to Polk Street. Some of these spaces will

be designated loading spaces. The exact location of on-street loading spaces will be coordinated with the needs of businesses. Because the parking lane has been designed without bulb-outs, it can be restriped to add or remove loading spaces as needed. The City will work with businesses to develop a detailed plan for handling the special loading needs of businesses in the 400 block of Fifth Street.

The plan also shows the addition of a significant number of off-street parking lots located to the rear of buildings. These new parking lots are essential for the revitalization of Fifth Street. Depending on the intensity of revitalization, these lots could be surface lots or parking decks. They should be designed to include loading areas at the rear of buildings. They should also be designed to allow through circulation between the cross streets as shown on the plan. This design provides a mid-block circulation system that will relieve the pressure of local traffic on Fifth Street.



Figure 4.7 Parking and Loading

Transit

Fifth Street will continue to be an important bus route. Bus stops are planned every two blocks with bus shelters located at Madison and Polk streets in front of the City parking lots. On the east side of Fifth Street, bus pull-offs will be provided within the parking lane.

Emergency Vehicle Circulation

Emergency vehicles will continue to be able to use Fifth Street with its new lane configuration and design. Fire Station No. 1 on Clay Street regularly uses Fifth Street on its runs. Emergency vehicles and traffic signals are equipped with the Opticom system, which allows emergency vehicle drivers to relay a signal to the traffic lights to make them all switch to green. This allows traffic to move through the corridor continuously to get out of the way of emergency vehicles. During the detailed design phase of the reconstruction of Fifth Street, intersection turning radii and the roundabout will be designed to accommodate emergency vehicles. Appendix B provides information on emergency vehicle turning radii.

Streetscape Cross Section

Figure 4.8 illustrates the planned new cross section for the Retail / Mixed Use District segment of Fifth Street. The right-of-way of Fifth Street varies somewhat along the length of the street; however, most of the street has a 50-foot right-of-way. The planned new cross-section shows two 11-foot travel lanes and one 8-foot parking lane. Sidewalk areas that are 10 feet wide are provided on both sides. Where additional right-of-way is available, additional width can be added to the sidewalk area.

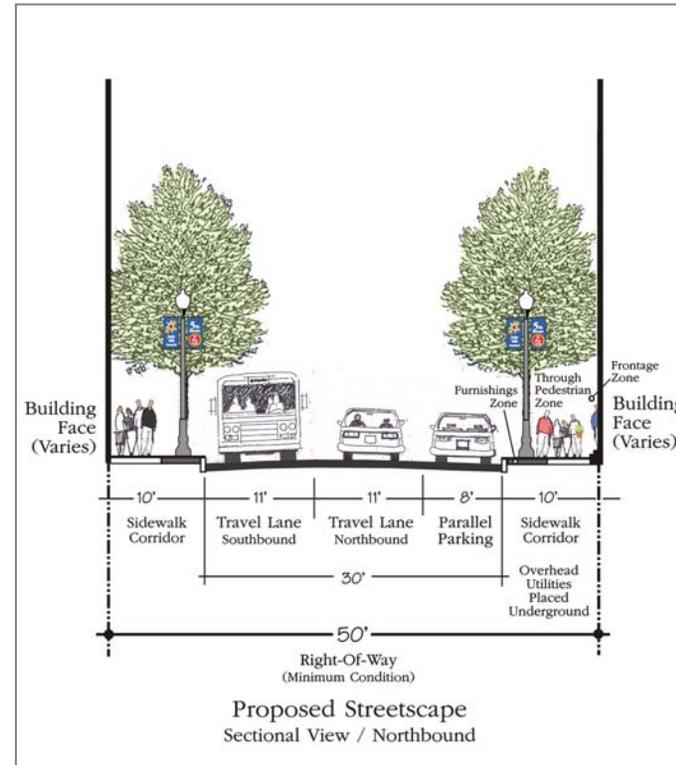


Figure 4.8 Proposed Streetscape Cross Section

The sidewalk corridor from the curb to the right-of-way edge will exhibit three functional zones:

- The furnishings zone: where street trees, signs, and street furniture are located
- The through pedestrian zone: the paved area, free of obstructions, where pedestrians travel
- The frontage zone: where stairs, stoops, and building projections may be found. In wider sidewalk corridors there may be enough space for outdoor dining areas or merchandise display.

Streetscape Improvements

The CMP shows street trees planted approximately 30 feet on center the length of the corridor. These trees are to be installed in four-foot by eight-foot planting beds covered with a tree grate. The trees are located in the furnishings zone. The tree species will be selected definitively during the detailed streetscape design phase of this project. Some recommended species include:

Small Trees for Use under Utility Lines

- Columnar Sargent’s Cherry, *Prunus sargentii* ‘Columnaris’ or ‘Spire’
- Columnar Japanese Cherry, *Prunus serrulata* ‘Amanogawa’
- Tree Lilac, *Syringa reticulata* ‘Ivory Silk’
- Columnar Sugar Maple, *Acer saccharum* ‘Barrett Cole’
- Callery Pear, *Pyrus calleryana* ‘Capital’ or ‘Chanticleer’
- Small Zelkova, *Zelkova serrata* ‘Mushashino’

Large Trees for Use Where Utilities are Underground

- Sugar Maple, *Acer saccharum* ‘Legacy’
- Red Maple, *Acer rubrum* ‘Bowhall’ or ‘Karpick’
- American Linden, *Tilia americana* ‘Boulevard’
- Littleleaf Linden, *Tilia cordata* ‘Chancole’ or ‘Corzam’
- Swamp White Oak, *Quercus bicolor*

Streetscape furnishings match those used in Downtown with the addition of special signs naming Fifth Street Martin Luther King Jr. Boulevard and special banners designed to celebrate Fifth Street in particular. The Martin Luther King Jr. Boulevard signs have already been installed and will be reinstalled during the improved streetscape construction.

Appendix C contains street furniture specifications for Fifth Street.



Bench



Bicycle rack



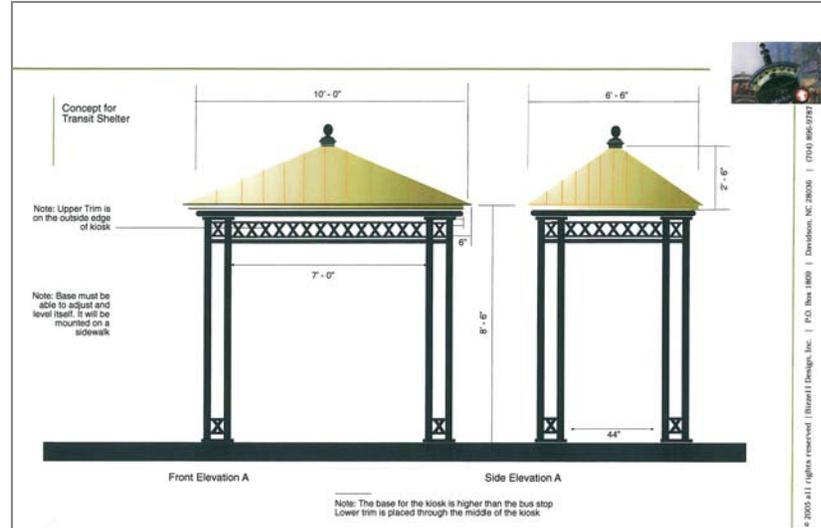
Trash receptacle



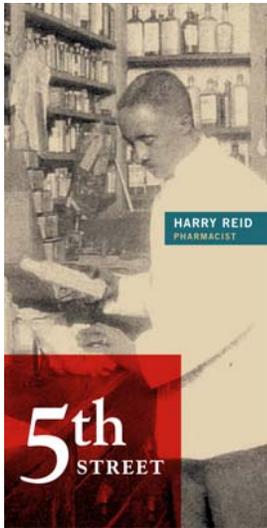
Street light



Boulevard sign



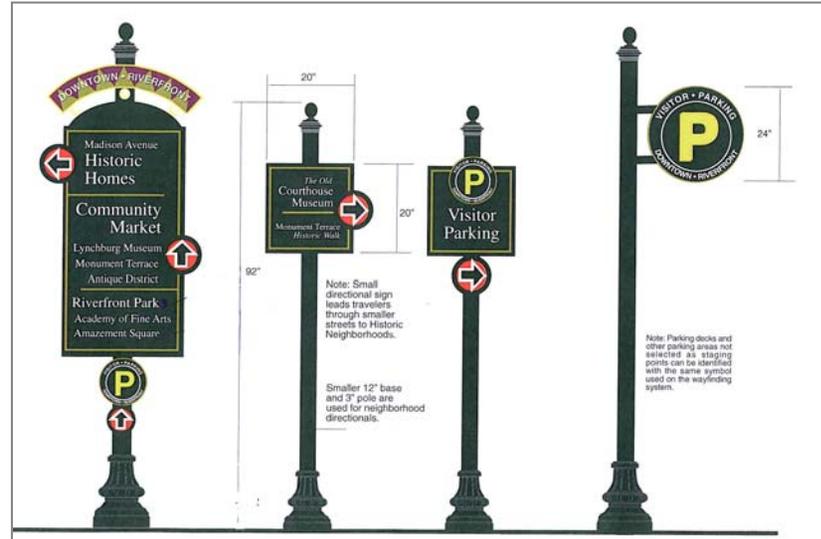
Bus shelter



Identity banner



Event banner



Directional signage

The paving patterns will be selected at the time of detailed design. Suggested here is a brick or unitized paver course in the furnishings zone and concrete sidewalk in the pedestrian through zone and frontage zone. Special treatments shall be provided at intersections. Cross walks shall be paved in either brick or unitized pavers or be highlighted by the use of colored and stamped asphalt. The detailed design of the sidewalk and crosswalk surfaces will incorporate measures to ensure handicapped accessibility.

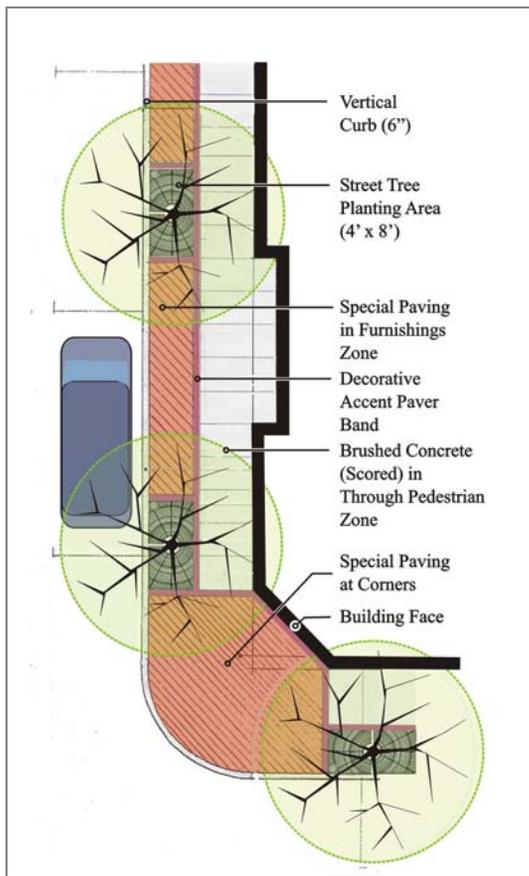


Figure 4.9 Sidewalk Corridor

Utilities

The CDC and citizens in the community support the undergrounding of all communications and electrical lines along Fifth Street from Main Street to Park Avenue. Undergrounding would provide a more attractive landscape and allow larger tree species to be used. However, undergrounding is very expensive and may not be financially feasible for all blocks. It is especially important to place utilities underground in the two blocks around the focal intersection of Fifth and Federal streets. Alternatives to undergrounding include consolidating utilities on one side of the street or relocating the lines to rear property boundaries. Another lower cost alternative is to place the communications lines in underground conduits with only power lines remaining above ground.



Undergrounding



Consolidation

In designing the new streetscape, the City will need to pay attention to drainage and to the incorporation of planned CSO improvements. There are two planned CSO projects that affect Fifth Street as shown in Figure 4.10. Implementation of portions of these projects could be phased with Fifth Street's streetscape improvements as described in Section 6.2.1.



Figure 4.10 CSO improvements affecting Fifth Street

The City also has plans to install a new raw water line under Fifth Street from the James River to the City water treatment plant on Sixth Street south of Park Avenue. When streetscape improvements are made to Fifth Street, the City will install the raw water line. The line can be capped until the entire length of the line is complete and the City is ready to use it. Installing portions of the line as the streetscape is improved will avoid tearing up of the improved street later.

Building Rehabilitation, Redevelopment and Infill Recommendations

The City and consultant collected additional information on the buildings along Fifth Street after the Corridor Concept Plan was prepared in order to develop the master plan. The goal of this effort was to develop a reasonable set of recommendations regarding the proposed rehabilitation of buildings and redevelopment or infill of sites. Each building was studied by reviewing City assessment records and examining the buildings and sites visually from the outside. The city and consultant then developed a set of criteria for developing recommendations regarding the appropriate treatment. These criteria are included in Appendix D.

The criteria were applied and then used to develop the illustrative master plan, which shows existing buildings to be rehabilitated and reused and new buildings. The new buildings are located on vacant parcels as infill development or on sites where existing buildings have been demolished and new ones constructed (redevelopment).

The goal is to create an almost continuous line of buildings along the street with few breaks. Parking lots and vacant lots create visually "dead" spaces. Studies have shown that vital urban commercial streets attractive to pedestrians need to have few dead spaces. The following illustrations show how buildings might look rehabilitated and sites might appear redeveloped.

The City has no plans to force building and property owners to follow the recommendations of the Corridor Master Plan. Rather, the Corridor Master Plan reflects the desired vision for the corridor. The city hopes to inspire building and property owners to act in concert with the plan.



Rehabilitated and new buildings – Lawrence Market

Interim Measures

The City and CDC realize that revitalization will not happen over night. Some sites will not be immediately redeveloped, and some existing parking lots planned for infill along the frontage will stay parking lots for a while. The CMP recommends that interim beautification projects be encouraged of the private sector and provided by the public sector. For example, the City parking lot at the intersection of Fifth and Polk could be improved as shown here.



City Parking Lot Landscape Treatment

As an example, the Kwik Stop convenience store at the corner of Fifth and Madison streets, could be improved by any number of façade treatments and site changes as illustrated here. The first three illustrations show interim measures, while the fourth illustrates a concept for ultimate redevelopment of the site.



Existing Kwik Stop



Potential treatments of Kwik Stop site





5.0 Future Land Use Map and Policies

The Fifth Street Corridor Master Plan is an amendment to the City of Lynchburg Comprehensive Plan 2002 – 2020. The policies in this plan replace the interim policies for revitalization areas as articulated in that plan as they apply to Fifth Street. The Future Land Use Map is hereby amended, and additional policies specific to the Fifth Street Corridor are adopted in the form of goals and objectives included in this report.

5.1 Future Land Use Map Designation

The Future Land Use Map in the City of Lynchburg Comprehensive Plan 2002 – 2020 is amended to change the land use designations for the Fifth Street Corridor as shown in Figure 5.1. A mixed use designation is shown along Fifth Street from just north of Church Street to just west of Park Avenue. North and south of this mixed use area, Figure 5.1 shows traditional residential uses within the neighborhoods. An expanded area of public use is shown around the City’s water treatment and storage facilities to reflect current public ownership and use of that area.

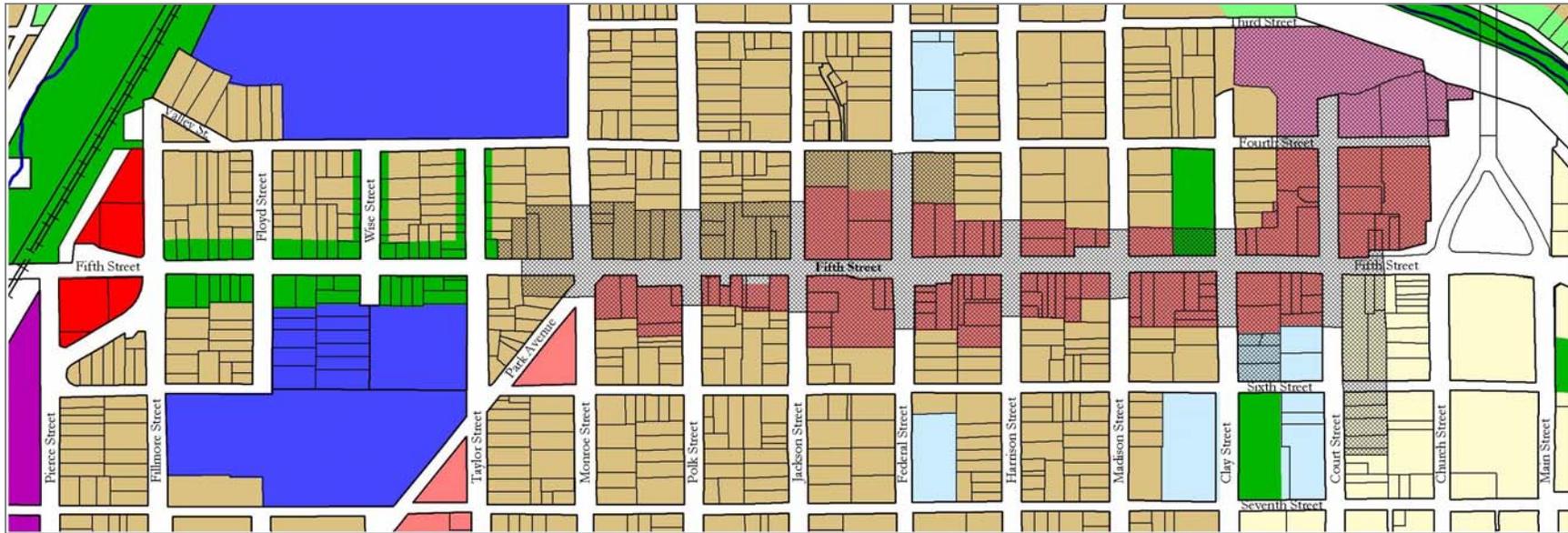


Figure 5.1 Future Land Use Map



6.0 Implementation Measures

This plan offers a vision for Fifth Street, but to be effective, must also offer recommendations on the means to achieve that vision. The following recommended implementation measures address ways to achieve the type of rehabilitation / redevelopment/infill development that is desired, to implement streetscape improvements, and to encourage investment in businesses and housing in the corridor.

Goal 6. Tools for New Businesses and Residents. To develop new and promote existing programs and implementation tools that support the creation of new businesses and improved housing opportunities.

Objective 6.A. Promotion of Existing Tools. To develop a booklet and web page that offers detailed information about the City, State and Federal programs currently available to support the creation of new small business and access to expanded housing opportunities.

Objective 6.B. New Tools. To develop new tools to support small business development and expanded housing opportunities in the corridor and surrounding neighborhoods.

Objective 6.C. Marketing and Leasing Coordination. To hire City or CDC staff to specifically market the Fifth Street Corridor to investors and to assist property owners in securing leases for new businesses that complement the desired business mix for the corridor.

Objective 6.D. Fifth Street Opportunities Fair. To host an annual fair at a location within the corridor where new business and housing promotion agencies, organizations and space providers are available to present their programs and products to prospective businesses, home owners, renters, and job seekers.

6.1 Land Use and Design Controls

The current zoning for much of the Fifth Street Corridor does not support the revitalization concepts recommended in this plan. Much of the corridor is zoned B-5, General Business District. This zoning district is one of the least restrictive in the zoning ordinance. It permits a wide variety of uses from residential to retail to office and industrial. According to Section 35.1-38 of the City Zoning Ordinance, the intent of this district “is to provide for a variety of commercial and similar uses, which require large sites and produce substantial nuisance effects. The location of these districts should provide for a high level of access, large amounts of level land, and opportunities to shield adjacent residential districts from nuisance effects.” Despite this intent, the B-5 district was applied in this area to existing residential areas as well as the older commercial frontage along Fifth Street. The land is hilly, and the parcels are small. At one time, when Fifth Street was a major arterial, U.S. 29, and was slated for widening, the City perhaps expected that this entire area would be redeveloped into the large commercial and industrial developments promoted by B-5 zoning. Indeed, there was some redevelopment, but in the form of small auto-oriented businesses.

Now, the vision for the Fifth Street Corridor has changed with the adoption of this plan. B-5 zoning is not very useful as a tool to implement the vision. A new mixed use zoning district, similar to the City’s Traditional Neighborhood Development Ordinance, but adapted to support and promote revitalization of existing urban mixed use areas, would be the most effective. However, it may take some time to develop such a district. Interim zoning measures are needed.

This plan recommends that, in the Fifth Street Retail / Mixed Use District and Downtown Link District, the parcels fronting Fifth Street and adjacent parcels containing non-residential uses remain zoned

B-5. There is no other business zone that allows the mix of uses that currently exists along Fifth Street, particularly the auto-oriented uses, plus retail, residential and office uses. A new overlay district should be applied over the B-5 zoning to achieve the design objectives articulated by this plan. The City of Lynchburg Comprehensive Plan 2002 – 2020 recommends overlay districts for revitalization areas. Section 15.1-2306 of the Code of Virginia permits localities to adopt historic corridor overlay districts for corridors leading to historic districts. Fifth Street is just such a corridor leading to the Garland Hill and Court House Hill / Downtown Historic districts. Such an overlay district can and should contain design guidelines enforced by the City’s Architectural Review Board that ensure that rehabilitation of buildings and redevelopment and infill of sites is compatible with the historic character of the area and this plan.

Residential blocks and portions of blocks that are not in the defined mixed use and historic corridor described in the previous paragraph should be rezoned to an appropriate residential zone. Garland Hill has been recently rezoned to R-2. Tinbridge Hill’s residential areas are mostly zoned R-3, though some blocks closest to Fifth Street are zoned B-5. These latter residential lots should be rezoned R-3 or R-4. In College Hill, there is a mixture of R-2, R-3, and R-4 zoning as well as some blocks or portions of blocks that are zoned B-5. The B-5 lots that are currently residential should be rezoned to R-2, R-3, or R-4 based on the current residential zoning of proximate lots. In addition, the City’s Comprehensive Plan 2002 – 2020 recommends that a Traditional Residential Overlay District be adopted and applied in Neighborhood Conservation Areas to promote “new housing that respects the community’s history and design character and limits the conversion of single family homes into multifamily uses.”

6.2 Implementation of Streetscape Improvements

The proposed streetscape improvements occur within the Fifth Street right-of-way and will be implemented by the City. This will be a major public project that the City will implement in phases over a number of years. In the interim, to support existing businesses and encourage the re-establishment of new businesses, this plan recommends that the City restripe the street for two travel lanes and one parking lane. Following this, the City should seek funding for the streetscape improvements and then begin the detailed design process. The construction will need to be phased as funding becomes available and in coordination with the City’s CSO projects.

Before the streetscape improvements come on line, the CDC will work with local businesses to improve the aesthetic quality of the street with temporary measures. The CDC will publish a brochure recommending the installation of planters with flowers on the sidewalk in front of businesses. A selection of planters and flower types will be recommended for businesses to purchase and maintain individually. The City will require businesses to obtain approval for planter location to ensure that a safe sidewalk area is maintained.

6.2.1 Phasing of Streetscape Improvements

Phase 1: The intersection of Fifth Street and Federal Street is the focus of the proposed streetscape improvements. The streetscape improvements here are designed to kick-off the revitalization process and create the placemaking center of the community. Phase 1 includes all the streetscape improvements from Jackson to Madison streets, including the proposed roundabout at the Fifth and Federal intersection. This three-block area of Fifth Street coincides with a portion of a planned CSO project. While this CSO project is not scheduled for completion in the near term, this portion of the CSO project is relatively small and can be completed in conjunction with

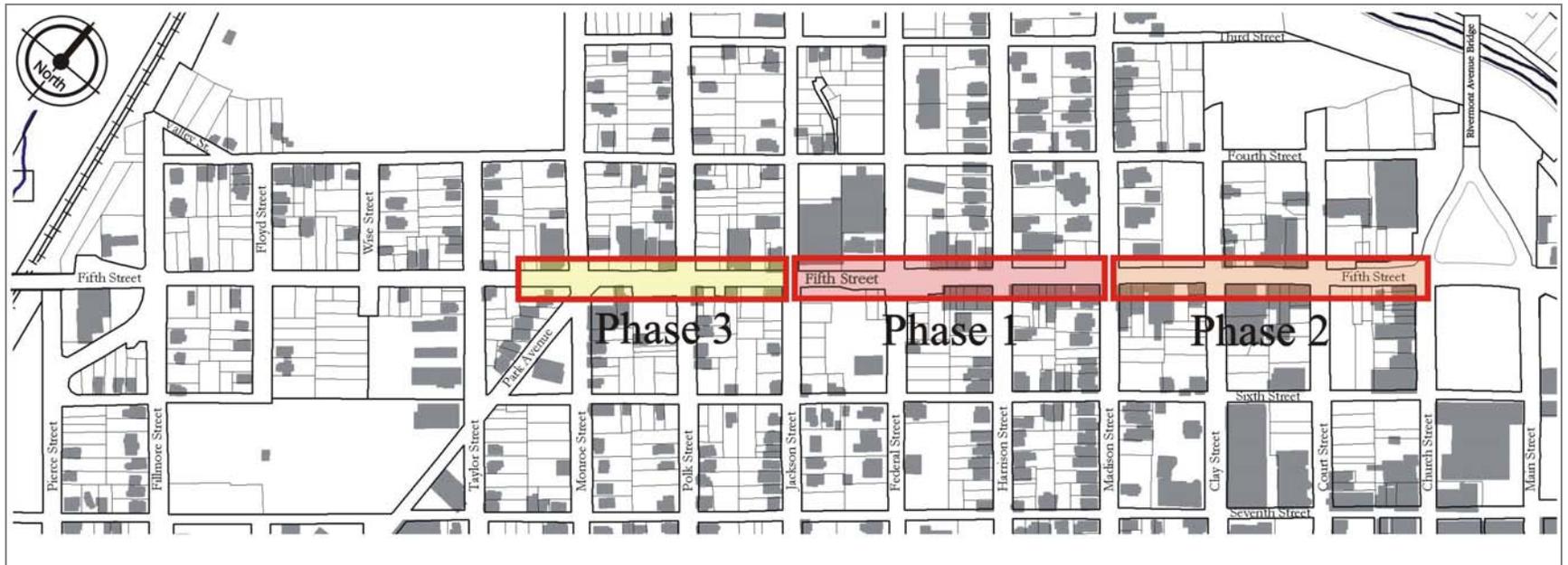


Figure 6.1 Streetscape Phasing

the Fifth Street streetscape improvements. It involves improving the sanitary sewer lines in Fifth Street and several cross streets and installing new storm sewer lines leading to an existing storm sewer line located under Harrison Street east of Seventh Street. The City also plans to install a portion of the planned raw water line in Fifth Street. It will be capped until it is ready for use.

Phase 2: This phase involves completion of planned streetscape improvements from Madison Street north to Church Street. These improvements will create that very important link to Downtown. In this three-block section, the CSO improvements are relatively easy to implement. A storm sewer line has already been installed in Fifth Street from Church Street north. A new storm sewer line will be placed in Fifth Street from just south of Clay Street to Church Street

to connect this existing line. An improved sanitary sewer line and section of raw water line will also be included in this phase.

Phase 3: The final major phase will address streetscape improvements from Jackson Street south to Park Avenue and a few feet beyond toward Taylor Street. This phase incorporates a portion of another CSO project as well as sanitary sewer line improvement and installation of a segment of the raw water line.

Phase 4: There are many attractive existing trees along Fifth Street from Taylor to Fillmore streets. Throughout the time period of streetscape improvements, these trees will be maintained and replaced as needed. Phase 4 also includes maintenance of the streetscape plantings installed in Phases 1 through 3.

6.2.2 Funding of Streetscape Improvements

The most promising funding source for the Fifth Street streetscape improvements is the Transportation Enhancement Grant Program administered by VDOT and funded by the Federal “Safe, Accountable, Flexible and Efficient Transportation Equity Act,” or SAFETEA. These grants usually fund streetscape projects in phases.

Another important source of funding is the Virginia Community Development Block Grant (CDBG) Program, which funded the development of this plan and also has funded the purchase of street furniture for Fifth Street. Federal or State Water Quality Improvement funds will be sought for CSO improvements implemented with the streetscape improvements.

Because the above grants require matching funds or may not be sufficient to cover all costs, the City’s Capital Improvements Program funds will also need to be tapped.

6.3 Programs and Funding to Support Appropriate Rehabilitation / Redevelopment / Infill

The City can encourage appropriate Rehabilitation / Redevelopment / Infill projects within the corridor through a number of programs. These include:

6.3.1 Commercial Buildings

Fifth Street Community Development Corporation: The Fifth Street CDC is an incorporated non-profit organization dedicated to the revitalization of the Fifth Street corridor. The CDC has been active in the formulation of this plan and can be a catalyst and organizing force for its implementation. With this plan in hand, the CDC could begin to take on the role of a real estate development organization as

permitted by its incorporation. It could purchase and rehabilitate commercial buildings along Fifth, either as a developer or in partnership with a private developer. The CDC will need to solicit funding from the City and other funding sources to hire staff and underwrite projects. The Local Initiatives Support Corporation and The Enterprise Foundation are two national organizations that directly invest in CDC projects and help CDCs to set up local collaboratives, including government, financial institutions and philanthropic organizations, to support CDC projects.

Lynchburg Redevelopment and Housing Authority: The LRHA is dedicated to community redevelopment, neighborhood revitalization, and the provision of affordable housing in the City of Lynchburg. LRHA has been very active in the Fifth Street Corridor and can be expected to assist with the implementation of this plan. One major corridor revitalization effort that LRHA has initiated is the purchase and consolidation of property within the 700 Block of Fifth Street between Harrison and Federal Streets for resale and redevelopment by the private sector. LRHA released an RFP in the fall of 2005 and selected a development proposal for the west side of the street. The developer proposes rehabilitation of the existing buildings in the block and the addition of new buildings, a project that promises to be a major first step in creation of the new center and heart of the revitalization of Fifth Street at its intersection with Federal Street. LRHA is expected to play a role in further property purchase, consolidation and redevelopment in the corridor in the future.

City Real Estate Rehabilitation Program: This program, administered by the City Assessor’s Office, grants real estate tax exemptions for five years to private property owners for the rehabilitation of commercial properties at least 25 years in age and improved to increase the assessed value by at least 60%. The

exemption is equal to the increase in assessed value resulting from the rehabilitation.

Virginia Enterprise Zone Program: Lynchburg has placed the Fifth Street Corridor in an Enterprise Zone making it eligible for State grants and City incentive programs for real property improvements. Property owners can apply for Virginia's Real Property Improvement Grants for building rehabilitation or expansion costing at least \$50,000 and new construction projects costing at least \$250,000. The City further supports the Enterprise Zone through its Real Estate Rehabilitation Program and the organization of the Enterprise Zone Loan Pool. Local banks participate in the loan pool, which offers an interest rate of one half percent below the bank's individual prime. No points are charged for the loans. The minimum loan amount is \$15,000.

Lynchburg Technology Zone Program: The City has placed the Fifth Street Corridor in a Technology Zone. Property owners wishing to expand or attract technology businesses can apply for capital improvement investment grants. The amount of each five-year grant is based on the net increase in capital investment in the zone. The minimum capital investment needed to qualify for a grant is \$25,000.

Fifth Street Corridor Façade Improvement Program: Established in July 2005, this program offers property owners the opportunity to apply for grants of up to \$5,000 for the improvement of a building's façade that complies with the City's Commercial Historic District Design Guidelines. Additional low interest loans may be available to qualifying property owners from the Lynchburg Neighborhood Development Foundation.

Federal and State Income Tax Credits for Historic Building Rehabilitation: Both the federal and state governments offer income tax credits to property owners who rehabilitate eligible historic

structures according to the Secretary of the Interior's Standards for Rehabilitation. The federal tax credit of 20 percent of eligible rehabilitation expenses applies only to income producing properties, while Virginia's 25 percent credit applies to both residential and commercial structures. To be eligible for the federal tax credit, a building must be listed individually on the National Register of Historic Places or be a contributing element in a national register historic district. To be eligible for the state tax credit, a building must be individually listed on the Virginia Landmarks Register, or certified by the Virginia Department of Historic Resources (DHR) as eligible for listing or as a contributing structure in a district so listed.

New Markets Tax Credits: The New Markets Tax Credit program (NMTC) was established by Congress in December 2000 as part of the Community Renewal Tax Relief Act. The program is designed to stimulate investments in commercial real estate and business ventures in low-income areas. The NMTC program provides investors with tax credits that total 39 percent of their investment distributed over a seven-year period. A key component of the NMTC program is the Community Development Entity (CDE). A CDE is a privately owned for-profit financial corporation that applies for designation to the U.S. Treasury. Investors invest in a CDE as they would any other for-profit corporation. The CDE invests this capital in projects in economically distressed areas. The Virginia Department of Housing and Community Development (DHCD) is currently identifying CDEs across the country that could invest NMTC monies in Virginia and is ready to assist commercial developers and businesses with implementing NMTC projects in the Fifth Street Corridor.

6.3.2 Housing

Fifth Street Community Development Corporation: As described above, the CDC is poised to take on the role of community real estate

development organization. While its primary focus may be commercial real estate projects along Fifth Street, it may also undertake housing projects along Fifth, such as apartments above retail shops, and within the neighborhoods. These projects could be implemented in partnership with any of the following agencies and organizations.

Lynchburg Redevelopment and Housing Authority: LRHA is also active in supporting the provision of affordable housing in the Fifth Street Corridor and surrounding neighborhoods. It has joined with the City government, Lynchburg Neighborhood Development Foundation, the Lynchburg Community Action Group, Inc., Lynchburg College, and several housing non-profits to form the Lynchburg Housing Partnership. The Partnership selected an area of College Hill as a pilot project to repair and construct new homes. A number of housing projects have been completed, and more are under way.

In 2004, LRHA completed its Tinbridge Hill Conservation Plan. In this plan, LRHA identified properties within the Tinbridge Hill neighborhood that it was willing to purchase and then participate with a private entity in rehabilitating or constructing housing for persons of low and moderate income. Local non-profit housing groups, including the Lynchburg Neighborhood Development Foundation, are working with the LRHA to implement this plan.

Lynchburg Neighborhood Development Foundation (LNDF): LNDF is a private, non-profit organization that has been actively rehabilitating houses for low and moderate income persons in the College Hill and Tinbridge Hill Neighborhoods. LNDF's rehabilitation projects provide models for the type of quality rehabilitation of older properties that the City would like to see in the Fifth Street Corridor and surrounding neighborhoods.

Lynchburg Community Action Group, Inc. (Lyn-CAG): Lyn-CAG is another private, non-profit group providing assistance to low-income families in Lynchburg. The organization is active in rehabilitating unoccupied homes and selling them to first-time homebuyers as well as assisting low-income homeowners with emergency home repairs and substantial rehabilitation. Lyn-CAG also assists low-income home owners with paint, weatherization assistance, and lead paint inspections and assessments.

Habitat for Humanity: Habitat for Humanity has constructed a number of new homes for low-income persons in the Tinbridge Hill neighborhood.

Community Development Block Grant Program: The City of Lynchburg has applied for and received CDBG funds from the Federal Department of Housing and Urban Development for 32 years. CBDG funds can be used to support the rehabilitation and construction of affordable housing as defined by HUD. Such funding has underwritten a number of the housing projects described above. The City hopes that CBDG funds can continue to be made available for housing projects in the corridor.

State and Federal Income Tax Credits for Historic Building Rehabilitation: Virginia provides income tax credits for rehabilitation of historic residential structures. Federal income tax credits are available for rehabilitation of historic income producing only, so only rental residential properties qualify for federal tax credits. Eligibility requirements and the amount of allowable credits are similar to those described earlier for commercial properties.

6.4 Programs to Increase Access to Housing

Lynchburg Community Action Group, Inc. (Lyn-CAG): Lyn-CAG administers the Virginia Individual Development Accounts Program (VIDA) for the City of Lynchburg. This program is a special savings program that helps individuals gain financial literacy skills and build assets to purchase a home, start a business or go to school (postsecondary education). For every dollar the participant saves in a designated account, VIDA will match it with two dollars. In addition to the 2:1 match, participants receive training in budgeting and other financial management skills. For many people of low or moderate income, this program provides the help they need to become homeowners. Lyn-CAG also provides education, training and job placement services to help people afford decent rental and purchased housing.

Lynchburg Neighborhood Development Foundation (LNDF): LNDF administers the Lynchburg Community Loan Fund (LCLF), which offers low-interest loans to first-time home buyers and to homeowners for home repairs. LCLF also offers a forgivable financing program to low income borrowers. They can receive a grant towards their total home purchase or improvement project of between \$1,000 and \$3,500. This grant carries a 5-year lien that is forgivable on a pro rata basis of 1/5 per year.

6.5 Programs to Support Small Businesses

Business Development Center, Inc.: Established in 1989, the Business Development Centre, Inc. is an incubator / small business resource center located in and serving the City of Lynchburg. This non-profit organization helps prospective business owners to start and grow businesses. The Centre focuses on assisting low-to-moderate income individuals, minorities, and women.

Small Business Investment Corporation: The City of Lynchburg could encourage the formation of a Small Business Investment Corporation (SBIC) to provide additional funding for small business creation and development in the Fifth Street Corridor. An SBIC is usually formed by a group of investors and banks, which contribute start-up funding that is used as a match for federal funding. The federal government will match local funding at a three to one ratio. This plan recommends that City's Economic Development Department and the Lynchburg Regional Chamber of Commerce explore the possibility of setting up an SBIC with local financial institutions to support small business development in the City's revitalization area.

Fifth Street Business Association: Once revitalization begins to take hold and a critical mass of businesses moves into the Fifth Street Corridor, the City may wish to encourage them to form a Fifth Street Corridor Business Association. Such an association can serve as a forum for business owners to work together to create and maintain a better Fifth Street business climate.

The association can work on:

- encouraging good design in the rehabilitation and construction of buildings
- attracting a healthy mix of businesses that provide essential goods and services for the neighborhoods as well as retail shops and restaurants that attract customers from outside the community and foster evening as well as daytime business activity
- promoting the area to the public through coordinated sales events, festivals, etc.
- establishing a business improvement district to enhance beautification, safety and cleanliness in the district

Business Improvement District: A Business Improvement District (BID) is a special taxing district created with the consent of its property owners that allows the City to levy a special tax to pay for specific services and improvements agreed upon by the City and property owners. BID's are used to pay for such things as planters, street furnishings, and banners, street cleaning and increased maintenance of public spaces, extra security, parking lot and deck management and maintenance, etc.

6.6 Publicizing the Opportunities

As described above, there are many existing opportunities for property owners to obtain funding or tax relief for property improvements, for prospective business owners to get help starting a business, and for first-time buyers or low-to-moderate income persons to purchase or rent a home. The question is: do property owners, business owners and residents know about these opportunities?

This plan recommends that the CDC focus on publicizing these existing and any new opportunities through a variety of methods:

- Printed booklet
- Web site
- Annual Opportunities Fair

The Opportunities Fair should be held in the neighborhood and bring together all the agencies and organizations that offer funding, loans and tax breaks, property owners looking for renters of commercial or residential space, business owners, prospective business owners, residents and prospective residents. The goal would be to provide a practical venue for providers and beneficiaries to connect, make and accept applications, and forge new relationships.

6.7 Promoting and Celebrating the Place

As revitalization progresses, the CDC and the City will collaborate in sponsoring events, festivals and activities in the corridor, in addition to the Opportunities Fair. These activities should be designed to promote Fifth Street businesses, engender neighborhood cohesiveness, and celebrate the corridor as a great place to shop, to work, and to live. City-owned properties, such as the parking lot at Fifth and Polk, could be used in the short term as event venues. In the longer term, the Old City Reservoir Park could provide an attractive gathering place. A small farmer's market on weekends during the summer has been suggested as one possible activity.



7.0 First Five Year Action Plan

The Fifth Street Corridor Master Plan is an ambitious plan for the revitalization of the corridor. The plan recommends many implementation actions. Not all of these can be addressed at once; so this plan sets forth an action plan for the first five years to set priorities for implementation as outlined in Table 7.1. At the end of five years, the CDC and the City will assess what has been accomplished and set priorities for the following five years and so forth. These future implementation actions are outlined in Table 7.2.

Goal 7. Inspiring Action – To set out an action plan of specific implementable steps that will inspire Fifth Street stakeholders to make revitalization happen.

Objective 7.A. Action Plan. To follow and regularly update the action plan presented in this document.

Objective 7.B. Assignment of Duties. To assign specific duties and due dates in an annual schedule to the appropriate City agencies and the CDC and to monitor progress on accomplishment of assigned tasks.

TABLE 7.1 FIVE YEAR ACTION PLAN

Action	Year	Implementation Partners
Land Use and Design Controls		
<ul style="list-style-type: none"> Rezone residential areas from B-5 to appropriate residential zoning district 	1	City Department of Community Planning and Development (CPD)
<ul style="list-style-type: none"> Adopt and apply a historic corridor overlay district to parcels along 5th Street 	1-2	City Department of Community Planning and Development
Streetscape Improvements		
<ul style="list-style-type: none"> Restriping to reduce travel lanes to two and add parking lane 	1	City Department of Public Works (DPW), Streets & Traffic
<ul style="list-style-type: none"> Temporary planters and flowers 	1	CDC, corridor businesses
<ul style="list-style-type: none"> Installation of wayfinding signs to Biggers Park, Legacy Museum, Old City Cemetery 	2	CPD, DPW
<ul style="list-style-type: none"> Phase 1 streetscape improvements <ul style="list-style-type: none"> Obtain right-of-way for roundabout Apply for funding Design of improvements Installation of improvements 	1	CPD, DPW, LRHA
	1-2	CPD, DPW
	2-3	CDC, CPD, landscape consultant
	3-5	CPD, DPW, contractor

Table 7.1 Five Year Action Plan (continued)

Action	Year	Implementation Partners
<ul style="list-style-type: none"> Landscaping of City parking lot at Polk Street / installation of bus shelters 	1-2	CPD, DPW
<ul style="list-style-type: none"> Phase 2 streetscape improvements 		
<ul style="list-style-type: none"> o Apply for funding 	4-5	CPD, DPW
Building Rehab, Redevelopment, Infill		
<ul style="list-style-type: none"> Rehabilitation, redevelopment 700 Block, west side 	1-3	Lynchburg Redevelopment & Housing Authority(LRHA), private sector
<ul style="list-style-type: none"> Rehabilitation, redevelopment 700 Block, east side 	3-5	LRHA, private sector
<ul style="list-style-type: none"> Façade improvements 	1-5	CPD (grants), private sector
<ul style="list-style-type: none"> Commercial building rehabilitation, redevelopment, infill 	1-5	Private sector
<ul style="list-style-type: none"> Housing rehabilitation, infill 	1-5	LRHA, LNDF, Lyn-CAG, Habitat for Humanity, other housing providers

Table 7.1 Five Year Action Plan (continued)

Action	Year	Implementation Partners
Affordable Housing / Small Business Opportunities		
<ul style="list-style-type: none"> Preparation of opportunities booklet, web site 	1-2	CDC
<ul style="list-style-type: none"> Annual opportunities fair / other events 	1-5	CDC
<ul style="list-style-type: none"> Exploration / establishment of Small Business Investment Corporation 	3-5	CDC, City Economic Development Department, Regional Chamber of Commerce

TABLE 7.2 FUTURE ACTIONS		
Action	Year	Implementation Partners
Land Use and Design Controls		
<ul style="list-style-type: none"> Administer historic corridor overlay district / revise regulations as needed 	On-going	City Department of Community Planning and Development
Streetscape Improvements		
<ul style="list-style-type: none"> Phase 2 streetscape improvements 	TBD	
<ul style="list-style-type: none"> Design of improvements 		CDC, CPD, landscape consultant
<ul style="list-style-type: none"> Installation of improvements 		CPD, DPW, contractor
<ul style="list-style-type: none"> Phase 3 streetscape improvements 	TBD	
<ul style="list-style-type: none"> Apply for funding 		CPD, DPW
<ul style="list-style-type: none"> Design of improvements 		CDC, CPD, landscape consultant
<ul style="list-style-type: none"> Installation of improvements 		CPD, DPW, contractor
<ul style="list-style-type: none"> Phase 4 streetscape maintenance 	On-going	DPW
Park Improvements		
<ul style="list-style-type: none"> Improvements to Biggers Park 	TBD	City Parks & Recreation Department
<ul style="list-style-type: none"> Development of Old City Reservoir Park 	TBD	City Parks & Recreation Department

Table 7.2 Future Actions (continued)		
Action	Year	Implementation Partners
Building Rehab, Redevelopment, Infill		
<ul style="list-style-type: none"> Façade improvements 	On-going	CPD (grants), private sector
<ul style="list-style-type: none"> Commercial building rehabilitation, redevelopment, infill 	On-going	Private sector
<ul style="list-style-type: none"> Housing rehabilitation, infill 	On-going	LRHA, LNDF, Lyn-CAG, Habitat for Humanity, other housing providers
Affordable Housing / Small Business Opportunities		
<ul style="list-style-type: none"> Annual opportunities fair 	On-going	CDC
Fifth Street Promotion Activities		
<ul style="list-style-type: none"> Establishment of Fifth Street Business Association 	TBD	Private business owners, CDC
<ul style="list-style-type: none"> Fifth Street festivals 	TBD	Fifth Street Business Association, CDC



APPENDIX A – Background Information

In order to prepare the master plan, the City, CDC, and consultants collected information on existing conditions in the corridor and reviewed the many efforts made in recent years to revitalize Fifth Street.

A.1 Existing Conditions

A.1.1 Physical Description

The Streets

Fifth Street is a three-lane street forming a major spine within the City's grid of streets in and surrounding downtown. Fifth Street, Twelfth Street, and the Lynchburg Expressway are three major north-south streets leading into downtown. Both Fifth Street and the Expressway have bridges over the James River connecting the City to Amherst County to the north.

Fifth Street was once U.S. Route 29, a through arterial connecting Lynchburg with Charlottesville to the north and Danville to the south. When the Expressway was built, it became U.S. Route 29, and Fifth Street became Route 29 Business. With the opening of the Route 29 By-pass in 2005, the Expressway became Route 29 Business, and Fifth Street was renumbered Virginia Route 163. Fifth Street is no longer a major U.S./Virginia through route and thus has the opportunity to become a more local serving street.

In the first half of the 20th century, Fifth Street between Park Avenue and Main Street offered two travel lanes with parking lanes on both sides. It served through traffic and local traffic visiting the businesses there. Its character and function was like a city "main street." (It should be noted that from Park Avenue to Fillmore

Street, Fifth Street has always been, and remains, a two-lane street with no parking lane through a residential area.)



Fifth Street in the 1970s

Later, with increases in through traffic, the City removed the parking lanes and restriped the street to offer two south bound travel lanes and one northbound travel lane. Figure A.1 shows the existing cross section of Fifth Street at its narrowest points between Church Street and Park Avenue.

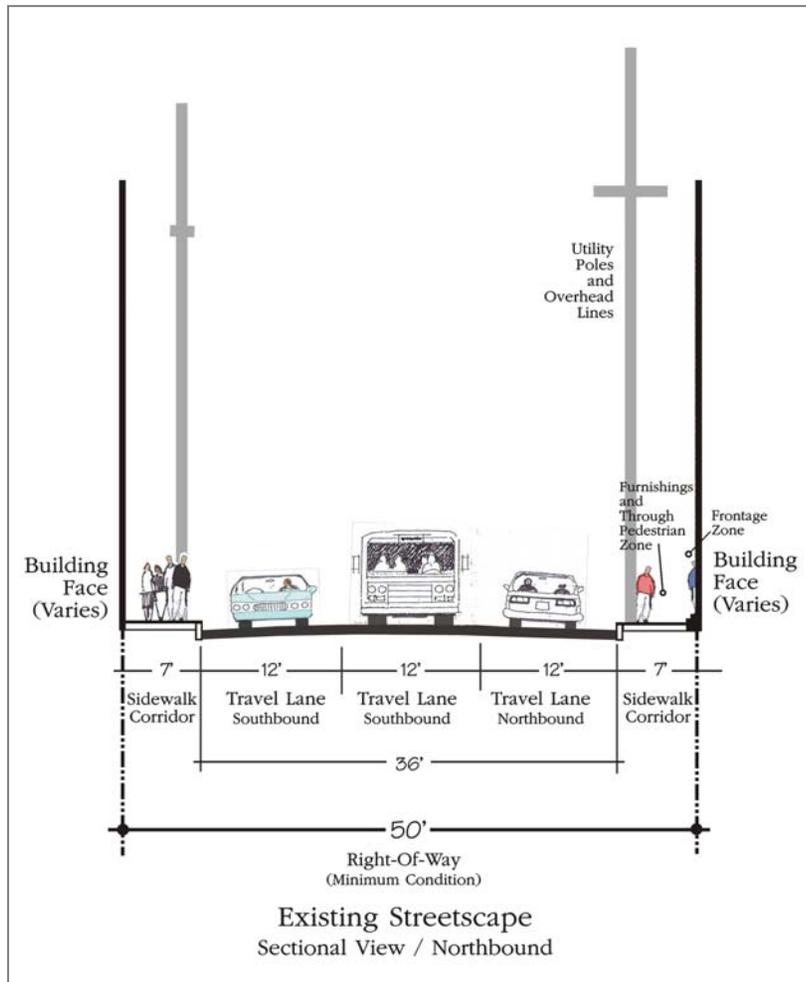


Figure A.1 Existing Fifth Street Cross Section

Within the 50-foot right-of-way, there are three 12-foot travel lanes with a 7-foot wide sidewalk area on each side. The sidewalk area is measured from the face of the curb; behind the curb is only 6.5 feet of walking corridor. With many structures along Fifth Street built to the right-of-way line with no setback, this makes for a very constricted pedestrian environment.



Narrow Fifth Street Sidewalk

The Fifth Street right of way and cross section are not uniform along the street. There are a few areas where the right-of-way is wider, as much as 80 feet, but this is not the norm along the length of the street. There are also areas where the street pavement widens to accommodate dedicated turn lanes.

Figure A.2 shows existing Fifth Street and its cross streets in plan view. Interestingly, the cross streets have a wider, more uniform 60-foot right of way. All the cross streets carry two-way traffic, except



Figure A.2 Fifth Street Corridor

for Main and Church Streets. The latter form a one-way pair, with traffic on Main traveling west and traffic Church traveling east. Church and Main are primary downtown arteries. Traffic lights are located at Main, Church, Clay, Federal, Polk, and Park/Monroe streets. Madison, Harrison, Jackson, Taylor, Wise, Floyd and Fillmore streets are unsignalized.

Paralleling Fifth Street are Third and Fourth streets to the west and Sixth and Seventh streets to the east. These streets are narrow local streets with right-of-way widths that vary between 30 and 40 feet. Sixth Street is one-way going south, and Seventh Street is one-way going north. Fourth and Third Streets are two-way streets, except that south of Monroe Street, Fourth Street is one-way going south.

Topography

Lynchburg is known for its many hills, and this hilly topography affects the vertical alignment of the streets in the Fifth Street corridor. Fifth Street generally rises in elevation from the John Lynch Bridge over the James River (elevation 600 MSL) to a high point at Taylor Street (elevation 790 MSL), then drops in elevation to the Martin Luther King, Jr. Memorial Bridge (elevation 720 MSL). There is an intermediate high point (elevation 740 MSL) between Madison and Clay streets. From this point, Fifth Street drops slightly in elevation before leveling out between Madison and Federal streets and then resuming its rise as one travels south to Taylor Street. The easiest blocks for walking are those between Clay and Polk streets due to the more gentle topography here.



Figure A.3 Cross Section along Fifth

Topographic variations are much more pronounced on the cross streets and parallel side streets. Third, Fourth, Sixth and Seventh streets exhibit highly undulating vertical alignments. Because of the narrow pavement areas and hilly topography, travel on these streets is generally quite slow compared to Fifth Street. From Fifth Street to Sixth Street south of Taylor Street the land rises quite steeply up a hill to the City's water treatment facility and storage tanks.

Land Use

Fifth Street is primarily a commercial street from Main Street to just south of the Park/Monroe intersection, though many of the commercial buildings are now vacant. The most prominent commercial uses are automobile-oriented, including automobile repair shops (at Court, Federal and Monroe), an auto dealership and used car lot (between Federal and Jackson), tire sales operations (at

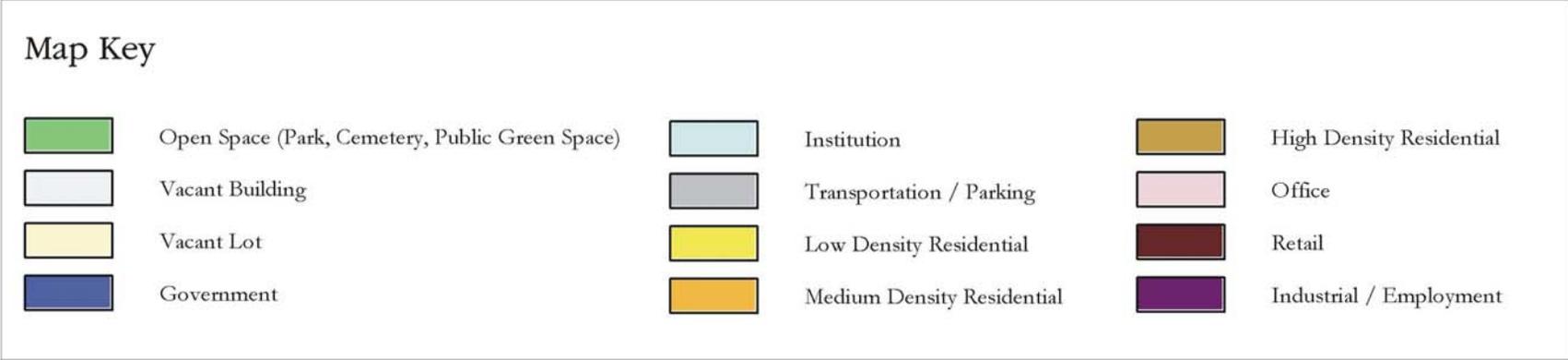
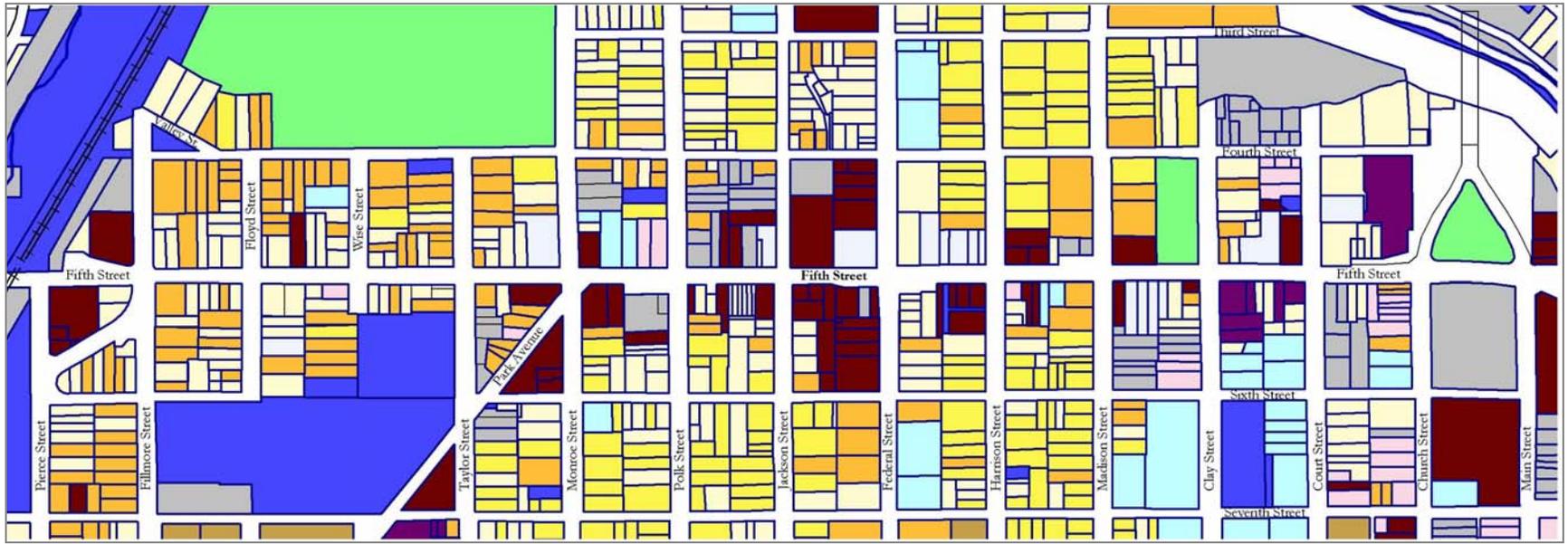


Figure A.4 Corridor Land Use

Harrison and Fillmore) and a new car wash (at Fillmore). There is a convenience store on the corner of Fifth and Madison streets. A hotel is located between Church and Main streets, though the hotel faces Main Street and offers only a parking deck facing Fifth Street. Industrial and office uses are clustered near downtown, though there is also an industrial building just off Fifth Street on the south side of Federal Street. Also scattered within the commercial corridor are two churches (Jericho Baptist Church between Clay and Madison and Fifth Street Baptist Church between Polk and Monroe Streets) and two funeral homes near Fifth and Polk Streets. A small neighborhood park, "Biggers Park," is located on the corner of Clay and Fifth.

Generally the commercial uses along Fifth Street only cover half the block going east or west to Sixth and Fourth Streets with single family residential the predominant use along cross streets and fronting on Third, Fourth, Sixth and Seventh streets. Several churches are located on Court and Clay streets east of Fifth Street. An old City reservoir, now capped, is located at Clay and Sixth Street. Between Third and Fourth streets on Federal Street is a medical health clinic, Johnson Health Center.

Just south of the Park/ Monroe intersection with Fifth Street, the land use character along Fifth Street changes from commercial to residential with a significant amount of green space. For many years, Lynchburg had planned to widen Fifth Street and purchased many of the lots fronting on Fifth from Taylor to Fillmore streets. Most of the houses were demolished leaving a border of green space on both sides of Fifth Street. South of Fillmore Street to the bridge, the land use returns to commercial uses, the tire shop and car wash mentioned earlier. Toward Fourth and Sixth Street one finds additional residential uses, though a City water treatment and storage facilities consumes much of the land between Fifth and Sixth streets in this area. West of Fourth Street is the Old City Cemetery.

The Legacy Museum of African American History is located nearby at 403 Monroe Street.

Visual Character

Photographs provide the best medium for describing the visual character along Fifth Street and in the surrounding neighborhoods. Fifth Street appears worn out and left behind with its many vacant buildings, vacant parcels, and unkempt parking lots. Only the auto-oriented uses appear to have any activity, but their suburban design clashes with the architectural character of some of the fine old buildings that remain. Hiding behind poorly maintained or inappropriately covered building facades of many of the old buildings, one can see the potential for quality rehabilitation, but no one has yet taken the steps to revitalize the commercial buildings along Fifth.



Fifth Street area

In the surrounding neighborhoods, one can find many old houses, many historic, on brick streets. Some have been rehabilitated, particularly in the Garland Hill area, but some show serious decay and blight. Biggers Park and the Old City Cemetery create oases of well-kept green spaces within the urban fabric.



Fifth Street area

A.1.2 Transportation and Parking

Vehicular Transportation

Traffic counts in 2005 show that Fifth Street carries between 15,000 and 20,000 cars per day. The lower counts are found south of Park Avenue, and the higher counts, from Park Avenue to Main Street. The Regional Transportation Demand Model estimates that Average Daily Traffic (ADT) on Fifth Street within the corridor study area will increase an average of 0.55% from the base model year of 2000 to 2030. Fifth Street currently operates at an acceptable level of service (LOS D or better) and is predicted to continue to operate at an acceptable level of service in 2030.

Fifth Street is an important transit corridor in Lynchburg. Three routes (Route 10, 1A, and 1B) travel Fifth Street with as many as 11 bus stops. During the peak hours of traffic, each route operates buses with 30-minute headways.

Pedestrian and Bicycle Transportation

Fifth Street is not signed as a bicycle route. Use of the street by bicyclists is very low. The off-road Blackwater Creek Trail provides a safer, roughly parallel, route for bicyclists.

Sidewalks are provided on both sides of Fifth Street, yet the Fifth Street corridor is not a hospitable place for pedestrians. As described earlier, in many areas, the sidewalk is only 6.5 feet wide with utility poles and street furniture providing obstacles along the way. Although pedestrian signals and push buttons are provided at all signalized intersections, some pushbuttons are not accessible, ramps are not provided on all corners, and some crosswalks are not marked.

Parking

In the 1950s, Fifth Street offered on-street parking on both sides, which provided the parking spaces needed by many of the small businesses lining the street. Most of these businesses were located on small parcels with no off-street parking lots. When the City removed the on-street parking lanes in the late 1960s to increase the travel lanes to three, it removed essential parking spaces and contributed to the decline of business conditions on Fifth Street.

New businesses that later located in the corridor often demolished buildings and rebuilt with off-street parking lots. Because of the small size of the parcels fronting on Fifth, these new parking lots were generally substandard in design. To remedy the situation, the City has developed two off-street parking lots along the corridor, an 18-space lot at the corner of Fifth and Madison Street and a 30-space lot at Fifth and Polk streets. Businesses and institutions that have large off-street parking areas include: Civic Development Group, Fisher Auto Parts, Adams Motors, Community Funeral Home, Court Street Baptist Church, Court Street United Methodist Church, St. Paul’s Episcopal Church, and Fifth Street Baptist Church. The church parking lots are used very little during weekdays and provide a potential source of parking for a revitalized retail sector along Fifth Street, if the City were able to arrange parking agreements with the churches.

A.1.3 Surrounding Neighborhoods

The Fifth Street commercial corridor is surrounded by three neighborhoods: College Hill, Garland Hill and Tinbridge Hill. The area has approximately the same boundaries as Census Tract 6. Statistics on population, race, households, housing units, education, employment, income levels, and poverty status drawn from the 2000 U.S. Census for Census Tract 6 provide a snapshot picture of

residents of the neighborhoods. Table A.1 includes information on population and race, Table A.2, on households and housing units, and Table A.3, on education, employment, income levels, and poverty status. In each table, data from Census Tract 6 is compared to citywide data.

TABLE A.1 POPULATION & RACE				
	Census Tract 6		Citywide	
	Number	Percent	Number	Percent
Population	3,238	100.0	65,269	100.0
Male	1,674	51.7	29,841	45.7
Female	1,564	48.3	35,428	54.3
Under 5 years	186	5.7	3,817	5.8
65 years and over	365	11.3	10,645	16.3
Median Age (years)	34.8	-	35.1	-
Race				
White	461	14.2	43,487	66.6
Black or African American	2,724	84.1	19,382	29.7
Hispanic or Latino	34	1.1	878	1.3
Other race	31	1.1	2314	3.5

Approximately 5 percent of the City’s residents live in Census Tract 6. A higher percentage of these residents are male than is found citywide; almost 52 percent of the corridor’s residents are male compared with 46 percent citywide.

Perhaps reflecting the fact that, between the late 1800s and the 1960s the corridor was home to many African American-owned businesses, almost 85 percent of its current residents are black compared to 30 percent citywide.

TABLE A.2 HOUSEHOLDS & HOUSING UNITS				
	Census Tract 6		Citywide	
	Number	Percent	Number	Percent
Population	3,238	-	65,269	-
Total Households	1,144	-	25,477	-
Average Household Size	2.41	-	2.3	
Average Family Size	3.13	-	2.92	
Total Housing Units (dwellings)	1,438	100.0	27,640	100.0
Occupied housing units	1,144	79.6	25,477	92.2
Vacant housing units	294	20.4	2,163	7.8
Seasonal/Units	9	0.6	134	0.5
Owner-occupied unit	470	41.1	14,914	58.5
Renter-occupied unit	674	58.9	10,563	41.5

Table A.2 Households & Housing Units (continued)				
	Census Tract 6		Citywide	
	Number	Percent	Number	Percent
Homeowner vacancy rate	-	7.3	-	2.2
Renter vacancy rate	-	12.0	-	7.1
Value of Owner-Occupied Units(specified owner-occupied units)	433	100.0	13,725	100.0
Less than \$50,000	242	55.9	2,315	16.9
\$50,000 to \$99,999	127	29.3	6,347	46.2
\$100,000 to \$149,999	20	4.6	2,908	21.2
\$150,000 to \$199,999	20	4.6	1,013	7.4
\$200,000 to \$299,999	12	2.8	773	5.6
\$300,000 to \$499,999	7	1.6	287	2.1
\$500,000 to \$999,999	0	0.0	77	0.6
\$1,000,000 or more	5	1.2	5	0.0
Median (dollars)	45,100	-	85,300	-
Year Structure Built				
1999 to March 2000	8	0.6	196	0.7
1995 to 1998	6	0.4	873	3.2
1990 to 1994	11	0.8	910	3.3
1980 to 1989	21	1.5	3,043	11.0
1970 to 1979	79	5.5	4,668	16.9
1960 to 1969	29	2.0	4,600	16.6
1940 to 1959	382	26.7	7,473	27.0
1939 or earlier	893	62.5	5,877	21.3

The figures included in Table A.2 indicate that approximately 4.5 percent of the households in the City are located in Census Tract 6. Both families and households in the corridor are larger than they are citywide. There is a lower rate of homeownership in the corridor; just over 41 percent of the housing units are owner-occupied, while citywide the rate is almost 60 percent. The vacancy rate is significantly higher for housing units, both owned and rented. These statistics suggest that the area has a less stable population than other parts of the City.

The value of owner-occupied housing is split: some of the homes with the highest values in the city are located in Census Tract 6, but 86 percent of the homes are valued at less than \$100,000. Citywide, 63 percent of the homes are valued at less than \$100,000. Another measure—median value—also reflects the lower values in this census tract: \$45,100 compared with \$85,300 citywide. One of the major reasons behind this lower value may be the age of the homes. Almost 90 percent of the housing units in this census tract were built before 1960; the corresponding citywide figure is only 48 percent. In other words, nearly all of the newer housing in the city has been built outside these inner-city neighborhoods; it will be difficult for those looking for a new home to find one in these neighborhoods.

TABLE A.3 EDUCATION, EMPLOYMENT, INCOME LEVELS, & POVERTY STATUS				
	Census Tract 6		Citywide	
	Number	Percent	Number	Percent
Population	3,238	-	65,269	-
Educational Attainment (population 25 years and over)				
Less than 9 th grade	269	12.9	3,321	8.1
9 th to 12 th grade, no diploma	570	27.3	5,650	13.8
High school graduate	812	38.9	11,296	27.7
Some college, no degree	247	11.8	8,172	20.0
Associate degree	66	3.2	2,066	5.1
Bachelor's degree	74	3.5	6,431	15.8
Graduate/professional degree	52	2.5	3,870	9.5
Employment Status (population 16 years and over)				
In labor force	1,210	48.4	31,280	59.8
Not in labor force	1,292	51.6	20,999	40.2

Table A.3 Education, Employment, Income Levels, & Poverty Status (Continued)				
	Census Tract 6		Citywide	
	Number	Percent	Number	Percent
Income in 1999				
Households	1,125	100.0	25,465	100.0
Less than \$10,000	287	25.5	3,550	13.9
\$10,000 to \$14,999	171	15.2	2,130	8.4
\$15,000 to \$24,999	261	23.2	4,277	16.8
\$25,000 to \$34,999	120	10.7	3,714	14.6
\$35,000 to \$49,999	132	11.7	4,224	16.6
\$50,000 to \$74,999	109	9.7	3,912	15.4
\$75,000 to \$99,999	29	2.6	1,806	7.1
\$100,000 to \$149,999	7	0.6	1,141	4.5
\$150,000 to \$199,999	9	0.8	318	1.2
\$200,000 or more	0	0.0	393	1.5
Median Household Income (\$)	19,792	-	32,234	-
Poverty Status in 1999 (below poverty level)				
Families/Percent below poverty	272	39.5	1,949	12.3

The contrast between Census Tract 6 and the City as a whole continues when education, employment, income levels, and poverty status are compared. Fully 40 percent of Census Tract 6 residents aged 25 years and older did not graduate from high school, compared with 22 percent citywide. Less than 50 percent of the population aged 16 years and older in this census tract is in the labor force, compared to almost 60 percent citywide.

The same pattern emerges when considering household income and poverty status. Over 40 percent of the households in Census Tract 6 reported earning less than \$15,000 (in 1999); the citywide figure is 24 percent. The median household income of \$19,792 is just 61 percent of the citywide median income of \$32,234. Nearly 40 percent of the families in the census tract had incomes that qualified them for poverty status (in 1999). Citywide, that figure was just over 12 percent.

In general terms, the residents and families of Census Tract 6 are less well-educated, are less likely to be employed, had a lower rate of home ownership, lived in older homes that have lower values, and are more likely to live in poverty. While education and income are social issues, rather than land use ones, this corridor plan can have a positive impact on the corridor and surrounding neighborhoods by increasing opportunities for jobs and encouraging provision of service businesses closer to those neighborhoods (e.g., a grocery store and a drug store). Strengthening neighborhood fabric and encouraging new businesses and housing will also benefit the residents of the area.

While the analysis provided above offers a general description of the area, it does not capture the unique and special character of each of the three neighborhoods.

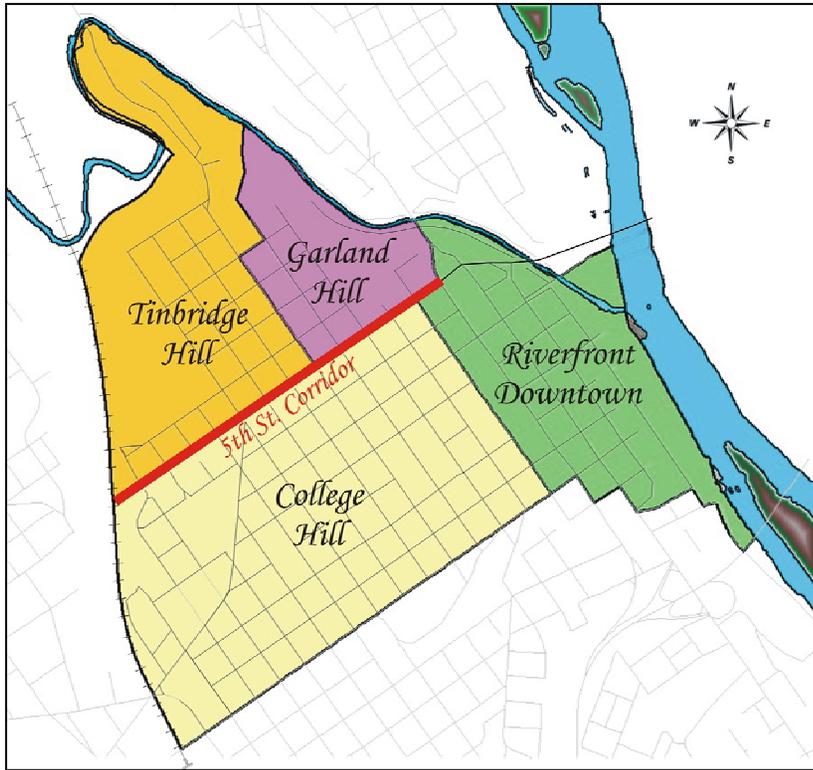


Figure A.5 Surrounding Neighborhoods

College Hill

College Hill is located generally east of Fifth Street to Twelfth Street, between Court Street (which separates College Hill from the Downtown) and the railroad tracks. It is a neighborhood of many fine old homes, though only a portion of the neighborhood has been included in an historic district, the Courthouse Hill / Downtown Historic District. Led by its neighborhood association, College Hill continues to be the focus of ongoing efforts to improve housing conditions and neighborhood safety. In addition to the association’s work, the Lynchburg Neighborhood Development Foundation

(LNDF) and College Hill Partners have renovated over ten large older homes into more than 20 apartments. These apartments are rented to low-income families. Converting vacant single-family homes into apartments has improved the quality of the housing stock and added families and children to the neighborhood.

Garland Hill

The Garland Hill neighborhood is located west of Fifth Street between Federal Street and Blackwater Creek. Most of the neighborhood is located in an historic district that is on the National Register of Historic Places and the Virginia Landmarks Register and was included in a local historic district in 1978. Historic district designation has spurred investment in the neighborhood, and many of the homes have been beautifully renovated. Garland Hill has some of the higher income households of the Fifth Street area.

In July 2004, the historic district was rezoned from R-3, Two-Family Residential, to R-2, Single-Family Residential, in order to encourage and support the pattern of home ownership that has developed over the last several years. Residents requested that the City rezone the area to reduce opportunities for conversion of single-family residences to rental property, unless the property would be owner-occupied. This rezoning action should reinforce the single family character of the neighborhood.

This neighborhood is not entirely residential. Near downtown, there are several commercial / industrial uses, including Civic Development Group and D S Construction, that are located off Fifth Street on Court Street and Lucado Place. Johnson Heath Center is located on Federal, where Garland Hill abuts Tinbridge Hill.

Tinbridge Hill

Tinbridge Hill is located generally west of Fifth Street between the railroad tracks and Federal Street. The western boundary is the edge of the Blackwater Creek Trail. The name “Tinbridge” harkens to a time when there was a tin bridge over Blackwater Creek. While the neighborhood contains many old homes, it has not been designated an historic district. Tinbridge Hill has also been the focus of ongoing efforts to revitalize the housing stock and to improve conditions in the neighborhood.

The Tinbridge Neighborhood Council is collaborating with the Lynchburg Neighborhood Development Foundation and Lyn-CAG on building new and renovating existing housing. Tinbridge Hill also has an active Neighborhood Watch program that has been working with the Lynchburg Police Department on a number of anti-drug programs. The City’s Yoder Recreation Center provides a large number of programs aimed at the neighborhood youth: tutoring and mentoring programs, after school activities, sports programs, and others to keep children and teens busy after school ends and to help them in school.

Tinbridge Hill is the home of a number of important community institutions: the Old City Cemetery, Johnson Health Center, and the Legacy Museum. Tinbridge Manor, an elderly housing facility, was developed in the late 1990s.

A.1.4 Historic Districts, Buildings and Sites

Lynchburg is named for its founder, John Lynch, who started a ferry service across the James River in 1757. He was also responsible for Lynchburg’s first bridge across the river, which replaced the ferry in 1812. In those early days, Fifth Street was known as Ferry Road, which led from the ferry landing to points south. Ordinaries and hotels were built along the road to serve travelers, two of which

survive today, the Western Hotel (Joseph Nichols Tavern) and the Kentucky Hotel. So Fifth Street itself is an historic road, albeit one much changed from its early appearance. Fifth Street is not however officially recognized as a historic road or part of an historic district. Yet, several historic districts and historic sites are found within the Fifth Street corridor, which is the subject of this plan.



Lynch’s Landing

Historic Districts

Court House Hill / Downtown Historic District: Both Downtown and Court House Hill are on the National Register of Historic Places and the Virginia Landmarks Register. Downtown has not been placed on Lynchburg’s local register and is not included in an historic overlay district regulated by the City’s Architectural Review Board. Court House Hill, however, was placed on Lynchburg’s local register in 1990 and is in an historic overlay district. Building rehabilitation, demolition and infill development are regulated and must conform to the district’s design guidelines. The Court House Hill district overlaps the Fifth Street Corridor. Court Street Baptist Church, St. Paul’s Episcopal Church, and Western Hotel (Joseph Nichol’s Tavern) are located in the historic district and Fifth Street Corridor area as well as being listed individually on the Virginia Landmarks Register and National Register.



Joseph Nichol's Tavern

Nichol's

While Court Street and the historic court house at the top of Monument Terrace are the focal elements of the Court House Hill district, the district also includes many houses and churches in the portion of it that coincides with the Fifth Street Corridor.

Garland Hill Historic District: Garland Hill was placed on the National and Virginia Landmarks registers in 1972 and included in Lynchburg’s local register and historic overlay district in 1978. Garland Hill remains today one of the more distinctive and well preserved historic neighborhoods in Lynchburg. It was named after Samuel Garland, Sr., who was among the first individuals to build on the hill. The neighborhood reached its peak of construction during the late nineteenth and early twentieth centuries, when some of the City’s early tobacco and shoe industrialists began to settle in the district. In a hundred year span, buildings of a variety of styles from early Greek Revival to lavish Late Victorian were constructed. Brick-paved and tree lined Madison Street is the recognized entrance to the district.

Individual Buildings and Sites

Kentucky Hotel: The Kentucky Hotel is on the Virginia Landmarks and National registers and was one of the early hotels found on Fifth Street when it was known as Ferry Road. The building is now occupied by Crowther Antiques and Cabell Crowther, Landscape Architect.

William Phaup House: This is an historic brick house in the College Hill neighborhood.

Old City Cemetery: The Old City Cemetery, established in 1806, is one of the oldest public cemeteries in continuous use in the United States. More than 20,000 people are buried there, most before 1925. The cemetery plays an important role in the history of both blacks

and whites in Lynchburg. The cemetery receives many visitors, who tour the cemetery and visit its four museums. The cemetery is one of the historic treasures of the Fifth Street corridor and provides a major swath of green space for the neighborhoods.

Legacy Museum of African American History: This museum, while not a designated historic site, preserves and honors local African American history and culture through exhibitions and programs and its collection of historical artifacts, documents and memorabilia.



Kentucky Hotel



Old City Cemetery



Phaup House



Legacy Museum

A.1.5 Current Comprehensive Plan Recommendations and Zoning

Relationship to the City's Comprehensive Plan

The City of Lynchburg adopted the Comprehensive Plan: 2002 – 2020 on September 10, 2002. The plan includes a vision for the City and a series of goals, objectives, and strategies designed to enable the City to reach that vision. One of the tools the City is using to implement the Comprehensive Plan is a series of small area plans that cover specific parts of the City in more detail, and functional plans that address certain types of citywide issues such as transportation and economic development. This Fifth Street Corridor Master Plan is the third small area plan proposed for adoption by the City Council as part of the Comprehensive Plan.

The Fifth Street Corridor Master Plan combines the features of two types of small area plans described in the Comprehensive Plan: the revitalization area plan and the neighborhood conservation plan. Revitalization areas are older commercial areas that have experienced a decline in vitality, following patterns of change that have afflicted older commercial areas in many cities throughout Virginia and the Country. They are those portions of the City where redevelopment and economic revitalization are encouraged. In addition to the Fifth Street Corridor, these areas include the Downtown and Riverfront, the Midtown Area, and Twelfth Street Corridor.

Revitalization Areas

The Comprehensive Plan states that revitalization is important for many reasons and meets many City goals.

Revitalization Goals

- Restoring historic mercantile centers
- Eliminating vacancy and blight
- Providing retail service and employment opportunities in close proximity to inner City neighborhoods.
- Taking advantage of the City's existing infrastructure.
- Reusing existing buildings, including the preservation of historic buildings.
- Improving the City's Image.

The Comprehensive Plan recommends the following specific considerations for the Fifth Street Corridor:

- Transportation management techniques as alternatives to street widening.
- In coordination with the efforts of the Fifth Street Community Development Corporation (CDC), measures to encourage housing rehabilitation and compatible residential infill in close proximity to the corridor.

Neighborhood Conservation Areas

The Fifth Street area is one of four traditional residential neighborhoods where the majority of the homes were constructed prior to World War II. These four Neighborhood Conservation Areas form the inner ring of residential development around the central business district. The neighborhoods are an extension of the Downtown with mostly traditional street layouts and excellent direct access to Downtown amenities. All of the City's six historic districts and many of the recognized historic places are found within these Neighborhood Conservation Areas.

The Comprehensive Plan identifies the following issues as those that should be addressed in Neighborhood Conservation Areas:

- Programs to encourage the rehabilitation and renovation of older houses.
- Programs to facilitate home ownership and improve the quality of rental housing.
- Application of a Traditional Residential Overlay District to reduce the number of variances needed to build and renovate older homes on small lots.
- Land use conflicts, including conflicts between residential areas adjacent to commercial and industrial areas or conflicts created by the expansion of public and civic uses within neighborhoods.
- Pressures to convert single-family houses and lots to other uses, such as commercial uses along major roads.
- Traffic impacts, such as commuter traffic on major roads and industrial truck traffic.
- Infrastructure improvements, including street and sidewalk repairs, traffic calming measures, new sidewalks and trails, CSO improvements, upgraded water and sewer lines.

Zoning

Zoning districts were first applied to the Fifth Street corridor area when the City adopted its first zoning ordinance in 1930. At that time, the corridor area was zoned Business “B,” a district which allowed undertakers, laundries, pool halls, barber shops, light manufacturing, and a variety of other uses. The business district extended back from Fifth Street about halfway to Fourth and Sixth streets, except in the vicinity of Park Avenue. Along Park Avenue, a larger area was zoned for business.

Since that first zoning, the commercially zoned area along Fifth Street has expanded further and further away from Fifth Street into adjacent residential areas. The entire length of Fifth Street from midway between Church and Court streets to Pierce Street is now zoned B-5, General Business, the City’s most intensive commercial district. In many instances the entire block between Fifth and Fourth or Sixth streets is zoned B-5. This zoning allows for a far wider range of businesses than is appropriate for the corridor. Many of the lots are small and shallow, which means that many businesses may need to assemble land in order to construct a building suitable for them and/or to provide onsite parking.

Areas in the corridor behind this commercial strip are zoned residential, either R-2, Single Family, R-3, Two-Family, or R-4, Multi-Family. The City’s Zoning Ordinance now requires a 50-foot vegetative buffer between commercial districts and residential areas. Because this area was developed prior to the 1978 ordinance, many blocks within the corridor do not have this buffer and do not have space to add a buffer.

Since the City’s current zoning ordinance was adopted in 1978, there have been only two rezonings in the area:

1. On August 13, 1991, the parcels at 400-408 Clay Street were rezoned from R-3, Two-Family Residential, to B-5C, General Business (Conditional), to allow the owners to set up a land surveying and engineering firm.
2. On July 14, 2004, the Garland Hill Historic District was rezoned from R-3, Two-Family Residential, to R-2, Single-Family Residential, to encourage continuing use of the area for single-family homes and owner-occupied duplexes.

The R-2 zoning for Garland Hill better reflects its single family residential character and should act as a stabilizing factor in the neighborhood’s conservation.

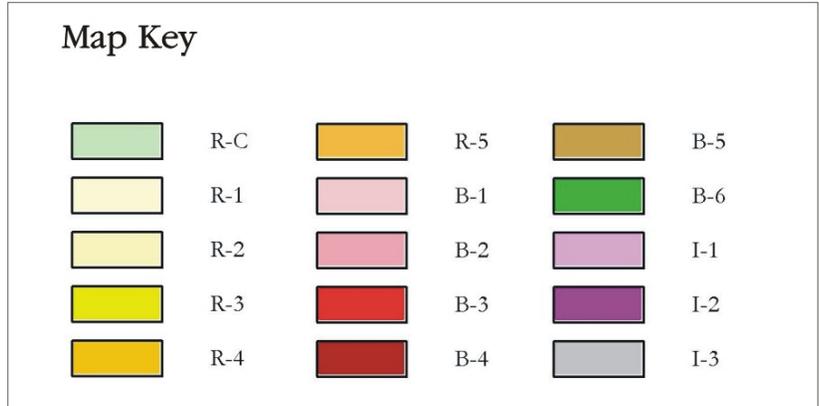


Figure A.6 Zoning

A.2 A Brief History of Recent Activities to Revitalize Fifth Street

This plan is not the first effort to revitalize Fifth Street. Many other important activities have set the stage for the preparation of the Fifth Street Corridor Master Plan, including:

- A group of concerned citizens forms the Tinbridge Hill Neighborhood Council to develop and implement a plan to revitalize the neighborhood, 1990.
- The Lynchburg Redevelopment and Housing Authority (LRHA) starts purchasing properties in the Fifth Street Corridor for rehabilitation, redevelopment and infill, 1996.
- The Lynchburg Neighborhood Development Foundation (LNDF) begins programs to rehabilitate houses and construct new houses in the Tinbridge Hill and College Hill neighborhoods in an effort to increase affordable low-income housing and support neighborhood revitalization, 1996.
- Community Development Housing Partners Corp, a partnership between seven housing non-profits, Lynchburg College, the Lynchburg Redevelopment and Housing Authority, and the City of Lynchburg begins College Hill pilot housing improvement project, 1998.
- Mayor Carl Hutcherson, Jr. appoints the Fifth Street Revitalization Interim Steering Committee, July 2000.
- The F.A. Johnson Consulting Group prepares a report recommending and resulting in the formation of the Fifth Street Community Development Corporation (CDC), August 2000.
- The CDC receives training and begins holding community meetings to discuss the revitalization of Fifth Street, 2000.
- The CDC and City form a partnership with Lynchburg College to provide technical assistance regarding revitalization, 2001.
- City commissions a study of a pedestrian activated traffic light in vicinity of Jericho Baptist Church (between Madison and Harrison Streets), 2002.
- Lynchburg College prepares a business plan for Fifth Street revitalization, 2002.
- City studies needed improvements to Biggers Park (Fifth and Clay streets), June, 2002.
- City prepares Gateway Plan for Martin Luther King, Jr. Memorial Bridge end of Fifth Street, 2002.
- CDC continues to meet with the community and discuss the vision for Fifth Street revitalization, 2003.
- LRHA purchases the Lawrence Market and other properties in the 700 Block of Fifth Street between Harrison and Federal streets, 2003.
- City installs landscape portions of the Martin Luther King, Jr. Memorial Bridge Gateway Plan, 2004.
- LRHA publishes the Tinbridge Hill Conservation Plan to promote the rehabilitation of this predominantly residential community, December 2004.
- City establishes the Fifth Street Façade Improvement Grant Program, July, 2005.
- LRHA issues a Request for Proposals for the 700 Block of Fifth Street, August 2005.
- LRHA accepts a proposal for the redevelopment of the 700 Block of Fifth Street from Southern Traders and Limehouse Architects, November, 2005.

This corridor master plan was developed to support and work in concert with these important community revitalization efforts. As these efforts have involved actions by many stakeholders - residents, business owners, neighborhood groups, the CDC, City agencies and non-profits - so the implementation of the Fifth Street Corridor Master Plan will require similar partnership efforts to ensure its success.



APPENDIX B

Emergency Vehicle Turning Radii

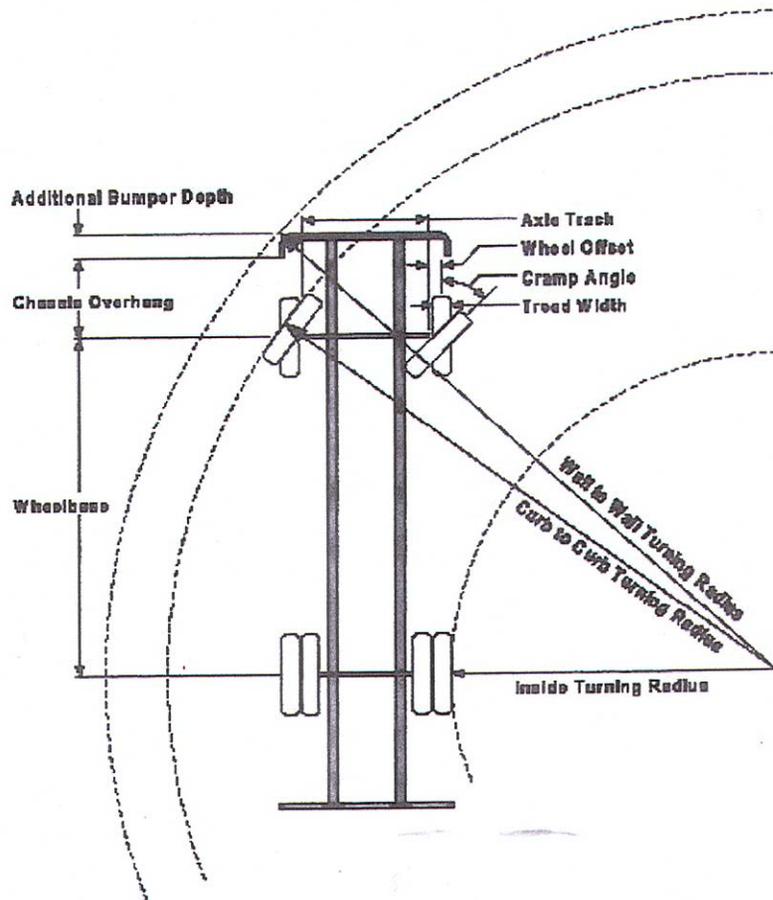


Turning Performance Analysis

5/24/2005

Body:	
Department:	
Bid Number:	
Chassis:	
2816	
Dash-2000 Chassis	
Pumper, Med, Alum, 2nd Gen	
City of Lynchburg, VA	45
Inside Cramp Angle:	84.42 in.
Axle Track:	4.68 in.
Wheel Offset:	14.90 in.
Tread Width:	65.99 in.
Chassis Overhang:	184.50 in.
Wheelbase:	14 ft. 4 in.
Inside Turn:	28 ft. 2 in.
Curb to Curb:	31 ft. 9 in.
Wall to Wall:	
Parameters:	
Calculated Turning Radii:	
Comments:	
Additional Bumper Depth:	7.00 in.

o



Front Overhang: 72.99 in.



Turning Performance Analysis

5/24/2005

Body:

Department:

Bid Number:

Chassis:

2816

Dash-2000 Chassis

Pumper, Med, Alum, 2nd Gen

City of Lynchburg, VA

Definitions:

Inside Cramp Angle	Maximum turning angle of the front inside tire.
Axle Track	King-pin to king-pin distance of the front axle.
Wheel Offset	Offset from the center-line of the wheel to the king-pin.
Tread Width	Width of the tire tread.
Chassis Overhang This does not include the bumper depth.	Distance from the center-line of the front axle to the front edge of the cab.
Additional Bumper Depth	Depth that the bumper assembly adds to the front overhang.
Wheelbase	Distance between the center lines of the vehicle's front and rear axles.
Inside Turning Radius	Radius of the smallest circle around which the vehicle can turn.
Curb to Curb Turning Radius This measurement assumes a curb height of 9 inches.	Radius of the smallest circle inside of which the vehicle's tires can turn.
Wall to Wall Turning Radius This measurement takes into account any front overhang due to the chassis, bumper extensions and/or aerial devices.	Radius of the smallest circle inside of which the entire vehicle can turn.



APPENDIX C

Street Furniture Specifications

1. Benches
Manufacturer: BRP Enterprises, Inc.
Style: Manchester Backed Bench with center armrest, #MC110-72-MF
Color: Raven (black)

2. Trash Receptacles
Manufacturer: Victor Stanley
Style: Ironsites model S-42 (36 gallon) with dome top
Color: VS Gloss Black

3. Lighting
Manufacturer: Holophane
Style of light pole/light fixture: 16' North Yorkshire series
Color: Black

4. Tree Grates
Manufacturer: Neenah Foundry Company
Style: R-8811 (4' x 6')
Color: Cast iron – painted black

5. Bicycle Racks
Manufacturer: BRP Enterprises, Inc.
Style: #HU-08-MF
Color: Raven (black)

These specifications may be modified during the detailed streetscape design process.



APPENDIX D

Criteria for Assigning Alternative Treatments for Properties on Fifth Street:

Alternative Types of Treatment

Rehabilitation / Re-use: historically appropriate renovation of an existing building for its original use or an adaptive reuse.

Redevelopment: Demolition of existing structure(s) and rebuilding with new appropriately scaled structures of a style compatible with adjacent structures. Parking is buffered or screened.

Infill: Development of a vacant property, i.e. one that has no buildings or significant structures, with new appropriately scaled structures of a style compatible with adjacent structures. Parking is buffered or screened.

A. Criteria for Selection of Rehabilitation / Re-use as the Appropriate Treatment:

1. All buildings on the National Register of Historic Places or the Virginia Landmarks Register
2. All buildings within a City historic district
3. Buildings constructed prior to 1950 not meeting criteria 1 or 2 above and having the following characteristics:
 - Moderate to high architectural integrity as determined by consultant and staff
 - Condition rating of 3 or better on a scale of 1 (good) to 5 (very poor), or a condition rating of 4 and located within a block where adjacent buildings are recommended for rehabilitation/re-use
 - Improvement to land ratio greater or equal to 3.0

4. Buildings built in 1950 or later containing a viable business (optional)
5. Buildings built in 1950 or later having high architectural merit

B. Criteria for Selection of Redevelopment as the Appropriate Treatment:

1. Buildings constructed in 1950 or later that are vacant and have little architectural merit
2. Buildings constructed in 1950 or later containing a marginal business and having little architectural merit
3. Buildings constructed in 1950 or later containing a viable business and having little architectural merit (optional)
4. Buildings constructed in 1950 or later having a condition rating or 3, 4 or 5 or an improvement to land ratio less than 3.0
5. Buildings constructed prior to 1950 with the following characteristics:
 - Not on the National or Virginia Registers
 - Not in a City historic district
 - Condition rating 4 or 5 or improvement to land ratio of less than 3.0
 - Not located within a block where adjacent buildings are recommended for rehabilitation/re-use

C. Criteria for Selection of Infill as the Appropriate Treatment:

1. Site is completely unimproved, and when redeveloped, on- and off-site parking can be provided for the new development at at least ½ the current City parking standard for the use (shared parking may be considered)
2. Site serves as a parking lot and:
 - Existing parking spaces lost are replaced elsewhere within the block or an adjacent block (excluding auto sales lot parking)

- When redeveloped, on- and off-site parking can be provided for the new development at at least ½ the current City parking standard for the use (shared parking may be considered)

D. *Criteria for Selection of Rehabilitation / Re-use or Redevelopment as the Appropriate Treatment:*

1. Buildings constructed in 1950 or later that meet criteria A.4. and B.3.
2. Buildings constructed prior to 1950 that do not meet the criteria for rehabilitation, yet should not be planned for redevelopment as the only option. The owner should have the option of rehabilitating the building based on his or her more detailed evaluation of the building.

Building Condition Ratings:

- | | |
|---|-----------|
| 1 | Good |
| 2 | Average |
| 3 | Fair |
| 4 | Poor |
| 5 | Very poor |