



## Legislation Details (With Text)

<b>File #:</b>	ORD. 2022-310	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Ordinance	<b>Status:</b>		Adopted	
<b>File created:</b>	11/14/2022	<b>In control:</b>		City Council	
<b>On agenda:</b>	1/9/2023	<b>Final action:</b>		1/9/2023	
<b>Title:</b>	To amend City Code § 26-1065, concerning Downtown General Special Service and Assessment District boundaries, for the purpose of expanding the Downtown General Special Service Assessment District to include the Manchester area of the city. (As Amended)				
<b>Sponsors:</b>	Vice President Robertson				
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	1. Ord. No. 2022-310 - Amended 20221212, 2. 20221212 Amendment of Ord. No. 2022-310				

Date	Ver.	Action By	Action	Result
1/9/2023	1	City Council	adopted	Pass
12/12/2022	1	City Council	amended and continued	
11/22/2022	1	Land Use, Housing and Transportation Standing Committee	recommended for approval with amendment	
11/14/2022	1	City Council	introduced and referred	

To amend City Code § 26-1065, concerning Downtown General Special Service and Assessment District boundaries, for the purpose of expanding the Downtown General Special Service Assessment District to include the Manchester area of the city. (As Amended)

THE CITY OF RICHMOND HEREBY ORDAINS:

§ 1. That section 26-1065 of the Code of the City of Richmond (2020) be and is hereby amended and

reordained as follows:

### Sec. 26-1065. District boundaries.

The Downtown General Special Service and Assessment District shall consist of the real estate described as follows:

Beginning at the intersection of Brook Road and Adams Street; thence northerly along Adams Street to the center of an alley in block N-77; thence easterly in such alley to First Street; thence northerly in First Street to a

point on the east line of First Street and

being 108.89 feet northerly from the northeast block corner intersection of First and Clay Streets; thence easterly 80.50 feet to a nine-foot alley; thence northerly 54 feet, more or less, to a point; thence easterly 20 feet to a point on a 12-foot alley; thence northerly in the alley 199 feet, more or less, to the northwest corner of parcel 13 of block N-62; thence easterly 116 feet, more or less, to the southwest corner of parcel 10 of block N-62; thence northerly 100 feet to Leigh Street; thence northerly across Leigh Street to a point on the north line of Leigh Street and being the southwest corner of parcel 17 of block N-64; thence northerly 92 feet to a point; thence westerly 25 feet to a point; thence northerly 44 feet, more or less, to an alley; thence westerly on the alley to a point on the north side of the alley and being the southwest corner of parcel 11 of block N-64; thence northerly 60 feet to a point; thence easterly 57 feet to a point being the southwest corner of parcel 10 of block N-64; thence northerly 120 feet, more or less, to Jackson Street; thence easterly along Jackson Street, across Second Street, and to the east side of Third Street and the I-95 off ramp at Jackson Street; thence meandering along the east side of such off ramp, across Fourth Street; on the south line of Duval Street at block N-21, across Fifth Street, along the on ramp to I-95, along the south line of I-95 (Richmond-Petersburg Turnpike) to and along the westerly line of the I-95 off ramp (near the Martin Luther King Bridge) and southerly to Broad Street on the east side of block E-180; thence easterly along Broad Street and crossing 14th, 17th and 18th Streets to the center of a 20-foot alley in block E-161; thence southerly along such alley to Grace Street; thence southwesterly across Grace Street to a point on the south line of Grace Street and being the northeast corner of lot 35 of block E-131;

thence southerly 70 feet to a point; thence easterly 66 feet, more or less, to a point; thence southerly 99 feet, more or less, to a point along the southeast corner of parcel 31 of block E-131; thence westerly 66 feet, more or less, to a point; thence southerly 75 feet, more or less, to the corner of a ten-foot alley; thence westerly 23 feet, more or less, to a point; thence southerly 90 feet to the north line of Franklin Street and being 43.40 feet from the northeast intersection of Franklin and 18th Streets; thence southerly to a point on the south line of Franklin

Street and being the northeast corner of parcel 39 of block E-132; thence southerly 80 feet to a point; thence 53 feet, more or less, to a point; thence to the following points of succession in block E-132 being: southerly 26.33 feet; easterly 14.76 feet; southerly 34.10 feet; easterly 13.86 feet; southerly 12.60 feet; westerly 1.53 feet; southerly 10.58 feet; easterly 21.98 feet; southerly 73.10 feet; westerly 55 feet, more or less, to a ten-foot alley southerly ten feet along the east end of the alley; westerly along the south alley line 70 feet, more or less, to the northeast corner of parcel 29 of block E-132; southerly 13.75 feet; westerly ten feet, more or less and southerly 68 feet, more or less, to the north line of Main Street; thence southerly from block E-132, across to a point on the south line of Main Street and being 110.11 feet in an easterly direction from the northeast intersection point of Main and 18th Streets; thence southerly 74.67 feet to a point being the southeast corner of parcel 1 of block E-133; thence southerly 109 feet to an alley in block E-133; thence westerly along the alley and across 18th Street to an alley in block E-109; thence westerly along such alley 265.40 feet; thence northwesterly across 17th Street through the center of an alley in block E-90; thence westerly along such alley, crossing under I-95 and across 15th Street; thence westerly through the center of an alley (known as Lombardy Alley)

in block E-87 to the northeast corner of parcel 34 of block E-87; thence southerly along the east line of parcel 34 to Cary Street; thence westerly along Cary Street to 14th Street; thence southerly along 14th Street and crossing Dock Street and continuing to the south line of the Chesapeake and Ohio Railway; ~~thence in a westerly direction along the south line of the Chesapeake and Ohio Railway and crossing under the Manchester Bridge and along the north bank of the James River and crossing under the Robert E. Lee Bridge and],~~ thence in an easterly direction along the south line of the Chesapeake and Ohio Railway and following the north bank of the James River to I-95, thence in a southerly direction along the west line of I-95 to the Maury Street off-ramp, thence along the north line of such off-ramp to a point 234 feet, more or less, northeast of the intersection of Albany Avenue and East 4<sup>th</sup> Street, thence in a southwesterly direction along a line of 234 feet, more or less, to the intersection of Albany Avenue and East 4<sup>th</sup> Street, thence in a southwesterly direction along the north line of Albany Avenue to East 8th Street, [thence in a southwesterly direction along a line of 550 feet, more or less, to the intersection of Commerce Road, Marx Street, and East Ninth Street, thence in a northerly direction along the

east line of East 9<sup>th</sup> Street to Albany Avenue, thence in a northeasterly direction along a line of 550 feet, more or less,] thence in a southerly direction along the west line of East 8<sup>th</sup> Street to the north line of Marx Street, thence along the north line of Marx Street to the east line of East 9<sup>th</sup> Street, thence along the east line of East 9<sup>th</sup> street to the northwest corner of parcel 11 of Block S-244, thence along the northern boundary of parcel 11 of block S-244, thence in a northwesterly direction along the east line of such alley to the south line of Maury Street, thence in a northeasterly direction along the south line of Maury Street to the intersection of Maury Street and an alley in the center of Block S-182, thence in a northerly direction along the center line of such alley through the center of Bocks S-182 and S-142 to the north line of Stockton Street, [ thence in a northerly direction along a line of 400 feet, more or less, through the center of block S-112 to a point where such line intersects the center line of Decatur Street] thence in a northeasterly direction along the north line of East Stockton Street to a point which is the southwestern corner of Parcel 26 of Block S-112, thence in a northwesterly direction along the western boundary of Parcel 26 of Block S-112 to a point which is the northwestern corner of such parcel, thence in a northwesterly direction along a line of 17 feet, more or less, to a point which is the southwestern corner of Parcel 5 of Block S-112, thence in a northwesterly direction along the western boundary of Parcel 5 of Block S-112 to a point which is the northeastern corner of Parcel 25 of Block S-112, thence in a southeasterly direction along the northern boundary of Parcel 25 of Block S-112 to a point which is the southeastern corner of Parcel 4 of Block S-112, thence northerly along the western boundary of Parcel 5 of Block S-112 to the center line of Decatur Street, thence in a southwesterly direction along the center line of Decatur Street to the west line of East Tenth Street, thence in a northwesterly direction along the west line of East 10<sup>th</sup> Street to a point on the west line of East 10<sup>th</sup> Street that is the southeastern corner of parcel 10 of block S-82, thence in a southwesterly direction along a line to a point which is the southwestern corner of Parcel 10 of block S-82, thence in a southerly direction along a line to a point which is the southeastern corner of parcel 8 of block S-82, thence in a southwesterly direction along a line to a point which is the southwestern corner of Parcel 8 of block S-82, thence in a southwesterly direction meandering along the southern boundary of parcel 3 of block S-82 to a point on the west line of East 11<sup>th</sup> street which is the southwestern corner of Parcel 3

of block S-82, thence in a southwesterly direction along a line to a point on the west line of East 11<sup>th</sup> Street which is the southeastern corner of Parcel 12 of block S-83, thence in a southwesterly direction along a line to a point on the east line of East 12<sup>th</sup> Street which is the southeastern corner of Parcel 4 of block S-83, thence in a northeasterly direction to a point on the west line of East 12<sup>th</sup> street which is the southeastern corner of Parcel 7 of block S-84, thence in a southwesterly direction along a line to a point which is the southwestern corner of Parcel 7 of Block S-84, thence in a southerly direction along a line to a point which is the southeastern corner of parcel 9 of block S-84, thence in a southwesterly direction along a line to a point on the east line of East 13<sup>th</sup> street which is the southwestern corner of Parcel 1 of block S-84, thence in a southwesterly direction along a line to a point on the west line of East 13<sup>th</sup> street which is the southeastern corner of Parcel 10 of block S-118, thence in a southwesterly direction along a line to a point on the east line of East 14<sup>th</sup> street which is the southwestern corner of Parcel 2 of block S-118, thence in a southwesterly direction along a line to the intersection of East 14<sup>th</sup> Street and an alley through the center of block S-152, thence in a southwesterly direction along such alley through the center of block S-152 to its intersection with East 15<sup>th</sup> Street, thence in a northwesterly direction to a point on the west line of East 15<sup>th</sup> street which is the southeastern corner of Parcel 5 of Block S-195, thence in a southwesterly direction along a line to a point on the east line of East 16<sup>th</sup> street which is the southwestern corner of Parcel 1 of Block S-195, thence in a southwesterly direction to the intersection of East 16<sup>th</sup> Street and an alley through the center of Block S-196, thence in a southwesterly direction along such alley through the center of Block S-196 to the west line of East 17<sup>th</sup> Street, thence in a northerly direction along the west line of East 17<sup>th</sup> street to a point on the west line of East 17<sup>th</sup> Street that intersects with the eastern boundary of Parcel 1 of block S-240, thence in a southerly direction along a line to a point which is the southeastern corner of Parcel 1 of block S-240, thence in a southwesterly direction along a line to a point on the east line of Richmond Highway which is the southwestern boundary of Parcel 1 of block S-240, thence in a northerly direction along the eastern edge of Richmond Highway to its intersection with Hull Street, where it becomes Cowardin Avenue, thence continuing in a northerly direction along the eastern edge of Cowardin Avenue to the alley in the center of Block S-197, thence in a northeasterly direction along the

centerline of such alley through the center of blocks S-197, S-153, S-119, S-85, S-61, and S-60 to West 10<sup>th</sup> street  
, [thence in a northwesterly direction along the centerline of West 10<sup>th</sup> Street to Perry Street] thence in an  
easterly direction to a point which is the southwestern corner of Parcel 24 of Block S-59, thence in a  
northeasterly direction along the southern boundary of Parcel 24 of Block S-59 to a point which is the  
southeastern corner of such parcel, thence in a northwesterly direction along the eastern boundary of Parcel 24  
of Block S-59 to a point which is the southwestern boundary of Parcel 4 of Block S-59, thence in a northeasterly  
direction along the southern boundary of Parcel 4 of Block S-59 to a point which is the southeastern corner of  
such parcel, thence in a northwesterly direction along the eastern boundary of Parcel 4 of Block S-59 to a point  
which is the southwestern corner of Parcel 6 of Block S-59, thence in a northeasterly direction along the  
southern boundary line of Parcel 6 of Block S-59 to a point which is the southeastern boundary of such parcel,  
thence in a northerly direction along the west line of West 9<sup>th</sup> Street to the center line of Perry Street, thence in  
a southwesterly direction along the centerline of Perry Street to the west line of West 12<sup>th</sup> street, thence in a  
northwesterly direction along the west line of 12<sup>th</sup> street to a point on the west line of 12<sup>th</sup> street which is the  
southeastern corner of Parcel 6 of Block S-88, thence meandering along the southern boundary of Parcel 6 of  
Block S-88 116 feet, more or less, in a southwesterly direction, 37 feet, more or less, in a northwesterly  
direction, and 86 feet, more or less, in a southwesterly direction to a point which is the southeastern boundary  
of parcel 2 of block S-88, thence in a southwesterly direction along a line to a point on the east line of west 13<sup>th</sup>  
street which is the southwestern corner of Parcel 1 of block S-88, thence in a northerly direction along the east  
line of West 13<sup>th</sup> Street to McDonough Street, thence in a southwesterly direction along the centerline of  
McDonough Street to Cowardin Avenue, thence in a northerly direction along the eastern edge of Cowardin  
Avenue to its intersection with Belvidere Street, thence in a northerly direction along the eastern edge of  
Belvidere Street to the south line of the Chesapeake and Ohio Railway, thence in a westerly direction  
meandering around to the westerly side of a portion of Chesapeake and Ohio Railway and Kanawha Canal being  
located on the westerly side of parcel 10 of block W-53; thence meandering in a northerly direction along the  
railway and between the Kanawha Canal and Riverside Park Road to Belvidere Street; thence in a northerly

direction along Belvidere Street and crossing Broad Street to an alley on the east line of Belvidere Street in block N-240; thence in an easterly direction through the center of alleys in blocks N-240, N-206, N-180, N-140 and N-119 and crossing Henry, Monroe, Madison and Jefferson Streets and to Adams Street to the point of beginning. [See DPW Drawing No. P-22075 dated March 2, 1990, entitled "~~Downtown Special Assessment District, General District.~~"]

§ 2. This ordinance shall be in force and effect [upon adoption] on January 1, 2023.