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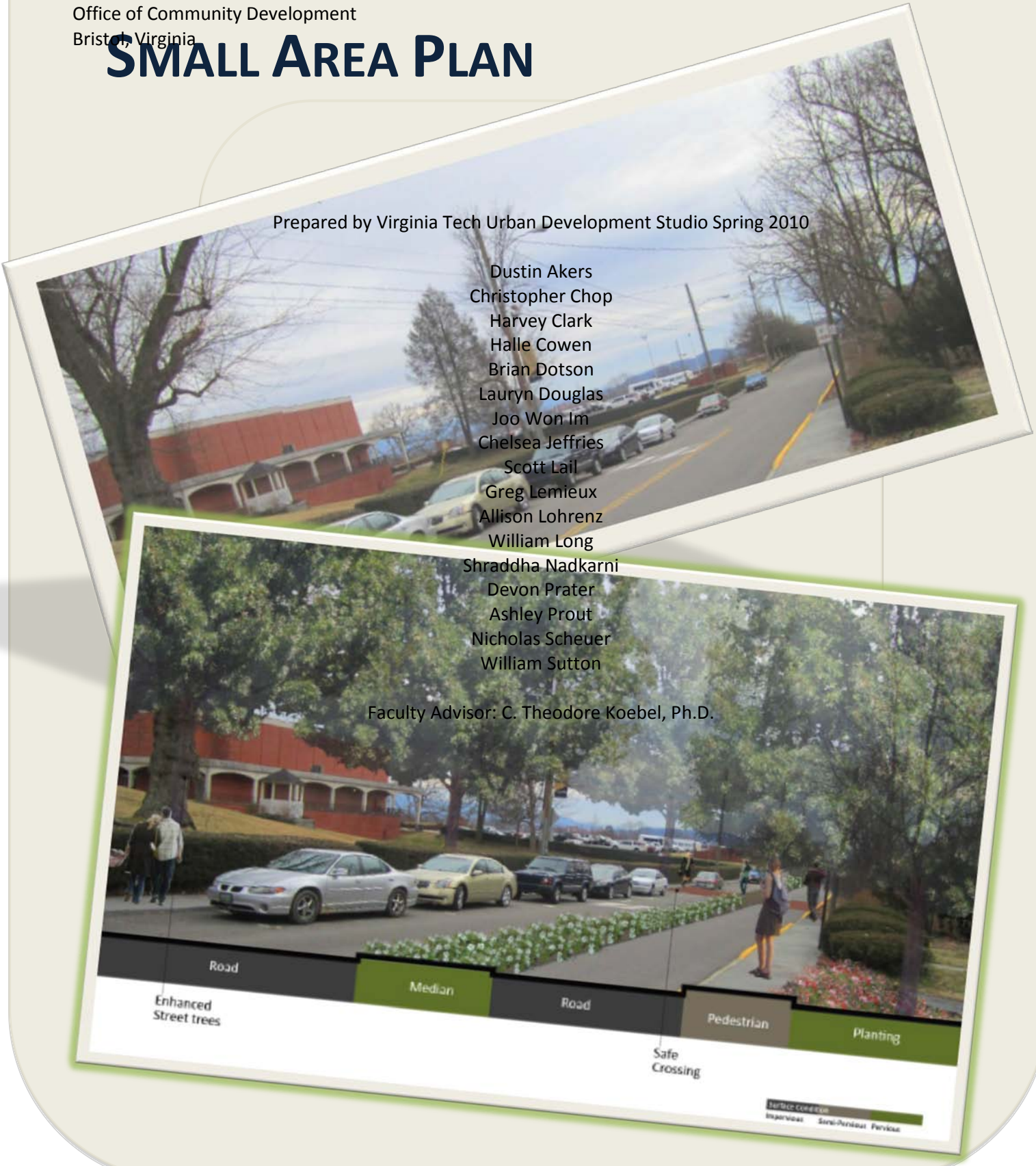
Moore Street Corridor Small Area Plan



Prepared by Virginia Tech Urban Development Studio Spring 2010

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INTRODUCTION

This report provides an analysis of the Moore Street corridor in Bristol, Virginia, and recommends improvements to enhance the corridor's vitality as a gateway neighborhood to downtown Bristol. These improvements strengthen the character of the Moore Street Corridor by redesigning key entryways into the corridor, improving streetscapes, linking greenways, addressing blight, and upgrading transportation and parking in the corridor.

The Urban Development Project Studio at Virginia Tech conducted the corridor study. A team of 17 Virginia Tech Urban and Regional planning graduate students, supervised by Dr. Ted Koebel, reviewed existing conditions in the corridor and developed recommendations responsive to goals identified by the City of Bristol Planning Department. Recommendations include action and implementation strategies to visually enhance the corridor, improve pedestrian safety, increase natural amenities, and increase access to transportation and parking.

Figure 1 identifies the study area, which runs from the Five-Points intersection on the north to Scott Street on the south, and is bordered by Martin Luther King Jr. Boulevard and Oakview Avenue to the east and west. Focus areas within the study area included Moore Street, Virginia Intermont College, a downtown transition area, and the residential neighborhoods within the corridor.

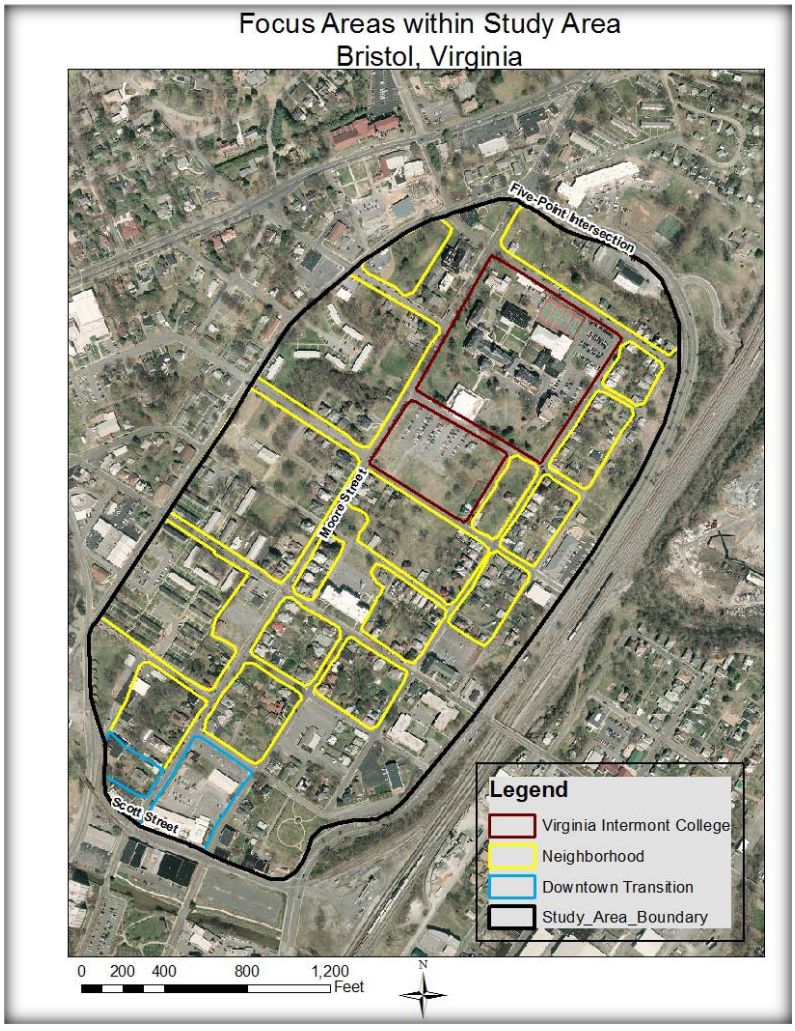


Figure 1. Map of the Study Area

OVERVIEW

The Report is divided into six chapters:

Chapter 1. Vision, objective, and goals
Chapter 2. Methodology
Chapter 3. Key Existing Condition Findings
Chapter 4. Recommendations
Chapter 5. Existing Conditions
Chapter 6. Conclusion

TEXT TO BE ADDED

CHAPTER 1: VISION, OBJECTIVES, AND GOALS

Vision

The study envisions Moore Street as a welcoming, aesthetically pleasing, historical neighborhood and gateway to downtown Bristol, Virginia.

Moore Street currently

Objective

Our objective is to utilize the surrounding area of Moore Street to create a distinct community and destination corridor. To assist in creating a destination, Moore Street will be divided into the College Campus area, the Historic Virginia Hills Neighborhood, and a downtown transition. Pedestrian access, pocket parks, streetscapes and a transportation network will help conceptualize this plan.

Goals

The goals to improve Moore Street include:

1. Create gateways and distinct neighborhoods within Moore Street
2. Improve pedestrian safety
3. Improve and create a transportation plan for the surrounding area
4. Revitalize and aesthetically improve the streetscape

CHAPTER 2: METHODOLOGY

Our methodology included two phases: (i) review of existing conditions and (ii) formulation of recommendations. First, we examined existing conditions in efforts to better understand the social, economic, and physical composition of the study area. U.S. Census data, Bristol GIS files, crime data, and existing planning documents were used to determine the demographics, character of the study area, and future land use goals. U.S. Census data, in particular the American Community Survey 2005-09 block group data, was instrumental in our examination of existing conditions. Block Group 3 in Census Tract 202 (figure 3 below) is bounded by Euclid Avenue, Piedmont Avenue, Scott Street and MLK Boulevard, and is nearly identical to our study area. Next, we performed an on-site walkability analysis of Moore Street and led a community input session to understand the neighborhood's physical attributes. The existing conditions revealed the study area's strengths, weaknesses, opportunities, and threats (SWOT). The existing conditions and SWOT analysis provided the basis for our recommendations. We also rate the degree of difficulty of executing our recommendations to help guide the City in developing a timeline and implementation plan.

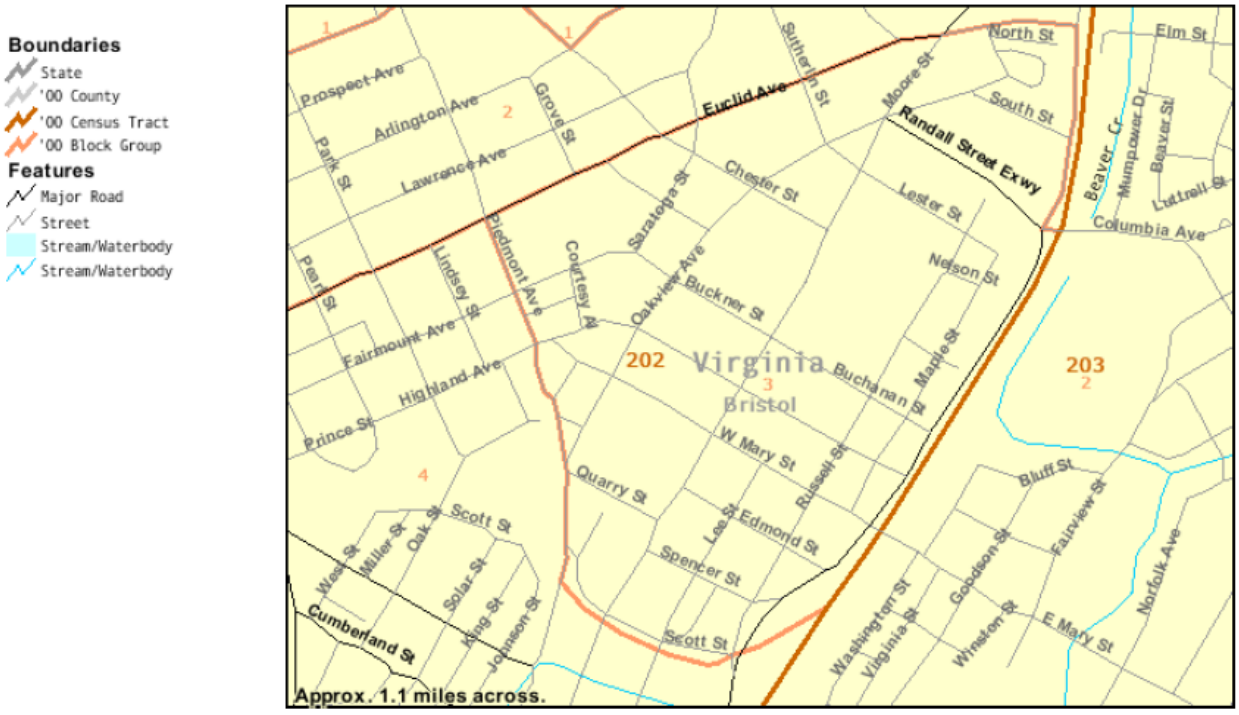


Figure 3: Census Tract 202 Block Group 3, as designated by the U.S. Census Bureau.

CHAPTER 3: SUMMARY OF EXISTING CONDITIONS

Our existing conditions analysis of the current social, economic, and physical conditions of the study area provided the framework for our recommendations. This section provides a brief over of our key findings. Please refer to Chapter 6 for detailed findings.

EXISTING CONDITIONS IN THE STUDY AREA:

A. Land Use

- The majority of land is residential
- There are several vacant parcels and 25% of total vacant land in the City of Bristol lies with the study area
- 18% of the residential units were reported vacant in ACS2005-09

B. Transportation and Connectivity

- High vehicular frequency
    - Approximately 8,900 vehicles travel Moore Street per day
- Roughly half of renter households do not own a car
- Excess off-street parking
    - The Moore Street area contains approximately 1,180 off-street parking spaces
- Public Transportation is available, but limited
    - Well established bus routes:
        - 22 connections within the area
        - Limited bus hours
- Poor pedestrian facilities (poor sidewalk conditions)

C. Demographics

- Total population: 4,190 people
- Total employed: 490 employees (7% live and work in study area)
- Median household income (Census Tract 202): $25,673
- Roughly half of the renters are cost burdened
- Aging population: 34% of residents are over the age of 55
- Highly transient population

D. Housing

- High percentage of rental units (83%)
- High rental vacancy rate (19%)
- Roughly half of housing units were built before 1940
- Numerous absentee landlords

E. Crime

- Overall crime has decreased between 2007 and 2010
- In 2010, 509 incidents occurred in the study area

CHAPTER 4: RECOMMENDATIONS

GOAL: CREATE GATEWAYS AND DISTINCT NEIGHBORHOODS WITHIN THE STUDY AREA

A gateway can define and distinguish an area within a community. Gateways not only welcome visitors, but also welcome returning residents. A gateway can be a welcome sign, a way-finding sign, special landscaping, different hardscape/paving materials, or any type of material that distinguishes the uniqueness of the area.

The Entrance to VIC

Strategy: Incorporate way finding signs and entrance signs at the beginning of noteworthy neighborhood areas

The identification of gateways in the neighborhood's three distinct areas will encourage residents and tourists to visit the Moore Street neighborhood. The visual appeal of a gateway, whether through a way finding sign or a distinct marker, helps identify an entryway of a specific area, and in turn, creates a sense of place for both residents and visitors.

- Install way-finding signs at the beginning of Five Points intersection

- A way-finding sign at the Five Points intersection would direct travelers to downtown through the historic Virginia Hills neighborhood.

- Install a way-finding sign at the downtown transition area
  - The creation of a way-finding sign in this neighborhood pocket can help direct travelers to important places within the downtown area.

- Install a welcome sign at the entrance of the Virginia Hill Historic Hill District.
  - Small hardscape signs or welcome signs can designate the Virginia Hill historic neighborhood. These signs can highlight the importance and unique characteristics of each area within the overall neighborhood. Hardscape signs have the ability to differentiate unique areas by incorporating materials that are important and significant to the areas.
- Incorporate decorative pavement to evoke a sense of place in the historic district
  - Various materials, such as pavers or stones on sidewalks, seat walls, crosswalks, and roads within the historic neighborhood, can showcase the historic character of the entire neighborhood.

Strategy: Implement a gateway at the five-points intersection.

- A gateway at the five-points intersection would signal the entrance to the Moore Street corridor.

Five Point Intersection is an ideal location for a hardscape gateway.

- Image 4, shown below, offers a possible design to serve as the gateway into Moore Street. The sign is placed at the Five Points Intersection to welcome travelers and commuters to the City of Bristol. Given the current dimensions of Moore Street, the width has been divided to

accommodate the features as seen above. The proposed dimensions are: 10 feet for each traffic lane (20 feet total), 7 feet for the median, and 7 feet for each sidewalk. These dimensions reflect the current width of 41 feet.

Key Features Include:

- Entrance sign and the street lamps
- Seven foot sidewalks on each side
- Median and Street Trees

Figure 4: Possible design to serve Moore Street

GOAL: AESTHETICALLY IMPROVE THE STREETSCAPE AND SURROUNDING NEIGHBORHOOD

The Moore Street Neighborhood

Landscaping within a neighborhood benefits both residents and visitors driving or walking through the neighborhood. Aesthetic improvements to the street, such as landscaping and adding vegetation to front yards, can be implemented through community building and public agencies.

Strategy: Use landscaping techniques to improve the aesthetic appeal of the neighborhood

- Engage in a community-wide neighborhood clean up
    - Improving lawn care in one area can help spur neighborhood-wide clean up. Neighborhood-wide spring clean-ups, initiated by the city or college, can start this process and help encourage suitable property maintenance.

- Screen unsightly views
    - Add shrubbery and screening plants to soften the unappealing walls and fences in the downtown transition area and make Moore Street more welcoming for all travelers.

- Implement an urban forestry incentive program

- An incentive program would increase canopy cover and improve the aesthetics of the neighborhood.

GOAL: IMPROVE WALKABILITY AND PEDESTRIAN SAFETY ALONG MOORE STREET

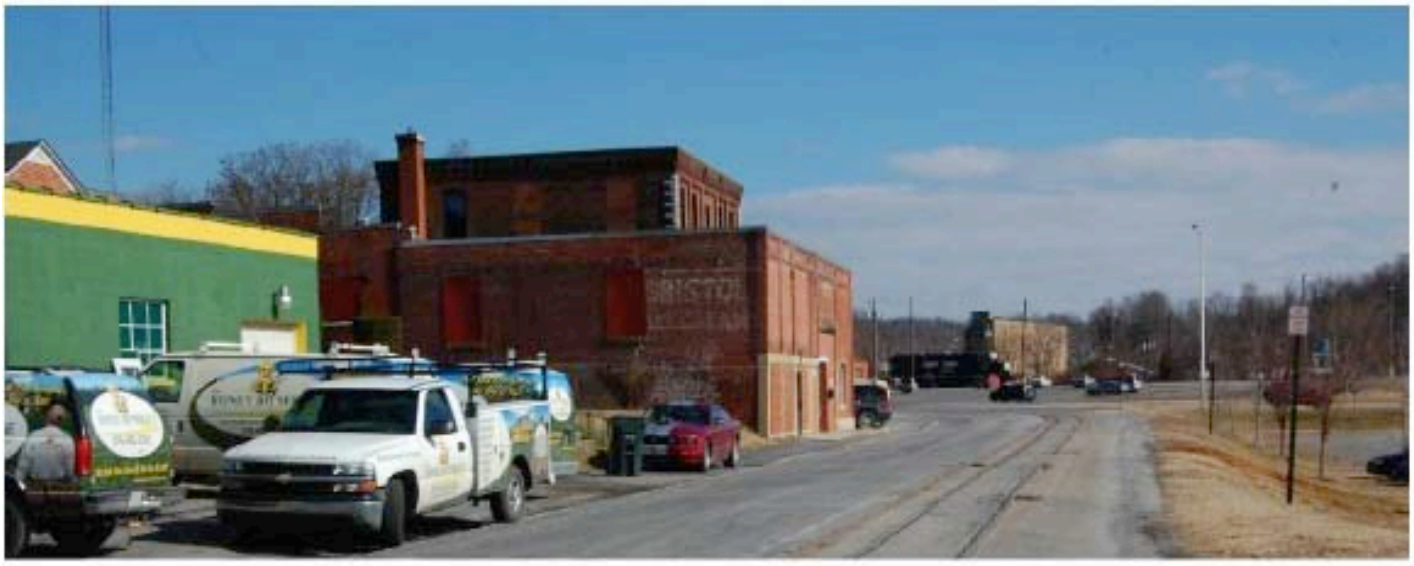
Current Pedestrian Conditions in the Virginia Intermont College Area

The corridor's sidewalks should be modified to enhance safety. Specific strategies include: calming traffic, providing effective pedestrian lighting, and implementing pedestrian friendly crossing aids. Figures 5, 6, and 7, below, illustrate ways to improve pedestrian safety.

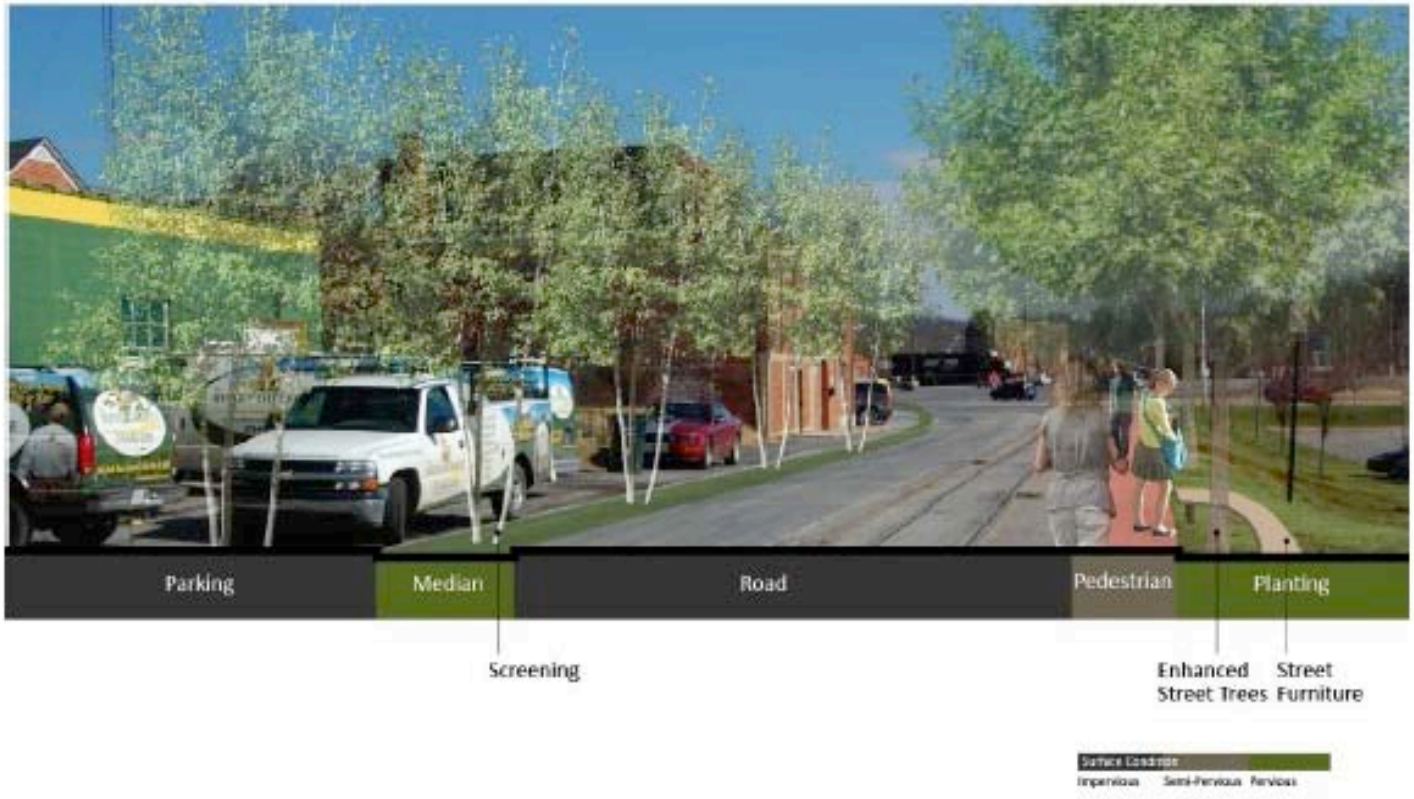
Figure 5: Pedestrian Safety *Figure 6: Community Safety*

Figure 7: Neighborhood Safety

Before



After: Invite Visitors to the Site



Strategy: Slowing traffic

Traffic-calming devices will not only slow traffic, but will also reduce the number of cars by discouraging drivers to use Moore Street as a cut through to downtown. Small changes in traffic calming can work, but using several different calming techniques is ideal. Narrow streets, traffic circles and bump-outs command caution from drivers. With the use of all three on Moore Street, traffic will be reduced, the remaining traffic will move slower and pedestrians will be safer.

- *Implement "Staggered" on-street parking*
    - Alternating the side of on-street parking each block requires drivers to pay attention as the traffic lane shifts slightly at each intersection.

- *Narrow Traffic Lanes*
    - By narrowing both driving lanes, drivers are forced to be more cautious. Studies have shown that drivers are more aware of their surroundings and move slower when the traffic lanes are narrower.

- Install Bump-outs
    - Bump-outs extend the sidewalk at intersections, allow greater pedestrian visibility for drivers, and create more direct routes for pedestrians. The narrowing of the street at these locations also forces drivers to slow down at intersections where pedestrians are most likely to cross.
    - Bump-outs increase the aesthetic appeal of the street. They can include small street trees and native grasses as part of the streetscape.

Bump-outs would help narrow Moore Street and increase aesthetic appeal

- *Install traffic circles*
  - Traffic circles not only slow down cars, but also provide a venue for landscaping or public art. When used in succession, traffic circles can maintain lower car speeds.

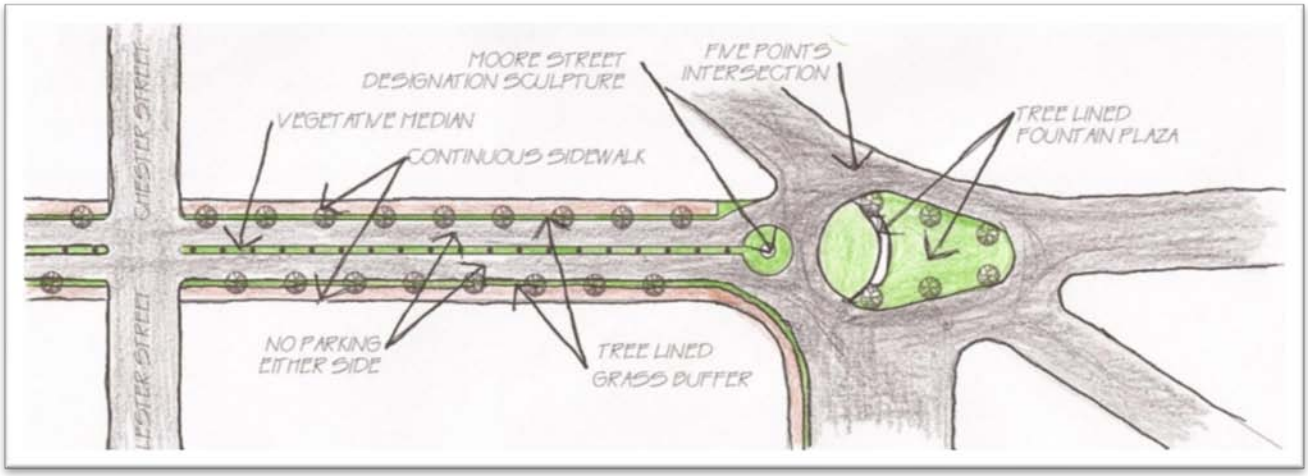


Figure 8: Traffic Circle Recommendation

Example of implementing a traffic-calming device

- *Landscape and street trees*
  - Trees can also reduce the "optical width" of Moore Street, which can slow traffic.

Strategy: Increase pedestrian visibility

Clearly marking crosswalks is imperative to pedestrian safety in a residential neighborhood

- *Add crosswalks*
  - Painting bright yellow crosswalks at intersections is the most effective tool to improve pedestrian access and safety. These crosswalks can visually connect pedestrians from one side of the street to the other and provide a safe place to cross the street. Adding crosswalks may help deter mid-block crossings and can improve overall pedestrian access throughout the neighborhood. Crosswalks reduce vehicular speed and alert drivers of pedestrian crossings.

Strategy: Improve pedestrian infrastructure

- *Improve sidewalks*
  - Wide sidewalks provide pedestrians more space, while also narrowing the existing street. Both factors help increase pedestrian accessibility and safety. The creation of a continuous sidewalk throughout the neighborhood, the removal of obstructions and the addition of pedestrian-oriented lighting will also encourage walking.

GOAL: DECREASE CRIME WITHIN THE STUDY AREA

Although residents report feeling safe, our findings found that the crime rate within the study area is relatively high. Numerous alleyways and vacant lots make the neighborhood susceptible to crime.

Preston Alley can be seen above.

Strategy: Increase Pedestrian visibility in alleyways

- Improve and increase street lighting in alleyways
    - Based on responses from the community charrette, the majority of crimes occur in the southwestern portion of the study area. Surprisingly, offenses were noted near the police station on Moore Street and near the Crisis Center on Oakview Avenue. Using this information, we were able to pinpoint "hotspots" where crime is more likely to occur. The Bristol Redevelopment and Housing Authority cited alleys as a means of escape for offenders.

    - Convert alleys into community gardens or neighborhood parks
        - Community gardens could reduce the ability for offenders to flee while creating a richer sense of community.

Strategy: Add streetscape elements that increase visibility

Installing pedestrian lighting on the corner of Buchanan and Moore would increase walkability and safety

- Improve street and pedestrian lighting along Moore Street
- Install Security cameras within areas of high crime
    - The installation of security cameras within areas of high risk would deter crime. Several housing developments already have these systems in place, imparting a sense of security to residents.
- Increase walkability
    - Promoting resident interaction through pedestrian-oriented design will help provide a strong community base essential to a safe neighborhood.

Strategy: Foster an atmosphere that promotes community involvement in crime mitigation

- Establish a neighborhood watch program

Strategy: Partner with Bristol Redevelopment Housing Association to improve neighborhood quality

As outlined in the BRHA Development Strategy, collaboration is a key strategy for ensuring the success of new development in the study area. Physical enhancements should be strategically crafted to inspire, empower, and motivate community residents. These include the creation of opportunities for younger populations to engage in low/no-cost positive recreation activities to boost self-esteem, remove symbols of futility from the area (blighted properties), begin to remove publically supported housing

(de-concentrate from present location), and promote the construction of affordable multi-family options that are privately supported.

Along with physical development activities, BRHA should also seek collaborations that improve community/social development activities in the study area. This would include aligning its own programs to compliment, diversify, or coordinate with other activities in the area, as well as using facility space to host community problem-solving functions on a regular basis. This implies that BRHA champion efforts to increase resident pride in their neighborhood. BRHA and its partners should offer guidance in these efforts, provide awareness of resources that can help citizens assert ownership, and assist in technical processes that require expertise. However, citizens must own the solutions that are devised, even if BRHA, its partners, or other contracting parties undertake the actual implementation. Utilizing such a strategy will ensure the success of short-term physical environment improvements and establish a framework for long-term community viability and socio-economic health of its residents.

GOAL: IMPROVE HOUSING QUALITY THROUGH REHABILITATION AND PROPERTY MANAGEMENT

Field research, demographics, and housing data demonstrate the need for housing rehabilitation. Within Bristol, numerous organizations provide incentives and tax breaks to help with aesthetic improvements. Agencies that provide these resources will enable homeowner to improve their living conditions and begin to participate actively in their community.

Working with community organizations to maintain landscapes and provide paint would highlight the already diverse architectural styles found in the study area.

Strategy: Rehabilitate existing housing stock in the study area.

- Improve condition of housing stock by providing rehabilitation assistance and weatherization resources to residents and property owners.
    - By identifying resources and partnerships that can be used to leverage home rehabilitation, these recommendations can act as a catalyst for positive change in the area. The following represent programs tailored specifically for rehabilitating existing housing stock.
        - Rehabilitation Services through People's Inc
        - Indoor plumbing rehab through People's Inc
        - Emergency Home Repair Program through People's Inc
        - Weatherization Assistance through People's Inc
        - CDBG rehabilitation funding through DHCD
        - Livable Homes Tax Credit through DHCD

Strategy: Housing rehabilitation through active, accountable landlord stewardship

According to the American Community Survey estimates from 2005 to 2009, renter-occupied units make up 49% of the total housing units in Census Tract 202 (ACS 2005-2009). Meanwhile, Bristol City's renter occupied units constitute only 34.4% of all housing units. The Moore Street corridor's central location, highly accessible to VIC and downtown Bristol, contributes to the demand for rental housing. Many owners rent their properties to students and other urban residents. While the Moore Street rental market offers affordable, centrally-located housing options, the limited landlord involvement contributes to poor living conditions, blighted properties and potentially more crime. Absentee landlords, living in other neighborhoods, cities, or states, often lack accountability with respect to their rental properties. Their remote, often reactive, management practices must be modified to encourage more accountability and greater property stewardship.

- Incentivize landlords to take a more active role in property management.
    - Community Development Block Grants and other flexible funding sources can be leveraged to address property improvements in the Moore Street area on the condition that landlords match the allocated funds. While landlords often reap financial benefits for renting to low-income residents, they do not receive incentives for carefully screening potential tenants. Perhaps the city or private housing groups can help educate landlords on ways to identify respectful, responsible tenants.

- Increase accountability through a database of verifiable landlord addresses.
    - In many cases, tenant-landlord communications are hindered by outdated landlord phone numbers. The Mayfair community, a low-income neighborhood

in Philadelphia, recently created a petition that forces landlords to provide verifiable addresses. As a result, landlords could be served for due process at that address (Reardon, 2010).

- Develop neighborhood contracts that enforce leases, encourage landlord upkeep and spawn micro-revitalization efforts.
    - A neighborhood association or community development corporation could potentially govern the contracts and monitor violations. The association or community group could, in turn, help provide small loans, pooled resources, or financial guidance to low-income residents. In addition, the organization could communicate with absentee landlords on community issues.

Strategy: De-concentrate geographic location of public housing properties.

The concentration of public housing is associated with a number of negative externalities that hinder the desirability of an area, perpetuate a culture of poverty, and generally limit the market's ability to supply economic opportunities in the area (Turner et al. 2009). The federal government recently ended new funding for the HOPE VI program, which provided an opportunity to pursue this objective. Nevertheless, the BRHA should keep this strategy on the table as funding opportunities present themselves. One source that may emerge in the near future is HUD's Choice Neighborhoods program. Officials should continue to lobby the state and federal governments to support this goal.

Strategy: leverage development or rehabilitation of market-rate affordable housing in area

BRHA should utilize sources of subsidy, such as the Low Income Housing Tax Credit, to encourage the development or rehabilitation of affordable housing in the study area. In order to accomplish this task, the authority will need to first acquire properties or partner with property owners in a manner that makes use of the credits feasible. In addition, the affordability range for the new units should reflect market demand for housing in the area.

GOAL: INCREASE GREEN SPACE

Strategy: Connect greenways

The study area's existing greenways can be enhanced through connectivity. The next two sections highlight two ideas of how to connect the green spaces and open spaces within our study. Connecting green spaces will help integrate neighborhoods with pedestrian-friendly paths. There are also environmental benefits that include drainage, habitat protection, and animal diversity.

A greenway is a corridor of protected open space that is managed for conservation or recreation (1000friendsofflorida.org). They link forests, parks, historical sites, corridors and canals. There are many

benefits to greenways, including the conservation of native ecosystems and resources, the enhancement of public recreation near residential areas, opportunities for outdoor education, and alternate transportation options.

Option 1: Connect Existing Greenways through landscape buffers along major and arterial roads

Connecting greenways is the most feasible option. Multiple green networks, shown in green lines (in figure 8), connect one green space to the other. This option does not envision large open spaces, and consequently requires little demolition.

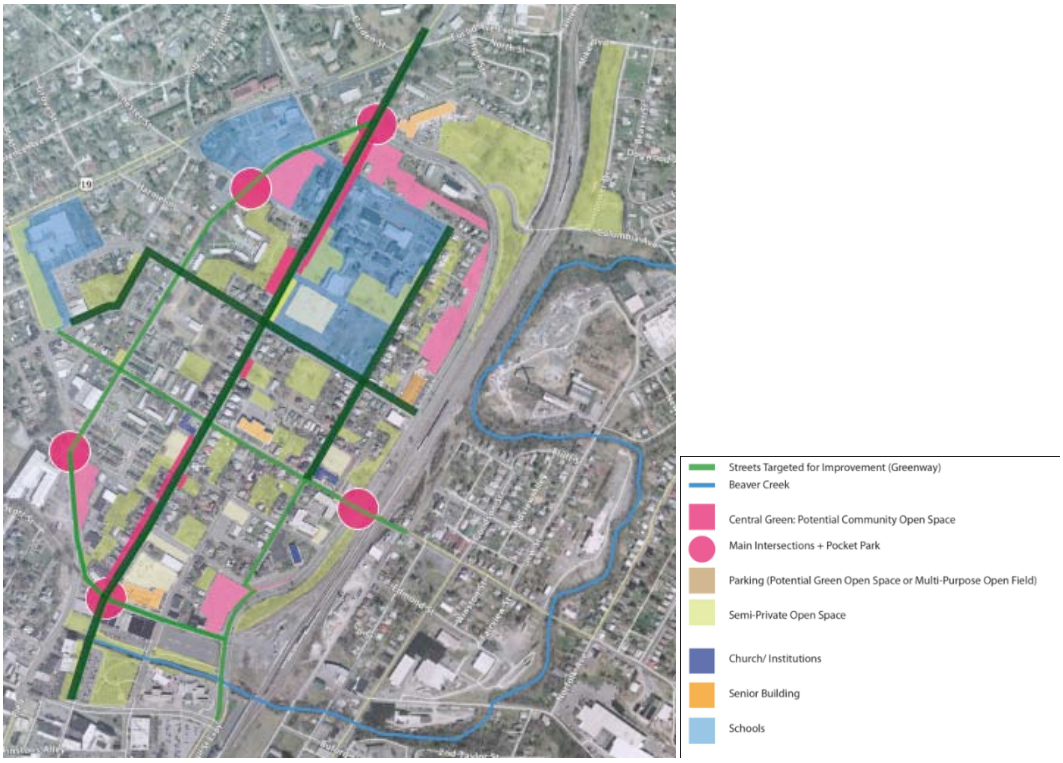
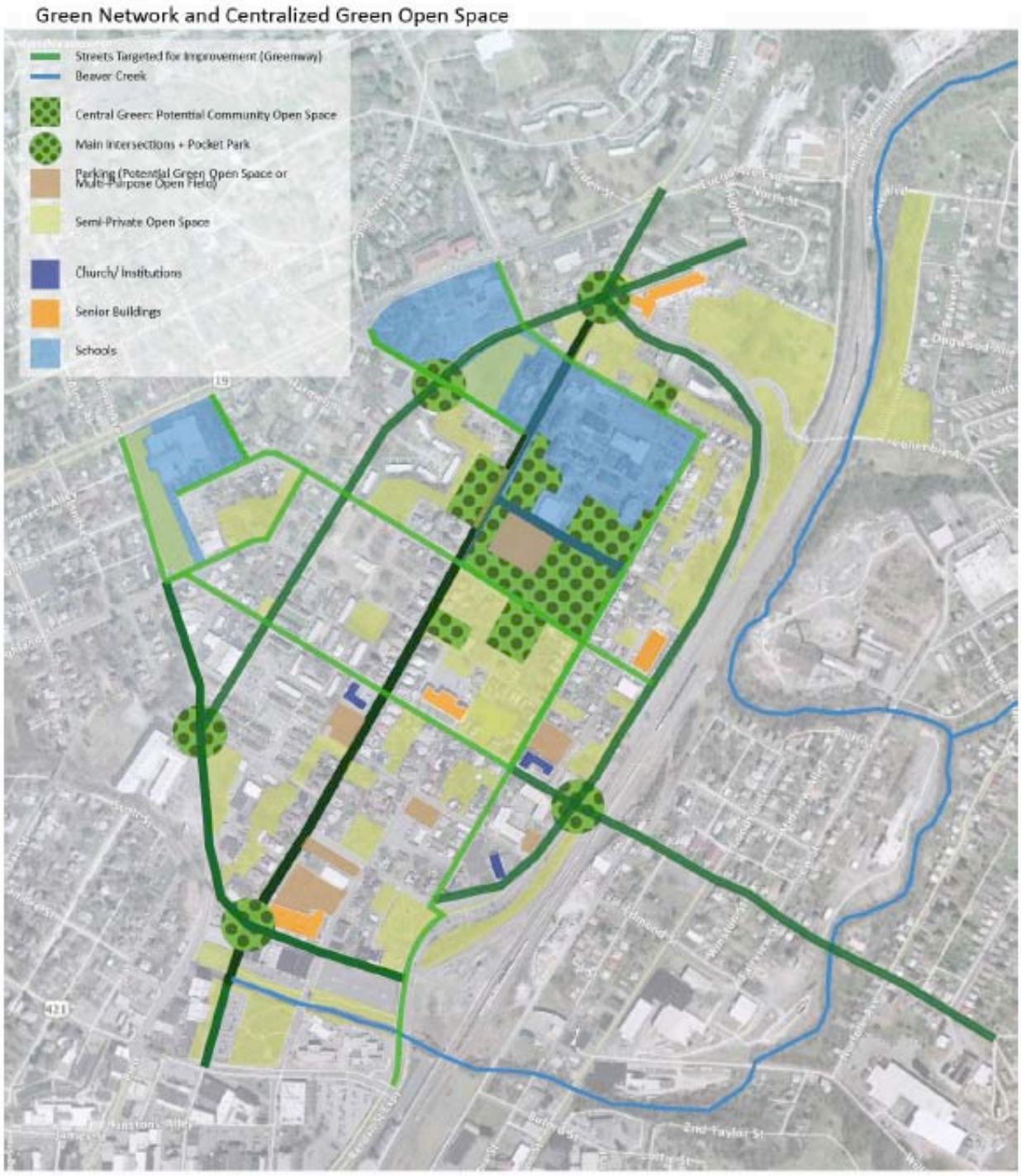


Figure 9: Connecting Greenway example

Figure 9


Green Network and Centralized Green Open Space
Streets Targeted for Improvement (Greenway)
Beaver Creek
Central Green: Potential Community Open Space
Main Intersections + Pocket Park
Parking (Potential Green Open Space or Multi-Purpose Open Field)
Semi-Private Open Space
Church/ Institutions
Senior Buildings
Schools

Three Levels of Greenway

Greenways can be enhanced through three levels of implementation. The characteristics of each are listed below:

1. Pleasant Walk: provide amenities and linear open spaces
    <u>Components:</u>
    Street trees
    Street furniture
    Medians
    Safe crossing
    Connection to centralized green open space

2. Safe Walking Environment: promote pedestrian friendly environment and a safe environment
    <u>Components:</u>
    Single row of street trees
    Wider pedestrian paths
    Street furniture
    Safe walking environment for children

3. Overall Neighborhood Environments: incorporate street trees, pocket parks, and crosswalks

Components:
Pocket parks
Crosswalks
Street trees

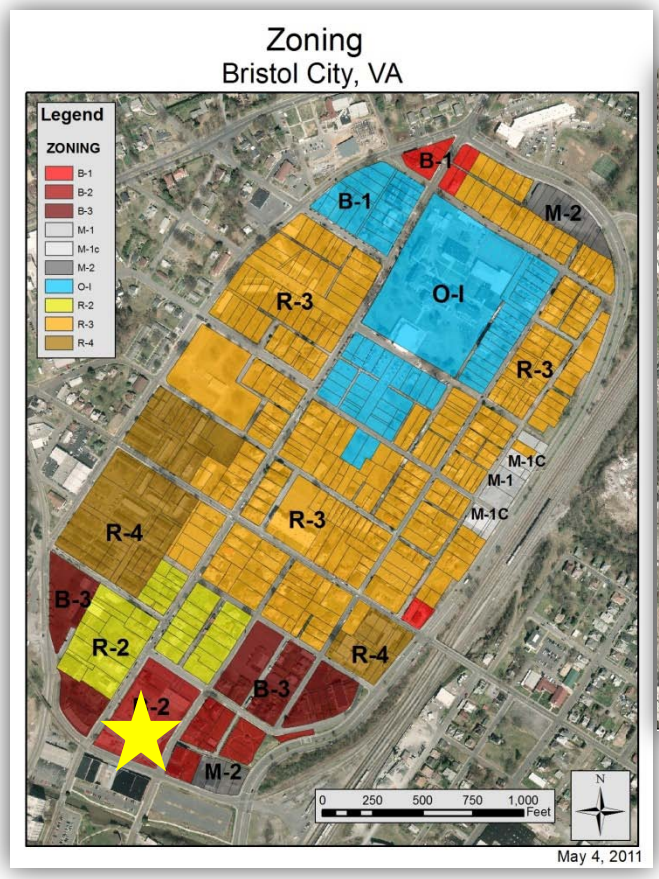
Strategy: Add greenspace and pocket parks

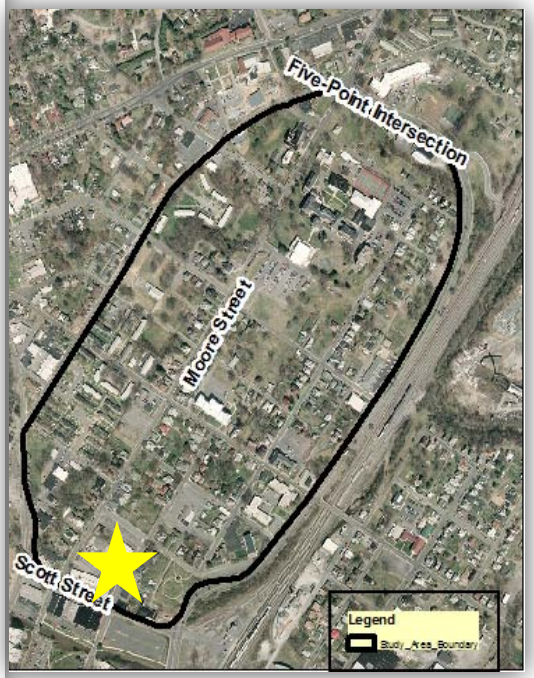
Green spaces and pocket parks should be comprised of amenities that attract foot traffic. In order for Greenways to serve a practical use, pedestrian origin and destination must be considered, in conjunction with the determination of compatible activities. Based on the interpretation of responses from a limited number of resident surveys and face-to face interviews, some possible amenities to consider include:

- Sports facilities (examples: skate park, basketball court)
- Community gardens
- Farmers' markets

There were two potential locations for such improvements identified during the process of creating this report:

Site 1: Property located adjacent to the rear of the City of Bristol Police Station.

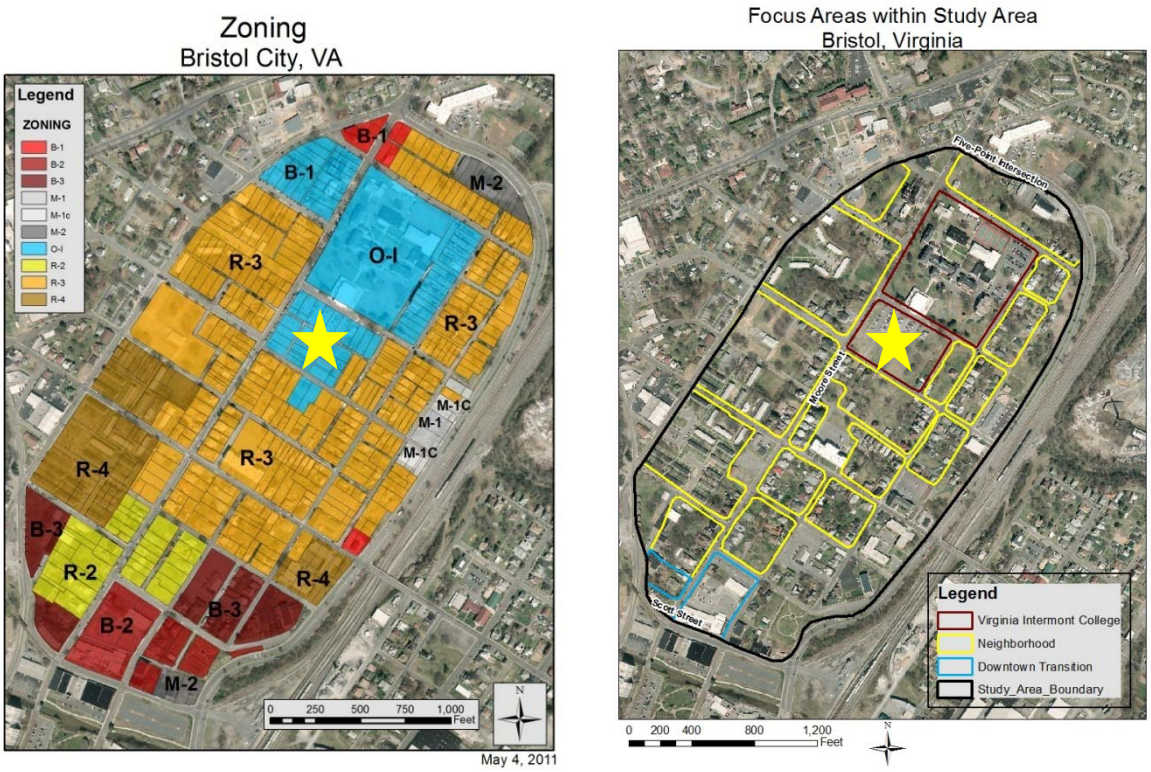




(Left): Zoning Map with Site Noted in Yellow Star. (Right): Aerial Map with Site Noted in Yellow Star

Interviews with BRHA staff indicated that a single-family residence used for storage currently occupies this site. A number of more productive purposes could be situated at this location. Our team recommends the development of a community facility, such as a recreational facility. It should be acknowledged that the details of this particular site's limitations are not apparent. The property currently resides within a B-2 zone that may require rezoning to a more neighborhood-friendly designation.

Site 2: Virginia Intermont-owned property that is currently occupied by parking lot. Located between Harmeling Street and Buchanan Street,



(Left): Zoning map with site marked by yellow star. (Right): Aerial map with site marked by yellow star.

Our team envisions this parking lot as a potential location for a seasonal farmers' market, particularly during times where the space is not used for university parking. Since Virginia Intermont owns the site, organizers would need to seek a partnership with the university for its use. The market would benefit local farmers and residents, while stimulating economic growth. In addition, it would contribute to the community's overall sense of place.

The selection of these two sites does not imply the inexistence of other potential sites in the area that could serve similar purposes in pursuance of the expressed goals. Nor does it guarantee feasibility. We offer them for further consideration and examples of methods to leverage existing assets.

CHAPTER 5: FEASIBILITY

This section describes in a continuum, the difficulty of implementing our recommendations that include altering the built environment. Each improvement is categorized as easy, medium, or hard. Allocating an execution technique into the three categories is based on time, money, and manpower associated with each recommendation.

Table 1: Feasibility Options		
Easy	**Medium***	**Hard****
Way-finding Signs	Hardscape Sign	Decorative Entrance & Welcome Area
Community Clean-up	Shrubbery & Plants	Forest Connectivity
Staggered Parking	Bump-outs	Wider Sidewalks/ Narrower streets
Crosswalks	Sidewalk Improvements	Traffic Circles
Neighborhood Watch	Alleys to Gardens	Street Improvements
Housing Rehabilitation	Bus Route Redistribution	Alley Barricades
Landlord Stewardship		Security Cameras
		Greenway Connectivity

*Easy plus the following
** Easy and Medium plus the following

Easy: The installation of way-finding signs, located at the entrances to VIC, the neighborhood and the downtown, is a cost-effective, straightforward way to build character and distinguish the three areas. Other low-cost improvements include the creation of community-wide cleanup programs, neighborhood watch and housing rehabilitation. With respect to the latter, the community can improve property management through landlord accountability. Lastly, pedestrian safety improvements include crosswalk identification and staggered parking. These solutions can help vary the traffic flow, reduce speeding and ultimately create a safer neighborhood.

Medium: Given financial resources, the addition of larger, more permanent signage offers a more comprehensive option. The incorporation of shrubbery and plants near the sidewalks and the conversion of alleyways to community gardens provide additional alternatives for aesthetic improvements. Fixing sidewalk cracks, clearing debris and installing bump-outs are other effective ways to address pedestrian safety, while also enhancing aesthetic appeal.

Hard: Although cost-intensive, sense of place can be better achieved by using pavers and stones to create sidewalks, seat walls and crosswalks. Meanwhile, greenways and pedestrian paths improve safety and encourage pedestrian access. Street upgrades such as wider sidewalks, narrower vehicular lanes and traffic circle installation are other cost-intensive projects that ultimately foster a more dynamic sense of place.

CHAPTER 6: EXISTING CONDITIONS

DEMOGRAPHICS

Population

Despite an aging population, Bristol City is projected to grow by 6 percent between 2000-2030 (2010 U.S. Census, VEC). Meanwhile, the Bristol-Kingsport MSA and the state of Virginia are expected to witness population growth rates of 9 % and 59 %, respectively, over the same period of time (VEC). Similarly, IRS Migration Data reveals that Bristol City experienced a net inflow of 309 tax returns from 2007-2008. Despite this inflow of tax filers, those migrating out of the city had higher overall incomes, resulting in a net loss of $3,843. In general, Bristol City has an aging population, evident in that 34 % of residents are over the age of 55 (ACS 2005-2009). The associated housing implications are discussed in upcoming sections.

Employment

While Bristol City receives a net inflow of 5,432 commuters, the Moore Street study area experiences a net outflow of 90 commuters (Census LEHD). Of the 407 employed in the study area, 166 (40.8%) work in educational services and 133 (32.7%) work in utilities. While employment in utilities is at a seven-year high, employment in educational services is at a seven-year low and down 42% from 2005. In general, the study area employment declined from 459 to 407 between 2004 and 2008 (Figure 10). Of the 490 employees residing in the study area, 20% commute at least 25 miles to work (Figure 11). As of 2008, only seven employees lived and worked in the study area. The table below, shows the MSA's largest employers.

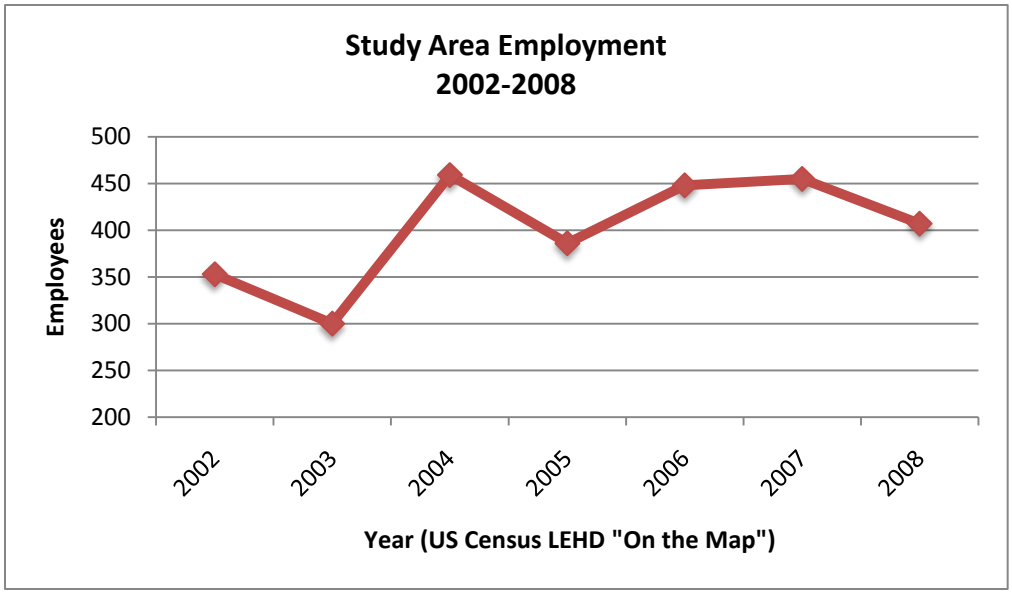


Figure 11: Employment

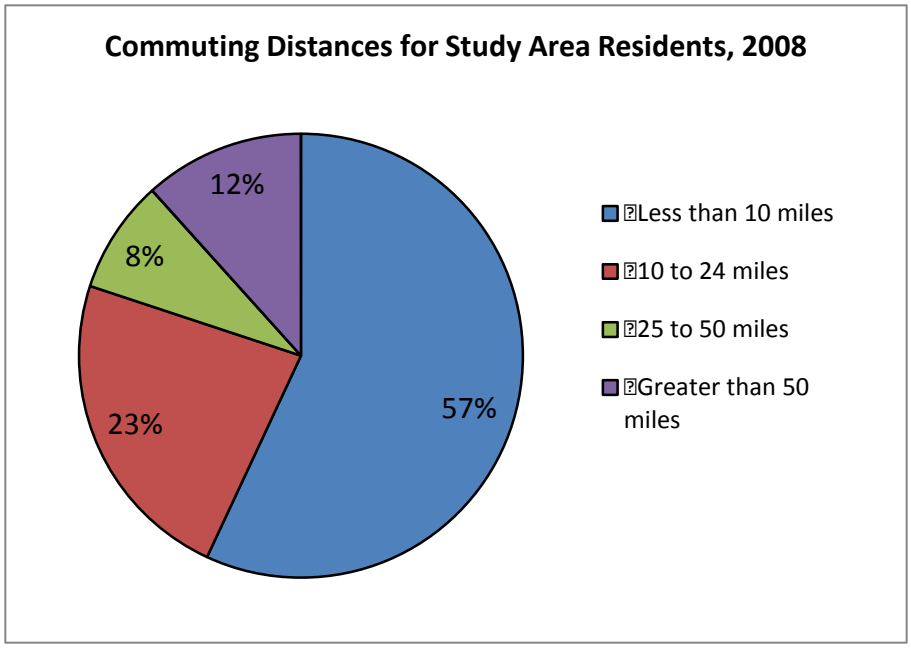


Figure 12: Commuting

Table 2: Top 25 Largest Employers in the Kingsport-Bristol MSA	
1. Food City	14. Strongwell
2. Washington County Schools	15. Joy Technologies
3. Bristol Compressors International	16. Emory and Henry College
4. Mountain States Health	17. Lowes' Home Centers, Inc.
5. Scott County School Board	18. Washington County
6. US Solutions Group	19. Virginia Highlands Community College
7. Sprint United Management	20. U.P.S
8. Wal-mart	21. VDOT
9. Electro Mechanical Corporation	22. Postal Service
10. Camac Corporation	23. Highlands Community Service
11. Bristol City Public Schools	24. People, Inc.
12. City of Bristol	25. Lux Enterprises Inc.
13. Officemax Inc	*Source: Virginia Employment Commission*

Income

While Census Tract 202's median household income is $25,673, the state, city and metro area have median household incomes of $60,316, $31,797 and $37,227, respectively. The low incomes are particularly evident in the renter population of Block Group 3, where the majority of renters earn less than $20,000 per year. 242 renters (42%) renters earn less than $10,000 per year, while 286 renters (49 %) earn between $10,000 and $19,999. With respect to housing affordability, 279 renters (47 %) are cost burdened, spending over 30 % of income on rent (ACS 2005-2009). Meanwhile, 26 % of owners in Block Group 3 are cost burdened (ACS 2005-2009).

HOUSING

Transiency and Rental Housing

There is a high turnover rate in Block Group 3; nearly half of the population (47 %) lived elsewhere in the previous year. While 62 % of movers relocated from within the Bristol MSA, only 14 % relocated from the city, itself. Consequently, the neighborhood primarily serves transient populations, particularly low-income renters (discussed below). Rental housing contributes to 590 of the 710 housing units (83%) in Block Group 3. Meanwhile, 299 renter occupied units have no vehicle availability. This supports the need for a more pedestrian-friendly neighborhood.

Demand

Headship rates, showing the percentage of householders (heads of households) within a specific age group, can be used to forecast housing demand. Higher headship rates reflect higher relative demand for housing. Bristol's highest headship rates, found in the older populations, suggest that older people possess higher proportionate demands for housing. This trend will only increase as Bristol's population ages from 2010-2030. Specifically, the Bristol population is expected to decrease in all groups under the age of 64 and increase in all age groups over 65 (VEC, ACS 2005-2009). Those 65-74 will increase by 26%, while those 75-84 will increase by 30%. Aggregate housing demand is expected to remain stable or to increase slightly due to a stable population and smaller household sizes associated with an aging population. (VEC, 2000 U.S. Census, ACS 2005-2009).

Vacancy

According to 2005-2009 ACS data, 19% of housing units in Block Group 3 are vacant. Census Tract 202, the larger geography which encompasses Block Group 3, exhibits an 18% vacancy rate (ACS 2005-2009). In comparison, the surrounding census tracts have less than 10% vacancy rates. While some properties

are for sale in the study area, many others are merely unoccupied or abandoned. This was evident during a February 2010 visit.

Dilapidation and Absentee Landlords

The housing stock remains one of the Moore Street study area's greatest paradoxes. While the neighborhood displays a broad spectrum of housing and architecture, its large historic homes arguably provide the greatest aesthetic impact. In fact, 406 of 876 Block 3's housing units (46%) were constructed prior to 1940. While some of these homes have been maintained or rehabilitated, the majority have fallen into disrepair. As in the case with many urban areas, absentee landlords contribute heavily to the dilapidation and blight. The neglect, illustrated by overgrown lawns, weathered facades and abandoned properties, often stems from underserved management practices. These poor conditions foster crime and potentially reduce property values. Both the housing authority and planning staff have highlighted the absentee landlord issue in the Moore Street. If the issue continues, the aesthetics and quality of housing stock will continue to deteriorate. In order to improve this situation, tools must be identified to ensure landlord accountability in the study area.

TABLE 3: HOUSING PROGRAMS THROUGHOUT BRISTOL, VIRGINIA			
HOUSING PROGRAMS	**PURPOSE**	**ELIGIBILITY**	**CONTACT INFORMATION**
VACANT PROPERTIES INITIATIVE			
a. Bristol Blight-Fighting Procedure	Blight removal	Dilapidation, crowding, ventilation, light or sanitary facilities,	Bristol City Code: Article X. Section 50-657 through 666
b. Neighborhood Stabilization Program	Provides emergency acquisition funding for foreclosure and redevelopment	Funds allocated to state and local governments	Chris Thompson 804.371.7056 chris.thompson@dhcd.virginia.gov
REHABILITATION PROPERTIES INITIATIVE			
a. Rehabilitation Specialist Services	Housing condition assessments, cost-estimates, bid reviews	Available to various municipalities	Anna Meade, Senior Rehab Specialist 276.619.2285 ameade@peopleinc.net
b. Virginia Removal or Rehabilitation of Derelict Structures Fund	Provides funding for rehab or removal of derelict structures	Grants provided to local government	VA Title 36, Chapter 10, Articles 152-156
c. Housing Revitalization Zone Act	Identifies specific areas for revitalization	VDHCD administered	VA Title 36, Chapter 11, Articles 157-170
d. Emergency Home Repair Program/Minor Home Repair Program	Provides funding for home repairs to ensure critical health and safety	Available to Bristol homeowners	People Inc. Fred Gross, Coordinator 276.619.2236/276.466.6527 fgross@peopleinc.net
LOW/ MODERATE INCOME PROGRAMS			
a. Virginia Housing Partnership Revolving Fund	Provides funding for low income housing	VA homeowners	Gail Braham, Community Outreach Program Coordinator 804.343.5512 gail.braham@vhda.com VA Title 36, Chapter 9, Articles 1410151
b. Resources Enabling Affordable Community Housing in Virginia (REACH Virginia)	Provides financing and technical assistance to support affordable and accessible housing	VA homeowners	Gail Braham, Community Outreach Program Coordinator 804.343.5512 gail.braham@vhda.com
c. Low Income Housing Tax Credit (LIHTC) Program	Encourage affordable rental housing	Developers of low income housing	Cara Wallo, Tax Credit Allocation Officer 804.343.5714 cara.wallo@vhda.com
d. Weatherization Assistance	Provides funding for insulation and energy conservation of mobile or standard homes	VA owners and renters	Fred Gross, Coordinator 276.619.2219 fgross@peopleinc.net
e. Transitional Housing	Provides housing for homeless families with children	Homeless households with dependant children	Ginger Kestner, Coordinator 276.618.2270 gkestner@peopleinc.com
f. Homeownership Program	Provides education for purchase or construction of home	First time VA homeowners	Greg Vannoy, Homeownership Program Coordinator 276.618.2270 gvanoy@peopleinc.net
g. Section 8 Rental Assistance	Provides payment to landlords for low income housing	Household income 30% or less than AMI	Pearl Smith 276.619.2238 jadye@peopleinc.net
h. Housing Choice Voucher	Provides supplemental housing vouchers for low income	30% of adjusted family income or BRHA payment standard	Rebecca Clarke, HCV Coordinator 276.821.6262
GENERAL PROGRAMS			
a. Indoor Plumbing	Provides grant/loans	Resident homeowners	Steve Cannon, Program Coordinator 276.619.2220scannon@peopleinc.net
b. Community Development Block Grant	Funding for housing, infrastructure, and economic development	Low-moderate income	pmo@dhcd.virginia.gov
c. Livable Homes Tax Credit	Credit provided to improve accessibility and viability in residential housing units	New residence or retrofitting existing	Violet Peyton Violet.peyton@dhcd.virginia.gov 804.371.7124

CULTURE

Bristol is the birthplace of country music and home to many regionally known art galleries. There are numerous music and art venues in the historic downtown and the City also hosts numerous free concerts here in the spring and summer. The three largest music venues in the City are The Paramount Center for the Arts, Theatre Bristol and Barter Theatre.

The City is part of two regional music and art trails including the Virginia Heritage Musical Trail and the Countryside Trail. The Virginia Heritage Music Trail is a festival that showcases country music's legacy, while the Countryside Trail connects citizens with art studies, wineries, galleries, agritourism sites, and other points of interest throughout Southwest Virginia. Because both trails include Bristol, it is important that our Moore Street gateway reflects Bristol's charm and provides a welcoming, aesthetically pleasing streetscape to visitors.

TRANSPORTATION

Traffic

Lee Highway

Lee Highway connects Interstate 81 to downtown Bristol. At Euclid Avenue, Lee Highway becomes Moore Street, the backbone of the Virginia Hill neighborhood. Lee Highway (US Route 11 and 19) sees an average of 14,500 vehicles per day and is defined as a principal artery. A small portion of Moore Street, from Euclid Avenue to the Five Points intersection, is also considered a principal artery.

Moore Street

South of the Five Points intersection, Moore Street is classified as a collector street. According to 2009 VDOT daily traffic volume estimates, approximately 8,900 vehicles per day drive Moore Street through the neighborhood. The reduction in the number of vehicles is assumed to be associated with drivers choosing Euclid Avenue or Martin Luther King Jr Boulevard to reach downtown Bristol. The northern portion of Moore Street passes through the VIC campus. At times of class change, many students cross the street walking to and from various campus buildings. South of campus, the central blocks of Moore Street are residential. Historic homes sit within 50 feet of the right-of-way. The southern section of Moore Street begins to transition into downtown Bristol. City Hall, the police station, commercial spaces, Leisure Park and mid-rise housing buildings sit along this corridor.

Transit

The City of Bristol Virginia Transit System runs three bus lines throughout the city on the Virginia side of the border. The routes, designated by color, connect downtown with Bristol Mall, the shopping centers near Exit 7 of Interstate 81, and neighborhoods in between.

Bus routes

- East Bristol-East Ridge (Red): Moves from State Street into the study area, running up Lee Street. After turning east onto Mary Street, the bus leaves the study area and runs through East Bristol up to Exit 7.
- Mall (Green): Runs west on State Street before turning north to stops at Bristol Mall and surrounding shopping centers. The bus runs through northwest Bristol near Interstate 81 before returning to State Street.
- Exit 7-Wal-Mart (Yellow): From the corner of Cumberland Street and Piedmont Avenue, the bus runs north on the lower portion of Moore Street until turning west on Mary Street. It then moves up Oakview Avenue to Five Points and then up Lee Highway. The bus makes multiple stops at multiple locations in the shopping centers surrounding Exit 7 of Interstate 81. The route returns south and into the neighborhood from the east on Mary Street and turns on MLK Jr. Boulevard towards Five Points. This is the only route on the Virginia side that does not run on State Street.

All three routes intersect at the corner of Cumberland Street and Piedmont Avenue, just south of the study area. The neighborhood has 22 bus stops, with several more just outside the borders. The system is in service from 6:15 a.m. until 5:45 p.m. with each bus running the loop approximately every hour. The bus routes do connect the neighborhood with many destinations in the city and, with a transfer at State Street, more destinations on the Tennessee side, but the bus system is used minimally by residents and is struggling to attract ridership.

Walking

The walkability survey revealed that the blocks around Virginia Intermont College have the highest pedestrian usage. The corridor contains a varying quality of sidewalks and some areas are more walkable than others. Most notably, sidewalks are not continuous on either side of the street, and the width of the sidewalk on most blocks does not provide sufficient space for a stroller because of obstructions such as telephone poles and broken up concrete.

Overall, the safety, connectivity and sense of place of pedestrian conditions need to be improved. The narrow sidewalks, bumpy conditions, and poor lighting decrease pedestrian safety. Sidewalk connectivity is minimal, and sidewalks are not cohesive throughout the entire corridor. The pedestrian

experience and sustainability of the area can be improved through community seating areas and adding aesthetic improvements such as trees and bushes.

ACCESS

Local Access

Vehicular Access to the Moore Street corridor is relatively extensive. The Five Points intersection at the northeast section of the study area provides access to Oakview Ave, Martin Luther King Jr. Blvd and Moore Street. The study area follows a semi-grid pattern which provides a number of access points running northwest to southeast. These access points to Moore Street include Lester Street, Buckner Street, Clinton Avenue, Mary Street, and Scott Street.

Arterial and Interstate Access

The study area is in close proximity to numerous arterial, interstate, bridge, and tunnel access points. Moore Street, Mary Street and Lester Street serve as the closest collector roads and provide access to the major arterials roads: Martin Luther King Jr. Boulevard (Route 113) and Euclid Avenue (Route 19/11). Martin Luther King Jr. Boulevard (Route 113) and Euclid Avenue connect the study area to downtown Bristol. Euclid Avenue connects with Commonwealth Avenue (Route 11e), which provides direct access to Interstate 81. Moore Street itself turns into Lee Highway (Route 11/19), which both connects and runs parallel to Interstate 81-N toward Abingdon and Pulaski.

PARKING

The City of Bristol requires two off-street parking spaces per residential dwelling unit regardless of type. This policy clashes with many studies that show renters, low-income residents and seniors own fewer cars.

- According to the 2010 Census, the Moore Street neighborhood has a high percentage of renting, low-income and elderly residents.
- The 2010 Census reveals that 50% of renting households do not own a car and 34% own only one car.
- The 2001 National Household Travel Survey says 25.6% of households earning under $20,000 annually do not own a car.
- The Non-Profit Housing Association of Northern California found that if members are 65-years-old or older, the household is 34 percent less likely to own a car.

The Moore Street area contains approximately 1,181 parking spaces in off-street lots alone. According to the Victoria Transport Policy Institute calculations, that is almost 13 acres covered by pavement – much of which sits empty most of the week.

Virginia Intermont College

The campus of Virginia Intermont contains about 400 off-street parking spaces. While lots are occupied during the school day, many are not filled during the evenings and weekends.

Senior Living

The two senior living facilities in the Moore Street area have a combined total of 107 parking spaces. Generally, residents of these facilities do not own cars. Parking for employees, visitors and the few car-owning residents is needed, but many spots remain empty.

Churches

Neighborhood churches are responsible for approximately 340 parking spaces that are rarely used apart from Sunday.

City Hall and Police Station

The building combining City Hall and the Bristol Police Department is served by approximately 137 parking spaces.

SWOT Analysis

This table is a SWOT (Strengths, Weaknesses, Opportunities, and Threats) analysis of our study area. The SWOT analysis was developed after reviewing the study area's physical, social, and economic conditions. The SWOT analysis provided the framework to develop our vision, goals, and objectives for the study area.

Table 4: SWOT Analysis Results

Strengths	Weaknesses
• Five points intersection of Martin Luther King Jr. Boulevard, Oakview Avenue and Moore Street • Creation of segregated zoning districts to assist land use • Compact campus of Virginia Intermont College, serving the student community, generating employment and preserving the historic character • Close access to arterial, interstate and bridge and tunnel points • Rich culture with respect to country music and arts evident in regional art trails • Higher education rate than other areas of Bristol • Historic district exhibiting prominent architectural styles and integrity	• Continuous elevation gain and loss from Moore Street to Downtown • Dominated by student community, does not exhibit much population diversity • Low median household income as compared to the state and metro area but comparable rental costs thus creating an impact on housing affordability • High vacancy rate due to unoccupied or abandoned properties • Dark and blighted areas which can be used for malicious activities (alleys) • Less area devoted to public green spaces
Opportunities	**Threats**
• Considerable area into residential use encourages future proposals and scope for more public facilities and incentives for the local community • Gateway to the city through the five point intersection • Prospects of a prime hub to attract people from neighboring areas (Virginia and Tennessee) for education, entertainment and employment • Economic development, promotion of historic conservation and preservation of arts and culture through tourism • Establishment of crime prevention programs and related physical development in the neighborhood • Developing a continuous and efficient street lighting plan, introduce street furniture and bike lanes for the safety of students and other pedestrians • Creating infill in isolated areas to provide smooth transition between land uses, Example: Mixed use development	• Extensive vehicular access though various points can make the streets less pedestrian friendly and create traffic problems • Possibility of people moving out due to less employment facilities as well as outward migration of people with higher income leading to economic loss • Crime incidents including financial offenses, assault, thefts and disorderly conduct • Severely cost burdened elderly and small families with low incomes showing the evidence of greater housing needs • Substandard housing suitable for rehabilitation

ENVIRONMENTAL CONDITIONS

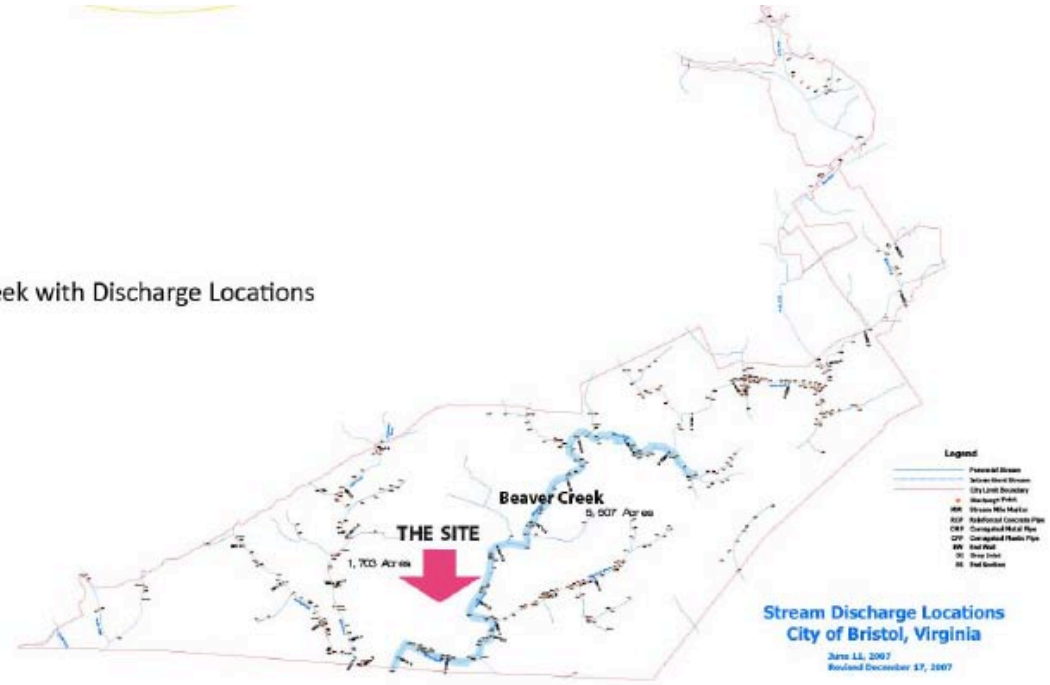
Environmental Study

St. Anne Catholic School, Virginia Middle School, and Virginia Intermont College are great opportunities to enhance green network within the site along with the four existing parks. The Beaver Creek is also one of the possibilities that can be associated with green network to promote walkability.

The site is within 0.5 mile radious so that the potentiality is great for pedestrian friendly street plan.

The morphology of the site drains water toward the oval boundary of the study area. Therefore, only the stormwater that occurs within the site needs to be treated.

Beaver Creek with Discharge Locations



Soil Survey (USDA Web Soil Survey (http://websoilsurvey.nrcs.usda.gov/app/HomePage.htm))

Washington County Area and the City of Bristol, Virginia (VA191)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
47	Udorthents-Urban land complex, 0 to 25 percent slopes	73.0	15.3%
48	Urban land	403.6	84.7%
Totals for Area of Interest		476.6	100.0%

47—Udorthents-Urban land complex, 0 to 25 percent slopes

Map Unit Setting
- Mean annual precipitation: 38 to 48 inches
- Mean annual air temperature: 52 to 55 degrees F
- Frost-free period: 160 to 190 days

Map Unit Composition
- Udorthents and similar soils: 40 percent
- Urban land: 35 percent

Description of Udorthents

Setting
- Down-slope shape: Concave
- Across-slope shape: Linear
- Parent material: Fill material

Properties and qualities
- Slope: 0 to 25 percent
- Depth to restrictive feature: More than 80 inches
- Drainage class: Well drained
- Depth to water table: More than 80 inches
- Frequency of flooding: None
- Frequency of ponding: None

Description of Urban Land

Setting
- Down-slope shape: Linear
- Across-slope shape: Linear
- Parent material: Buildings, pavement

48—Urban land

Map Unit Setting
- Mean annual precipitation: 38 to 48 inches
- Mean annual air temperature: 52 to 55 degrees F
- Frost-free period: 160 to 190 days

Map Unit Composition
- Urban land: 85 percent

Description of Urban Land

Setting
- Down-slope shape: Linear
- Across-slope shape: Linear
- Parent material: Buildings, pavement

The study area shows the category of 48 which is urban land soil. It is likely to have drainage class as semi-drained or poorly drained. Consideration of porous surface (porous pavement, vegetation, etc.) is encouraged.


Custom Soil Resource Report
Soil Map (Bristol)
48
47
11
421
Map Scale: 1:10,400 if printed on A size (8.5" x 11") sheet.
Meters
Feet

ZONING AND LAND USE

Land Use

According to a "windshield" land use survey (fall 2000- winter 2001), the majority of land is residential. The observed land uses (with the largest amount of acreage listed first) are as follows: residential, institutional, civic services, retail, vacant areas and parks.

There are 2,932 acres of vacant land in the City of Bristol, VA. In the study area, 25% of the land is vacant. There have been few changes to the overall land use/development patterns in the City since 2001. There are isolated areas of transition and areas where infill can be guided by the plan to create smooth transitions between land use categories and allow for future growth.

There are five land use categories that are currently associated with the City of Bristol:

- Commercial
- Industrial/manufacturing
- Cultural/recreation
- Low density residential
- Medium residential
- Civic and institutional uses

Commercial

The commercial areas are demarcated in red on the map. Commercial areas are generally along major transportation corridors and clustered within older, existing commercial areas. The classification also includes localized/neighborhood commercial business development.

Industrial/manufacturing

Industrial and manufacturing are represented in gray on the map. In the past, these developments have included community employment centers and locate near existing transportation networks. In addition to containing the traditional uses in this category, this land use category contains the hybrid "manufacturing" uses such as those relating to the high-tech industry.

Cultural/Recreation

This land use category is shown in green on the map. The recreational areas are located in the center and the southern part of the study area.

Residential

There are 8,174 residential units in the City; 2,781 (8%) of which are vacant. Housing needs are greatest among the severely cost burdened elderly and small families with extremely low incomes – regardless of whether they rent or own. There is no major problem with overcrowding. There are limited issues with low-income concentrations and disproportionate needs of minorities. 10% of Bristol's housing is considered substandard and suitable for rehabilitation.

Low Density Residential

The majority of the City's land is designated as low density residential. This designation both includes single and two-family residential also includes multi-family development built to the physical housing densities as low as single and two-family stipulated in the zoning ordinance.

Medium Density Residential

This category includes both detached and attached residential use. Several older sections of the city contain very small lots with small homes. Medium density includes single family detached dwellings due to the small lot size. Other areas contain attached dwellings (apartments and condominiums).

CRIME

In 2010, 509 incidents involving the City's police department occurred within or nearby the Moore Street study area. Figure 12 shows 311 of the 509 incidents; each incident has been assigned to one of eight criminal categories labeled to the right of the chart. The remaining 198 incidents are not included within the chart as they are considered less severe offenses.

The classification system of the chart has been arranged to include all similar crimes for each category. This arrangement presents a clearer picture of the most threatening crimes in the area. The financial offenses category includes all bad checks, counterfeit/forgery, and credit card fraud. The assault category includes all rape, sexual assault, fondling, and aggravated assault incidents. The theft category is comprised of burglary, robbery, shoplifting, motor vehicle theft, larceny, and false pretenses. Disorderly conduct also includes public drunkenness.

As shown in Figure 12, overall crime has decreased from 2007 to 2010 indicating a renewal of community regard and an increase of neighborhood unity. Burglaries and breaking and entering decreased significantly from a high of ten year high of 129 in 2008. Thefts, the most widespread crime, dropped nearly 20% between 2007 and 2009 including a sizeable decline of auto thefts from 39 in 2008 to only 8 in 2010. (Figure 13)

Figure 13: Crime Data for Bristol, VA

Source: US Census Bureau

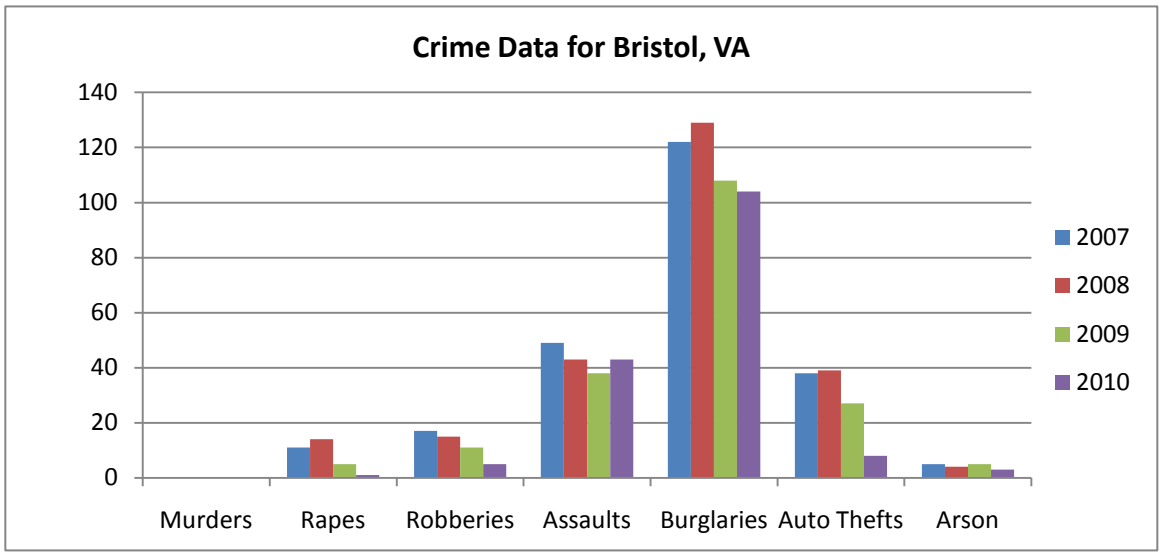
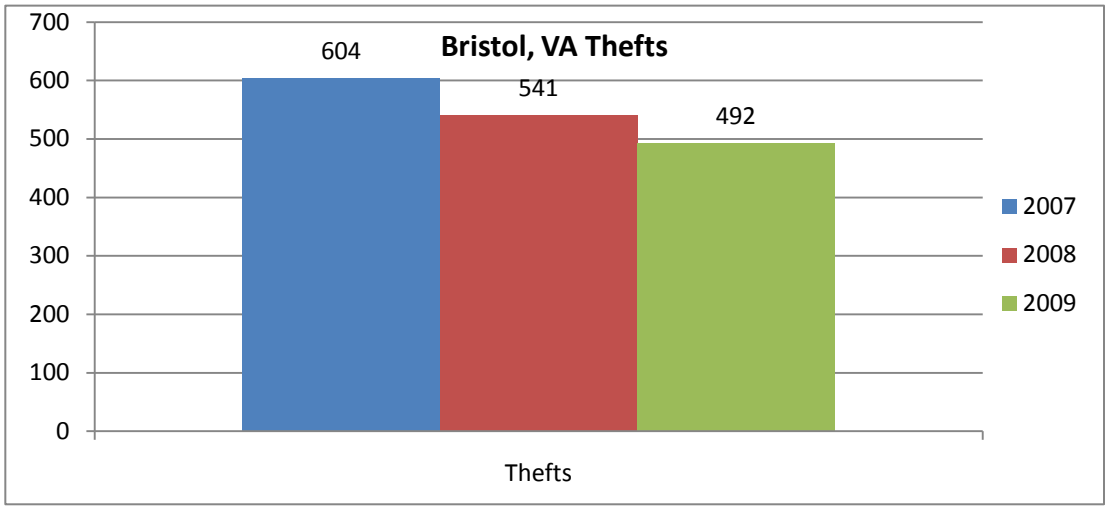


Figure 14: Bristol, VA Thefts

Source: US Census Bureau



CHAPTER 7: CONCLUSION

There are many opportunities for improving the Moore Street Corridor, particularly given the study area's rich history and its proximity to downtown. Although dilapidation of buildings, sidewalks and infrastructure remain critical obstacles, the city can implement various strategies to enhance aesthetics and encourage a more pedestrian-oriented environment. An integrated greenway network, coupled with pocket parks and wayfinding signage, can increase walkability and encourage civic pride. The city should ultimately reevaluate parking considerations and traffic flow in framing its own vision of a more vibrant neighborhood.

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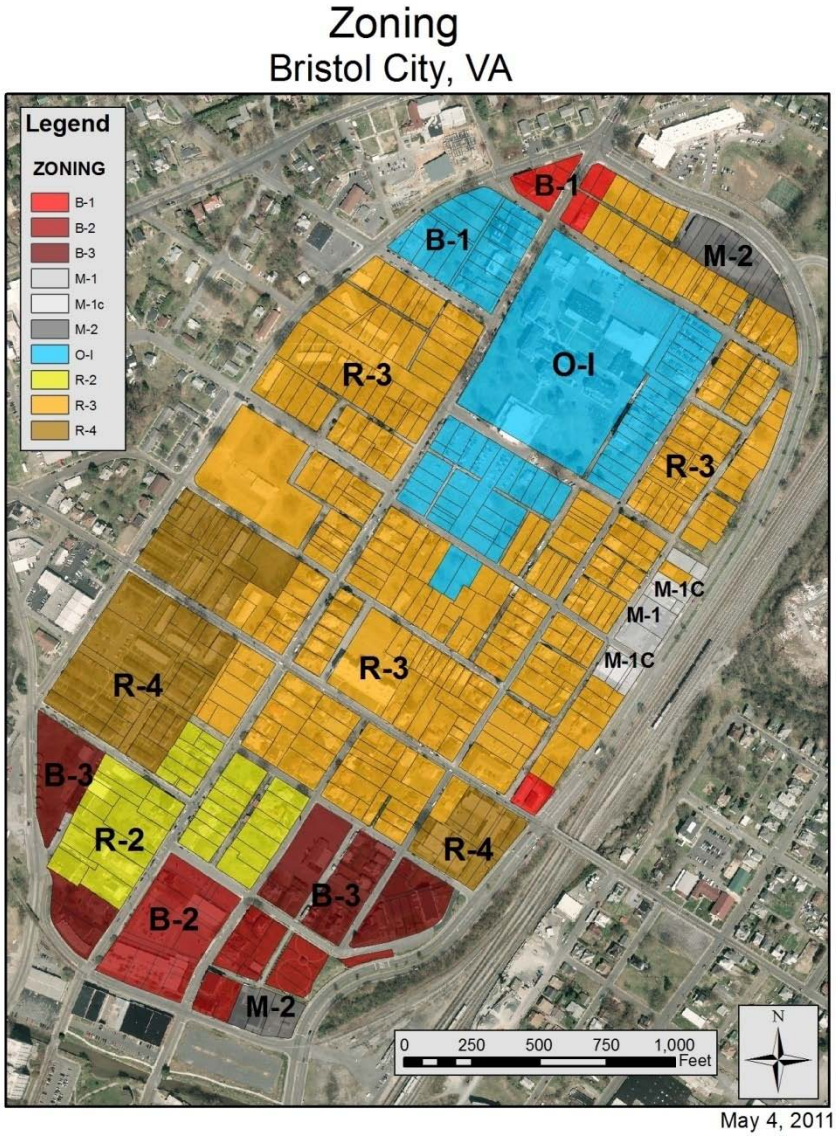
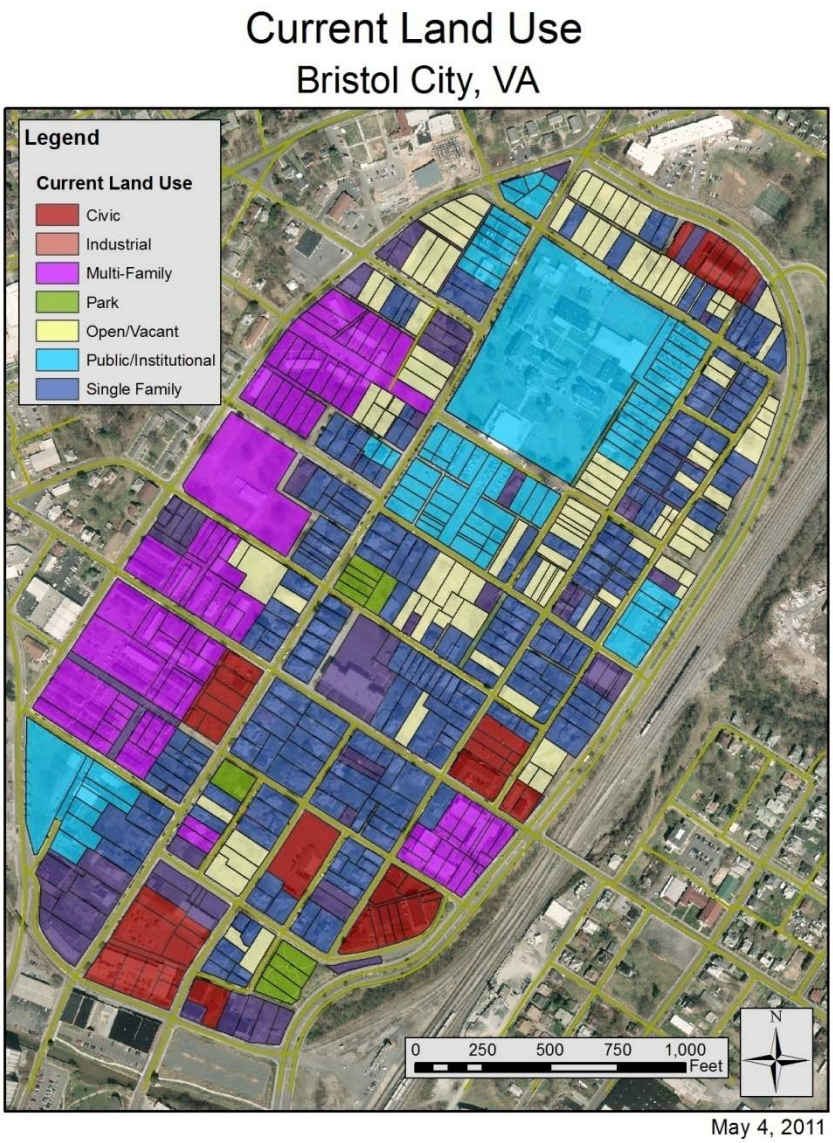
APPENDIX A

Zoning





As per Sec. 50-71 in the Planning Chapter for the City of Bristol, the city is divided into districts designated as follows:

(1) R-1A (single-family residential) districts

(2) R-1 (single-family residence) districts

(3) R-2 (single- and two-family residence) districts

(4) R-3 (moderate-density residential) districts

(5) R-4 (high-density multifamily) districts

(6) PUD (planned unit development) districts

(7) R-T (residential town house) districts

(8) O-I (office and institution) districts

(9) B-1 (neighborhood shopping) districts

(10) B-2 (central business) districts

(11) B-3 (intermediate business) districts

(12) M-1 (light industrial) districts

(13) M-2 (general industrial) districts

(14) F-1 (open floodway) districts

(15) R-MH (mobile home park residential) districts

(16) A (agricultural) districts

(17) G.C.R. (golf course residential) districts.

(Code 1966, app. tit. I, § 7.1; Ord. No. 99.18, 6-8-99)

The districts shown on the zoning map have been designated after consideration of the character of each district, its suitability for particular uses and its relation to the general land use plan for the city.

(1) R-1A district (single-family residential). The purpose of this district is to protect single-family uses in protected areas of established development. This district applies only to lots of record as of the date of adoption of the ordinance from which this article was derived where the minimum lot size shall not be less than 15,000 square feet.

(2) R-1 district (single-family residential). The purpose of this district is to provide low-density, single-family residential uses in protected surroundings. This district is intended to be located away from the center of the city where the environment is conducive to this type of use. Development in this district is encouraged to preserve natural features, allow flexibility in subdivision development planning and provide distinctive developments in conformity with existing residential patterns.

(3) R-2 district (single-family and two-family residential). The purpose of this district is to provide areas for the development of moderate-density residential uses and structures in moderately spacious surroundings. This district is to be located in the intermediate portions of the city where a protected environment suitable for moderate-density residential uses can be provided and in established moderate-density residential areas to ensure their continuance.

(4) R-3 district (moderate-density residential). The purpose of this district is to provide areas for the development of moderate-density residential uses and structures in moderately spacious surroundings. This district is to be located in the intermediate portions of the city where a protected environment suitable for moderate-density residential uses can be provided, and in established moderate-density residential areas, to ensure their continuance. This district is also appropriate on a smaller scale in the suburban portions of the city as a transitional or buffer zone between low-density residential districts and commercial districts, industrial districts or major transportation arteries, and other uses that are not compatible with a low-density residential environment. The townhouse or row house may be used, which permits the construction of single-family dwellings immediately adjacent to one another without side yards between the individual units and which may or may not be structurally connected. This permits better use of the entire lot by compacting the usual front, rear, and side yards into one or more internal gardens that may be completely walled in or screened.

(5) R-4 district (high-density multifamily residential). The purpose of this district is to provide for the development of moderate- to high-density residential uses and structures in areas with adequate community facilities, public utilities, and other public services. It is intended that large-scale use of this district be confined to the intermediate and central portions of the city.

(6) Planned unit development district (PUD). The purpose of the planned unit development (referred to hereafter as PUD) is to provide more desirable environments through the application of flexible and diversified land development standards under a professionally prepared comprehensive plan and program. The PUD is to encourage the application of new techniques and technology to community development that will result in superior living or development arrangements with lasting values. It is further intended to achieve economies in land development, maintenance, street systems, and utility networks while providing building groupings for privacy, usable and attractive open spaces and the general well being of the inhabitants.

(7) R-T district (residential townhouses). The purpose of this district is to provide for the special problems of townhouse development in appropriate locations. Townhouses shall be

permitted so long as certain standards are maintained to ensure a reasonable amount of open space and architectural variety, together with such public recreational facilities and accessory uses as may be necessary or compatible with residential surroundings.

(8) O-I district (office and institution). The purpose of this district is to provide relatively quiet, attractive, and spacious areas for the development of office and institutional uses that do not generate substantial volumes of vehicular traffic.

(9) B-1 district (neighborhood shopping). The purpose of this district is to provide attractive areas for the medium-density development of office buildings and restricted commercial uses. This district encourages high quality office-type development and neighborhood-type stores, services, and commercial centers compatible with residential development, in a protected environment catering to the everyday needs of a limited residential area.

(10) B-2 district (central business). The purpose of this district is to provide for the preservation of retail and commercial enterprise in the central business district that serves the entire city and the surrounding area. It is for those uses which require a central location and which provide businesses and services to be used by the entire community and its surrounding area.

(11) B-3 district (intermediate business). The purpose of this district is to provide a place for business uses that do not require a central location. It shall provide areas for the development of retail and personal-service commercial, community and regional shopping centers of integrated design and high-density development of commercial businesses in certain areas adjacent to major transportation arteries or thoroughfares within the city.

(12) M-1 district (light industrial). The purpose of this district is to provide for the development of commercial and light manufacturing industries, which do not have large space requirements and do not generate odors, smoke, fumes, or excessive noise. This district is also for warehousing and storage. A court of record must not have declared such use a nuisance.

(13) M-2 district (general industrial). The purpose of this district is to provide areas for development of heavy industrial uses that have extensive space requirements and/or generate substantial amounts of noise, vibrations, odors, or possess other characteristics that are detrimental, hazardous, or otherwise offensive and incompatible with other land uses.

(14) F-1 district (open floodway). These districts are established to meet the needs of Beaver Creek, Little Creek, and other streams and drainage ways designated by the city council or other governmental agencies to carry abnormal flows of water in time of flood; to prevent encroachments in the districts which will increase flood height and damage; and to prevent the loss and excessive damage to property in the areas of greatest flood hazard.

(15) R-MH district (mobile home park residential). The purpose of this district is to provide for needed and properly planned mobile home parks in which spaces are offered on a rental or lease basis for owner or tenant occupied mobile homes. These districts may be located only in such areas as will not adversely affect the established residential subdivisions and residential densities in the city. Such location shall have necessary public services, a healthful living environment and normal amenities associated with residential districts of the city.

(16) A district (agricultural). This district is to protect rural, open type uses, including farming operations within the corporate limits. It allows for an orderly transition from the open rural uses to the more intensive urban uses as the need occurs. Since this district covers an area in which urban type development could logically expand, limiting business to the neighborhood type only maintains the quiet, low-density residential character of the area. Domestic water and sewage facilities, police and fire protection, and other services necessary to accommodate urban type development already exist in the area or can be economically extended as urbanization takes place. This zone is for the specific purposes of:

- Providing for orderly expansion of urban development into surrounding incorporated areas.
- Aiding in extending urban development to locations which as can feasibly be supplied urban type facilities.
- Discourage random scattering of residential, commercial, and industrial uses into an agricultural area.

(17) G.C.R. district (golf course residential). The purpose of this district is to provide a protected area for golf course and residential development connected with a golf course.