

EXECUTIVE SUMMARY

The Comprehensive Plan is the City's guide for future development and development-related issues within the City. It provides information related to demographics, physical characteristics, land use, community facilities, infrastructure, housing and trends of growth and change. The document concludes with goals, objectives and implementation strategies. The following information summarizes key elements of the Plan.

Population

Since 1990, the City's population decreased by 1054 to 17,367. However, there were increases in the number of persons in four age cohorts: 35-44 years, 45-54 years, 55-59 years and 75 years and older. The 2010 projected population is 16,796.

Employment

The unemployment rate for the City is 3.5%. The number of persons employed in traditional manufacturing has decreased and the number employed in the service/retail sector has increase. Such a shift is not unique to Bristol. Other cities in the nation have experienced similar shifts in employment categories.

Physical Description

The geologic region in which Bristol lies is predisposed to sinkholes due to the karst topography. The Valley and Ridge province yields topographic constraints to development as well as areas prone to flooding.

Land Use

A "windshield" land use survey began in the fall of 2000 and concluded in the winter of 2001. Most land in the city is used residentially. The acres per land use category (largest amount of acreage listed first) are as follows: Cultural/public assembly/parks, manufacturing, services, retail, transportation/communications & utilities. There are 2932 acres of vacant land in the City; however, 32% of this land is undevelopable and much of the balance is comprised of small isolated lots in residential areas. There have been few changes to the overall land use/development patterns in the City.

Central Business District

The Central Business District was studied separately because of the unique nature of the area. Traffic/circulation patterns, land use, parking, landscaping and historic structures were reviewed. A Crime Prevention Through Environmental Design (CPTED) assessment of the District was also conducted. Recommendations for the Central Business District include allowing residential use in the upper floors of buildings, creating zoning districts within the downtown to guide land use, landscaping at major intersections and re-landscaping State Street.

Infrastructure

There is adequate water and electric service to the entire City, although minor upgrades to water service are planned. There is sewer service in all areas of the City except for an area in the southwest section of the City.

Transportation

The Plan reviews traffic counts to look at increases or decreases to review demands on the street network. As existing streets are improved, traffic patterns shift. They also shift based upon construction projects. These shifts appear to be normal.

Public transit service is provided through three routes and three buses. The hours of operation are weekdays, 6:15 a.m. through 6:15 p.m. The East Bristol route operates during peak hours only (9:45 through 2:15). There is some demand for increased hours of service as well as Saturday service.

Air travel is primarily provided by the Tri-Cities Regional Airport. Rail-freight service is available in Bristol. Bristol is the turnaround point for cars coming from Knoxville and Roanoke. No passenger service has been available since the mid-70s. Resumption of passenger rail service is being studied by the Department of Rail and Public Transportation. The City supports resumption of passenger rail service.

Community Facilities

Public recreational opportunities are provided by 18 parks and recreational facilities located throughout the City. Although a significant number of parks are provided, there is demand for additional parks in neighborhoods where none currently exist.

Fire protection is provided through services from the main station and two substations. The Fire Department's long range plan is to relocate the main station to a more central location. In the City's early days, it was convenient to have the main station in the downtown area. However, as the City has grown, this is no longer a central location. Additionally, the Fire Department plans to develop and construct a fire training center.

The Sheriff's office is located downtown near the Fire and Police Departments. Their current office and jail space is over crowded. The Sheriff's office long range plan is to either relocate to a more central location or expand the existing facility.

The Police Department is also overcrowded with divisions located at satellite locations throughout the City. Their long range plan is also to relocate to a more central location.

Solid waste disposal occurs at the City's landfill. The landfill is a former quarry converted to a landfill which is expected to serve the region for 30 years.

The Bristol Virginia School system contains five feeder schools feeding into Virginia High School. All schools are below student capacity.

Historic Districts

Solar Hill – This community is on the Virginia Landmarks Register and the National Register of Historic Places as an historic district. Such designation enables property owners of contributing structures to obtain tax incentives/credits for appropriate rehabilitation. Much of Solar Hill was rezoned to a lower density residential designation

to limit the number of possible multi-family residential units that could be located in homes in the future. Property owners in this district have expressed interest in local historic zoning.

Virginia Hill – This neighborhood (Moore and Lee Streets area) will be considered for listing on the Virginia Landmarks Register as an historic district September 2002. If placed on that Register, the application will be forwarded to the National Register of Historic Places for consideration as an historic district. Property owners in this district have expressed interest in changing the zoning designation to a lower density residential district and an interest in local historic zoning.

Downtown Commercial District - This district will also be considered for listing in the Virginia Landmarks Register in September 2002 and will accompany Virginia Hill for National Register consideration.

Housing

Recent trends to construct multi-family housing has brought Bristol's housing mix closer to the statewide housing mix. There are 8174 residential units in the City; 2781(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. Ten percent of Bristol's housing is considered substandard. Of that amount, the majority of these are suitable for rehabilitation.

The Redevelopment and Housing Authority is working to move public housing supply into balance with demands. The Authority is reducing the total number of units to provide more one-bedroom units for aging population. The Authority is also making qualitative improvements to existing units as well as site and surrounding neighborhoods.

Trends of Growth and Change

A few residential areas are considered areas in transition, moving from residential to commercial. These areas include West Euclid Avenue, Cumberland Street, and the Kings Mill Pike/Old Airport Road area. Other areas in the City area threatened by changes from single to multi-family residential use. Unfortunately, such threats are occurring in the historically designated areas.

There has been little change to commercial growth patterns. Recent growth has been concentrated in areas of commercial development. Bristol has experienced and should expect to continue to experience shifts from traditional manufacturing uses to uses classified as service or "high tech".

Goals and objectives

The goals and objectives for the City focus more on quality than quantity. These ideas and strategies are described more fully in Chapter 13. Examples of objectives include the following:

- Provide extended hours, routes and more aggressive marketing for public transit;
- Actively pursue and place emphasis on passenger rail service to the area;
- Use CDBG/HUD funds to rehabilitate at least 20 low income homes in the next five years;
- Evaluate city-wide zoning designations to ascertain their appropriateness with regard to present and future uses;
- Evaluate zoning designations and their requirements in the Ordinance to ascertain proper function;
- Increase areas of R-1 and R-2 zoning and decrease the areas of higher density residential zoning at the request of affected neighborhoods;
- Coordinate with neighborhood groups to evaluate historic zoning and implement such zoning where feasible/requested;
- Establish policies and procedures to protect and improve the aesthetic qualities of Bristol's gateways/entrances into the City;
- Coordinate with the Corp of Engineers to finalize the flood study;
- Evaluate (and implement if feasible) more detailed landscaping requirements than those currently in the Code;
- Consider establishing a local loan pool for owners of historically noncontributing structures in the downtown to enable them to remove false facades and potentially enable their structures to become contributing. Such measures could make renovation of these structures eligible for tax incentives; and
- Review existing zoning criteria to determine if the requirements create a workable environment to foster economic development.

CHAPTER FOURTEEN

GOALS AND OBJECTIVES

Transportation

In order to assure a safe and efficient transportation network for now and in the future, goals and objectives must be established and met. This gives unity and direction to actions taken toward improving the transportation structure. Goals outline a desired state of future existence while objectives outline measurable steps that can be taken to achieve those goals. The transportation goals and objectives are listed below.

Goals:

- Serve the community by providing a transportation system that moves people and goods safely and efficiently.
- Reduce the development of future traffic problems by making economically and ecologically sound improvements that are aesthetically pleasing.
- Provide public transportation that is convenient and accessible for all residents.

Objectives:

1. Improve traffic flow and increase efficiency on congested streets.
2. Increase safety by continuing to take measures to reduce traffic accidents.
3. Stress energy conservation through highway design and by encouraging alternative forms of transportation such as mass transit and bicycling.
4. Monitor and control access management more closely.
5. Actively pursue and place emphasis on a passenger rail service to the area.
6. Support Tri-Cities Regional Airport efforts to increase development and activity as well as assist in marketing activity.
7. Continue to follow the Bristol Urban Area Major Thoroughfare Plan Update 2025.
8. Continue to follow the Transportation Improvement Program.

Implementation Strategies

1. Work to improve public transit by:
 - Creating more stops
 - Extending service to weekends and hours during the week
 - Extending marketing campaign
 - More clearly mark transit stops
 - Increase number of para-transit vehicles
 - Find alternative sources of funding for transit
 - Working with Tennessee to establish a system to make each cities' tokens interchangeable.
 - Add a Virginia route that will go to the hospital.
 - Coordinate routes with tourist events.

- Improve regional transit to other cities in Tri-Cities.
1. Improve street system by:
 - Better maintaining streets
 - Adding bike lanes
 - Better street mapping and more efficient street naming and identification.
 - Considering a major beltway through the city to eliminate congestion

Housing

Goals

- Promote attractive and affordable housing options for citizens of all income levels.

Objectives:

1. To use CDBG funds to assist in the revitalization of the designated target area as defined by the City, making this area more inviting, accessible, and marketable. This would include street/sidewalk repairs, demolition, improvements to public facilities, etc.
2. To continue to support agencies such as Mt. Rogers Planning District, People Incorporated, private corporations and/or individuals, etc. in their new home construction and older home rehabilitation efforts for low-income housing, encouraging a housing mix throughout the City.
3. To continue to use CDBG funds to support agencies such as The Literacy Academy of Bristol, Appalachian Independence Center, Bristol Family Resource Center, CASA, Department of Social Services, etc. who provide education - not only in academics – but in finance management, parenting skills, assistance with supplemented child care, transportation, and other necessary life skills pertinent to breaking the cycle of poverty and violence and producing contributing members of the community.
4. To continue to support Bristol Redevelopment and Housing Authority and other agencies in their efforts to create additional housing units for senior citizens.
5. To continue to support Bristol Redevelopment and Housing Authority in its efforts to improve the lives of its residents by improving the quality of housing and ensuring additional services be offered to them.
6. To continue to support and assist Bristol Redevelopment and Housing Authority and other agencies in applying for additional funding sources, grants, etc.
7. Reduce reliance on low income and senior housing.
8. Maximize home development options by encouraging rehabilitation for existing homes.

Implementation Strategies

1. Tear down old, abandoned houses
2. Create more effective maintenance codes for housing.
3. Consider large area redevelopment, rather than just single lot redevelopment.
4. Use CDBG and HOME funds to rehabilitate at least 20 low income homes in the next 5 years.

Land Use

Goals:

- Provide an adequate and compatible mix of land uses to meet the public's needs and desires
- Evaluate means to develop and control land use of vacant areas

Objectives:

1. Evaluate city-wide zoning designations to ascertain appropriateness with regard to present and future use(s).
2. Evaluate the zoning designations and their requirements in the Zoning Ordinance to ascertain proper function.
3. Increase areas of R1 and R1A zoning and decrease areas of higher density, or R3, zoning.
4. Clearly define potential areas of downtown residential usage and determine necessary measures to facilitate such development.

Implementation Strategies:

1. Rezone Russell and Lee Street area from R3 to R2.
2. Sell land left to city from residual rights-of-way to adjoining property owners but retain easement for recreational purposes.
3. Provide recreational areas for youth, i.e. skateboard parks.
4. Create more neighborhood commercial (B1) zones.
5. Provide incentives to reuse commercial land.
6. Locate fire department in a more central location.
7. Place public buildings in most feasible location, not necessarily where the city holds land.
8. Create a landscaping ordinance requiring landscaping in commercial and industrial areas and protecting existing trees.
9. Provide easily accessible recreational facilities for every area of the city.
10. Evaluate the zoning and parking ordinances to determine whether or not changes need to be made.

Land Use: Historic, Cultural, Aesthetic and Environmental

Goals:

- Provide measures/policies/guidelines to protect our historic, cultural, aesthetic and environmental resources
- Provide means to develop and protect the city's resources

Objectives:

1. Continue to work with the Department of Historic Resources and Department of the Interior National Register of Historic Places to list historically contributing structures and districts.
2. Coordinate with neighborhood groups to evaluate local historic zoning.
1. Coordinate with the Birthplace of Country Music Alliance to promote Bristol's cultural/musical heritage.
2. Establish policies and procedures to protect and improve the aesthetic qualities of Bristol's gateways/entrances into the City.
3. Implement feasible sections of the landscape plan prepared by the University of Virginia.
4. Coordinate with the Corp of Engineers to finalize the flood study and implement the study after its completion
5. Evaluate the feasibility of creating more detailed landscape requirements than those currently in City Code.
6. Expand the list of neighborhoods designated as "historic."

Implementation Strategies:

1. Create historic overlay zones for designated historic areas.
2. Create "gateways" into the historic areas with signage.
3. Promote Bristol's historic areas at local events.
4. Consider establishing a local loan pool for downtown property owners who own non-contributing structures to enable them to remove false facades and potentially enable their structures to become "contributing." Such measures could make renovation of these structures eligible for tax incentives.
5. Work to attain the historic designation for the Euclid Avenue "bungalow" district.

Land Use: Economic Development

Goals:

- Provide an environment that fosters Bristol's position as a regional commercial center

- Develop and encourage Bristol’s industrial growth as well as population growth
- Provide an environment to foster economic development, especially high-tech development

Objectives:

1. Continue to coordinate with the Economic Development Committee to assure cooperation between this Committee and the Planning Commission.
2. Review existing zones to determine if an appropriate amount of land is zoned for economic development and if those zones are in the needed locations.
3. Review existing zoning criteria to determine if the requirements create a workable environment to foster economic development.
4. Continue to encourage and seek out high tech development.
5. Provide tools to foster continued success in all three commercial centers: Mall/Gate City Highway, Exit 7 and Downtown

Implementation Strategies:

1. Consider providing incentives to developers to develop property that may otherwise remain vacant.
2. Review financial burden placed on developers for installing infrastructure, removing debris, etc.
3. Provide an environment to foster high-tech development.
4. In the downtown area encourage more retail development.

Downtown

Goals:

- Encourage positive development in ways to attract patrons to the downtown
- Provide adequate and reasonably convenient parking within the downtown’s public and private lots
- Provide adequate transit service to the downtown area
- Ensure attractive landscaping throughout downtown’s main corridors and sites
- Encourage an environment in downtown that fosters safety through environmental design
- Maximize and promote downtown Bristol’s historic designation in a beneficial manner

Objectives:

1. Provide a residential allowance for the downtown area in the city’s zoning ordinance
2. Review the current parking ordinance and determine the parking needs of the downtown area

3. Review the utilization of current downtown transit routes and evaluate the need for changes
4. Evaluate current landscaping in the downtown and work with Master Gardeners to determine improvements that can be made
5. Study current downtown safety issues and work with CPTED standards to improve these issues
6. Evaluate methods to publicize downtown's designation as "historic"
7. Work with downtown property owners and provide incentives for the maintaining, repairing, and restoring buildings

Implementation Strategies

1. Amend the zoning ordinance to allow for a mixed-use residential/commercial contingent in the downtown area
2. Create a parking ordinance specifically for the downtown area
3. Provide better public transportation to and from public parking lots that may be several blocks from downtown
4. Provide better signage and striping for downtown parking lots
5. Provide a transit route to Randall Street, specifically the Train Station area once the Train Station becomes operational
6. Place landscaping at the major intersections of downtown
7. Landscape major thoroughfares of downtown
8. Make vacant buildings less inviting in appearance for criminal activity (CPTED)
9. Trim low tree limbs and brush (CPTED)
10. Provide adequate lighting (CPTED)
11. Provide incentives for downtown property owners to maximize their designation as "historic"

CHAPTER FIFTEEN

STRATEGIC PLAN

Transportation Implementation Strategies

1. Work to improve public transit by:
 - Creating more stops
 - Design and reprint new brochures
 - Acquire signage for new stops
 - Extending service to weekends and hours during the week
 - Labor and operating cost for extended time
 - Extending marketing campaign
 - Short term: Increase distribution of schedules, improve communication with social services
 - Long term: Weather proof schedule posters located at stops
 - More clearly mark transit stops
 - Short term: Increase marketing information
 - Increase number of para-transit vehicles
 - Research possible grant funds
 - Capital for operations and labor
 - Find alternative sources of funding for transit
 - Explore program grants/demo grants
 - Charter transit for non-operation hours
 - Advertising on buses
 - Coordinate with other agencies to “share” funds
 - Working with Tennessee to establish a system to make each cities’ tokens interchangeable.
 - Determine the source of payment for tokens
 - Create a token exchange program
 - Add a Virginia route that will go to the hospital.
 - Operation and labor cost
 - May be remedied with token exchange program
 - Coordinate routes with tourist events.
 - Charter system

- Improve regional transit to other cities in Tri-Cities
2. Improve street system by:
 - Better maintaining streets.
 - Adding bike lanes.
 - Find areas that have sufficient pavement room for a bike lane
 - Outline a recreational network for paths, utilize already existing right of ways as much as possible
 - Explore funding sources (T-21 funds)
 - Costs include striping and signage
 - Better street mapping and more efficient street naming and identification.
 - Consider GIS options, already a plan and budget in place
 - Considering a major beltway through the city to eliminate congestion.
 3. Create attractive gateways into the city.
 - Explore various forms of funding for project.

Housing Implementation Strategies

1. Tear down old, abandoned houses
 - Demolish 3-4 houses a year
2. Create more effective maintenance codes for housing.
 - Consult with Ava Litton (Environs Officer) and Walt Bressler (city attorney) to explore options in the area
 - Amend code to create more effective maintenance codes
 - Explore maximizing penalty for non-compliance
3. Consider large area redevelopment, rather than just single lot redevelopment
 - Concentrate planned programs in one area of the city
 - Seek funds to redevelop a “large” area of the city
4. Use CDBG and HOME funds to rehabilitate at least 20 low-income homes in the next five years.
 - Coordinate with BVUB to use infrastructure projects for matching funds

Land Use Implementation Strategies:

1. Rezone Russell and Lee Street area from R3 to R2.
 - Work with neighborhood groups who petition for rezoning
 - Follow standard rezoning procedure
2. Sell land left to city from residual rights-of-way to adjoining property owners, retain appropriate land for recreational purposes
3. Provide recreational areas for youth, i.e. skateboard park
 - Cost would include capital, insurance and maintenance
4. Create more neighborhood commercial (B1) zones.
 - Allow B-1 designations to be market driven
 - Perform a land use study of large residential areas to determine if pockets of B-1 are appropriate
5. Provide incentives to reuse commercial land
 - Coordinate with economic development committee
 - Assist development/redevelopment with parking access and other existing issues
6. Locate fire department in a more central location
 - Determine appropriate location
 - Research possible grant funding
7. Place public buildings in most feasible location, not necessarily where the city holds land
 - Use demographics, transportation, and land use to assist in the determination of site location
8. Create a landscaping ordinance requiring landscaping in commercial and industrial areas and protecting existing trees
 - Rename to make the concept more palatable
 - Hold a workshop with developers (commercial and industrial) to determine their ideas. Involve Jerry Brown and Economic Development
 - Follow standard procedure for implementing ordinance
9. Provide easily accessible recreational facilities for every area of the city
10. Evaluate the zoning and parking ordinances to determine whether or not changes need to be made

Land Use: Historic, Cultural, Aesthetic and Environmental Implementation Strategies:

1. Create historic overlay zones for designated historic areas
 - Obtain grass roots support for overlay zoning
 - Prepare overlay ordinance and design guidelines
 - Create Architectural Review Board
 - Cost involves hiring an architectural historian to prepare guidelines and ARB manual
2. Create “gateways” into the historic areas with signage
 - Historic themed signs-neighborhood can offset the cost
3. Promote Bristol’s historic areas at local events
4. Consider establishing a local loan pool for downtown property owners who own non-contributing structures to enable them to remove false facades and potentially enable their structures to become “contributing.” Such measures could make renovation of these structures eligible for tax incentives
 - Cost could come from CDBG funding
5. Expand the number of neighborhoods designated as “historic.”
 - Work to have Euclid Avenue (bungalow district) qualified as historic.

Land Use: Economic Development Implementation Strategies:

1. Consider providing incentives to developers to develop property that may otherwise remain vacant
2. Review financial burden placed on developers for installing infrastructure, removing debris, etc.
3. Coordinate with BVUB, City Attorney, Fire Chief, Public Works to explore solutions
 - Provide an environment to foster high-tech development
 - Learn more about the needs of this “hybrid industry”
 - Review the suitability of code for this type of industry

- Coordinate with economic development for appropriate locations, which may include bike paths, walkability, recreation
- 4. In the downtown area encourage more retail development
- 5. Find funding for brownfield redevelopment
 - Identify brownfields

Downtown: Implementation Strategies

Implementation Strategies

1. Amend the zoning ordinance to allow for a mixed-use residential/commercial contingent in the downtown area
 - Consult with downtown property owners to explore interest in partial conversion of buildings to residential
 - Amend code to make allowance for residential use a by-right use in downtown
2. Create a parking ordinance specifically for the downtown area
 - Study parking needs of downtown area
 - Create code for downtown parking standards
3. Provide better public transportation to and from public parking lots that may be several blocks from downtown
 - Short term: Better publicize public downtown lots with signage
 - Long term: Create shuttle routes to and from lots, improve signage and striping to downtown lots
4. Place landscaping at the major intersections and thoroughfares of downtown
 - Evaluate public and private property downtown
 - Utilize Master Gardeners for implementation
 - Coordinate with TN to replace Bradford Pears with smaller trees
5. Provide incentives for property owners to improve the safety of the downtown area
 - Coordinate with property owners to find alternative appearances
 - Coordinate with Crime Prevention Office to educate public
 - Trim low tree limbs and brush
 - Provide adequate lighting
 - Assist property owners in making their vacant buildings less inviting for criminal activity

6. Provide incentives for downtown property owners to maximize their designation as "historic"
 - Provide a loan pool for the removal of facades, which could lead to funds available if the building were to become “contributing”

CHAPTER SIXTEEN

LAND USE PLAN

The land use plan is a map used to guide future development patterns within the City. This map is general in nature. It does not specifically stipulate the future use of each tract of land in the City. The plan is a blend of existing zoning, land use and trends of development. Based on the research detailed in earlier chapters, the general patterns of development within the City are functioning well. 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.

This map guides land use through five (5) general use categories: commercial, industrial/manufacturing, cultural/recreation, low density residential, and medium residential uses. The following information more fully describes the plan.

Commercial

The commercial areas shown in red on the plan generally follow the areas of existing commercial development along major transportation corridors. It also includes areas for localized/neighborhood commercial business development.

Industrial/manufacturing

These areas shown in gray on the plan are generally where such development has already occurred. Historically, this type of development contains the employment centers of the community and is located where adequate transportation networks exist. In addition to containing the traditional uses in this category, this land use category will also contain the hybrid “manufacturing” uses such as those relating to the high-tech industry.

Cultural/Recreation

This land use category is shown in blue on the map and contains Clear Creek Golf Course and Sugar Hollow Park. Other parks are located throughout the community; however, the scale of this map does not allow them to be shown. Typically, recreational areas such as small neighborhood parks are not contentious land uses. Larger, more regional facilities, such as Clear Creek and Sugar Hollow, require a closer review because of the higher level of visitors and the associated issues (noise, traffic, lighting, etc.). Neighborhood facilities should be placed where the needs of the neighborhood are met.

Low Density Residential

The bulk of the City’s future land use falls into this category which includes single and two- family residential. Also, it would not preclude multi-family development built to the single and two-family densities 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. Although these areas contain single family detached dwellings, the size of the lots creates medium density. Other areas

contain attached dwellings (apartments and condominiums). Effort should be made to ensure that single family areas remain single family. That is these areas should not be intruded upon by multi-family development.

Year One	Year Two	Year Three	Year Four	Year Five
Amend zoning ordinance to allow for residential by-right usage in downtown.				
Create a parking ordinance for downtown.				
Better publicize downtown parking lots with signage				
Coordinate with Crime Prevention office to educate downtown property owners about CPTED standards.	Coordinate with Crime Prevention office to educate downtown property owners about CPTED standards.	Coordinate with Crime Prevention office to educate downtown property owners about CPTED standards.	Coordinate with Crime Prevention office to educate downtown property owners about CPTED standards.	Coordinate with Crime Prevention office to educate downtown property owners about CPTED standards.
	Establish loan pool for downtown property owners to remove facades from buildings. Action could result in buildings becoming "contributing" historically.	Establish loan pool for downtown property owners to remove facades from buildings. Action could result in buildings becoming "contributing" historically.	Establish loan pool for downtown property owners to remove facades from buildings. Action could result in buildings becoming "contributing" historically.	Establish loan pool for downtown property owners to remove facades from buildings. Action could result in buildings becoming "contributing" historically.

DOWNTOWN

HOUSING

Year One	Year Two	Year Three	Year Four	Year Five
Demolish old, abandoned houses, 3-4 per year.	Demolish old, abandoned houses, 3-4 per year.	Demolish old, abandoned houses, 3-4 per year.	Demolish old, abandoned houses, 3-4 per year.	Demolish old, abandoned houses, 3-4 per year.
Create more effective maintenance codes for housing.		Consider large area redevelopment, seek funds to redevelop "large" area of the city.	Concentrate planned programs in one area of the city.	
	Use CDBG and HOME funds to rehabilitate low income homes. Coordinate with BVUB for matching funds.	Use CDBG and HOME funds to rehabilitate low income homes. Coordinate with BVUB for matching funds.	Use CDBG and HOME funds to rehabilitate low income homes. Coordinate with BVUB for matching funds.	Use CDBG and HOME funds to rehabilitate low income homes. Coordinate with BVUB for matching funds.

Year One	Year Two	Year Three	Year Four	Year Five	Land Use: Historic
Obtain grass roots support for overlay zoning for Solar Hill district.	Prepare Design guidelines for Solar Hill district	Begin administration of Solar Hill Historic district.			
	Obtain grass roots support for overlay zoning for Downtown district.	Prepare design guidelines for Downtown district.	Begin administration of Downtown district.		
		Obtain grass roots support for overlay zoning for Virginia Hill District	Prepare design guidelines for Virginia Hill district.	Begin administration of Virginia Hill district.	
	Create an Architectural Review Board				
Acquire a "historic" designation for Euclid Avenue bungalow district.	Obtain grass roots support for overlay zoning for Downtown district.	Prepare design guidelines for Euclid district.	Begin administration of Euclid Avenue district.		
		Create "gateways" into historic areas with period signage.	Create "gateways" into historic areas with period signage.	Create "gateways" into historic areas with period signage.	
	Establish a loan pool or grant program for downtown property owners to enable them to remove facades and potentially enable their building to become "contributing."				

Land Use: Economic Dev.

Year One	Year Two	Year Three	Year Four	Year Five
Coordinate with Economic Development to provide incentives for developers to develop property that may otherwise remain vacant.	Coordinate with Economic Development to provide incentives for developers to develop property that may otherwise remain vacant.	Coordinate with Economic Development to provide incentives for developers to develop property that may otherwise remain vacant.	Coordinate with Economic Development to provide incentives for developers to develop property that may otherwise remain vacant.	Coordinate with Economic Development to provide incentives for developers to develop property that may otherwise remain vacant.
Coordinate with other city offices and review burden placed on developers for installing infrastructure, removing debris, etc.				
Learn more about high-tech "hybrid" industry and their needs.	Review the suitability of the code for satisfying this type of industry.			
	Coordinate with Economic Development for appropriate locations which may include bike paths, recreation, etc.			
Encourage more retail development in downtown.				

TRANSPORTATION

Year One	Year Two	Year Three	Year Four	Year Five
Create more stops on the transit route.	Implement a demo transit program extending weekend and evening service.	Continue demo transit program if it is successful.		
Design and print more brochures for public transit.		Purchase weather proof schedule posters for transit stops.		
Begin the process of increasing the number of para-transit vehicles by researching possible grant funds.	Continue the process of retaining grants for para-transit and acquiring capital for operations and labor.	Continue the process of retaining grants for para-transit and acquiring capital for operations and labor.	Continue the process of retaining grants for para-transit and acquiring capital for operations and labor.	Continue the process of retaining grants for para-transit and acquiring capital for operations and labor.
Find alternative sources by funding for transit and acquiring capital for operations and labor.	Find alternative sources by funding for transit and acquiring capital for operations and labor	Find alternative sources by funding for transit and acquiring capital for operations and labor	Find alternative sources by funding for transit and acquiring capital for operations and labor	Find alternative sources by funding for transit and acquiring capital for operations and labor
Determine the source of payment for transit tokens. Create a token exchange system.		Coordinate transit routes with tourist events and establish a charter system.	Coordinate transit routes with tourist events and establish a charter system.	
	Work to find areas viable for bike lanes and funding available for project. Establish a bike lane network.	Work to find areas viable for bike lanes and funding available for project. Establish a bike lane network.	Work to find areas viable for bike lanes and funding available for project. Establish a bike lane network.	Work to find areas viable for bike lanes and funding available for project. Establish a bike lane network.
Begin implementing a GIS.	Continue with GIS implementation.			
Create attractive gateways into the city and explore various forms of funding available.	Create attractive gateways into the city and explore various forms of funding available.	Create attractive gateways into the city and explore various forms of funding available.	Create attractive gateways into the city and explore various forms of funding available.	Create attractive gateways into the city and explore various forms of funding available.

LAND USE

Year One	Year Two	Year Three	Year Four	Year Five
Work with neighborhood groups petitioning for rezoning of Lee and Russell Street area.				
Sell city's residual right of way properties to adjoining property owners.				
Coordinate with Economic Development Committee to provide incentives for the reuse of commercial land.	Coordinate with Economic Development Committee to provide incentives for the reuse of commercial land.	Coordinate with Economic Development Committee to provide incentives for the reuse of commercial land.	Coordinate with Economic Development Committee to provide incentives for the reuse of commercial land.	Coordinate with Economic Development Committee to provide incentives for the reuse of commercial land.
Research available funding for brownfield redevelopment.	Research available funding for brownfield redevelopment and compile a list of brownfield sites	Research available funding for brownfield redevelopment	Research available funding for brownfield redevelopment	Research available funding for brownfield redevelopment
Meet with developers regarding a landscaping ordinance	Create a landscape ordinance			
Evaluate zoning and parking ordinance for needed changes				

