Bristol, Virginia Comprehensive Plan

July 2002
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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 if 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 if 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 then 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.
Introduction

Every locality with zoning in Virginia is required by State law to have a Comprehensive Plan. At least once every five years the Planning Commission is required by State law to determine whether or not the Comprehensive Plan needs to be updated. The Bristol Virginia Planning Commission determined that the Plan needs to be updated. Their rationale was based upon the recent annexation of an area known as Clear Creek. This area was annexed after the last Plan update. Another rationale for this update was the information gained from the 2000 Census. Essentially, both the City boundary and demographics have been revised.

“The purpose of planning is to help decision makers arrive at informed and thoughtful decisions. Good information, which is the basis of good planning, helps decision makers determine what might happen in certain situations. Planning helps ask the question ‘What do you want your community to look like and how should it function?’ Ultimately, planning helps people to take responsibility for their community and mold it into the kind of place they want it to be.” (The Small Town Planning Handbook)

The Comprehensive Plan is the mechanism that gives professional planners, citizen planners, and the legislative body the method to find out the community’s needs and then set goals and objectives to guide future development in the City.

The first comprehensive plan was written for the City of Cincinnati in 1925. This plan provided a statement of the long-term goals and policies of the city with regard to the urban form and structure. It included public and private development and was used by city council to create control devices (zoning and subdivision regulations) and for expenditure of public funds.

Comprehensive Plans have evolved since 1925 beyond a mere statement of goals and policies. The Code of Virginia (Sections 15.2-2223 – 15.2-2232) is specific as to the contents of the Comprehensive Plan. This document addresses each of those requirements. The aforementioned sections of Code are included in Appendix 1.
History

The City of Bristol was first conceived by Joseph R. Anderson in the early 1850's. Upon hearing the news that a railroad was to be built in the area, Anderson envisioned the area as an important center of trade and industry. Thus, he named the area after Bristol, England. The town prospered with the help of the railroad, the establishment of the state line and Anderson surveying and selling lots.

In 1856, Town Charters were given to Bristol, Tennessee, and to Goodson, Virginia which would become the City of Bristol, Virginia in 1890. By 1875 the two cities had an economy of their own with a total of eight manufacturing firms, 27 commercial enterprises, and 17 lawyers.

Despite a boom and bust in the late 1880's and early 1890's caused by the discovery of coal in southwestern Virginia and the subsequent overestimation of its quality, the cities continued to grow. King College was founded in 1867, Sullins College in 1870, and Virginia Intermont College moved to Bristol in 1891.

1891 also saw the establishment of the first public school in Bristol, Virginia. A daily newspaper was established in 1888 and another in 1896. By 1900, Bristol's population had risen to 9,850 people, 4,579 of which were residents of Bristol, Virginia. Electricity began lighting State Street in 1913. 1937 to 1940 saw the construction of Tri-City Airport, and in 1945, TVA began supplying electricity to the cities.

By 1960, the two cities had 34,726 residents, 65 industrial firms employing 9,000, three banks, a joint sewer system, and a new water system for Virginia. During the 1960's, Interstate 81 was built to connect Bristol with the industrial northeastern states and Canada.

Bristol, Virginia grew from its 1900 population of 4,579 to 8,840 by 1930. By 1960, the city's population doubled to 17,144. Between 1960 and 1970 the population of Bristol, Virginia fell to 14,857 and recuperated to 19,024 through annexation. In 1980, the twin cities had grown in land area to nearly 30 square miles and in population to about 43,800. As a result of past growth and due to its favorable location, Bristol has become a regional center of commerce with a good mixture of industries.
CHAPTER ONE

POPULATION FACTORS

It is important to review changes that occur between the decennial censuses. These changes are reviewed by total and by age cohorts (brackets). These changes have a direct bearing on the number and type of housing units needed, the number and type of recreational facilities needed, classroom demands, transportation demands, etc. Such information has an indirect bearing on the infrastructure capacity and future burden to the system.

According to U.S. Census Bureau information, the City of Bristol’s population decreased by 1059 persons between 1990 and 2000. While the total population decreased, it is important to note that every age cohort did not reflect a decrease between 1990 and 2000. All school age cohorts experienced a decreased population count, as did the cohorts for persons between the ages of 60 and 74. The cohorts for middle age persons (34 to 59 years) reflect an increase population as do the cohorts for persons 75 and older.

Table 1

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<td>85 and older</td>
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<td>17,367</td>
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Source: 1990 and 2000 U.S. Census Bureau

Decreases in the number of school age persons may result from any of the following: migration of adults with school age children, a decrease in the birth rate, an increase in the infant mortality rate, adults postponing marriage and childbirth, etc. Decreases in the
number of persons between the ages of 60 to 74 may result from a variety of reasons, too. Such reasons may include the following: migration/relocation of persons when they retire or increase in death rates for these cohorts. The increase in the number of persons between the ages of 35 to 59 may also be due to a number of reasons, including “baby boomers” maturing.

Because of the changes to the boundaries for Census blocks between 1990 and 2000, it is not feasible to compare population count changes on a block by block basis. It is feasible to review changes to the City’s population on a tract by tract basis.

The City of Bristol contains four census tracts. The tract boundaries are shown in the following map.

![Map 1 Census Tract Boundaries](source)

Map 1 Census Tract Boundaries
Source: American Fact Finder

The comparison between the 1990 and 2000 Census is shown in the following table.

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<tr>
<td>Total</td>
<td>18,426</td>
<td>17,367</td>
<td>-6.1</td>
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Source: U.S. Census Bureau
The Virginia Employment Commission prepared population projections for the year 2010. Those projections for race and gender are noted in the following table.

Table 3

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Using the Employment Commission information the following increases or decreases by age cohort may be anticipated by the year 2010.

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<tr>
<td>45-54 years</td>
<td>2330</td>
<td>2381</td>
<td>2.3</td>
</tr>
<tr>
<td>55-59 years</td>
<td>976</td>
<td>1193</td>
<td>22.2</td>
</tr>
<tr>
<td>60-64 years</td>
<td>924</td>
<td>1332</td>
<td>44.2</td>
</tr>
<tr>
<td>65-74 years</td>
<td>1775</td>
<td>1852</td>
<td>4.3</td>
</tr>
<tr>
<td>75-84 years</td>
<td>1333</td>
<td>1344</td>
<td>-7.2</td>
</tr>
<tr>
<td>85 and older</td>
<td>459</td>
<td>666</td>
<td>45.1</td>
</tr>
<tr>
<td>Total Population</td>
<td>17,367</td>
<td>16,796</td>
<td>-3.4</td>
</tr>
</tbody>
</table>
CHAPTER TWO
EMPLOYMENT FACTORS

Of the 17,367 persons who live in the City, 4,270 are unemployed. This yields an unemployment rate of 3.5%.

When potential employers examine the employment situation in Bristol, they look at the radius of labor drawing area. For Bristol, that radius equals 30 miles. That means the average person will drive 30 miles for employment in Bristol. There are an estimated 122,000 workers located within Bristol’s labor drawing area. This labor drawing area is part of the Bristol, Johnson City, Kingsport Metropolitan Statistical Area (shown on the following map).

Map 2

Another employment factor typically reviewed is employment by sector. This information explains categorically where people are employed and is viewed based on typical standards and to determine trends in local employment. The following table details both the current (1997) and historic employment by sector.
Table 5

<table>
<thead>
<tr>
<th>Sector</th>
<th>Establishments</th>
<th>Employment</th>
<th>Establishments</th>
<th>Percent Change</th>
<th>Employment</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manufacturing</td>
<td>51</td>
<td>8200</td>
<td>41</td>
<td>-24.7</td>
<td>6954</td>
<td>-15.2</td>
</tr>
<tr>
<td>Wholesale</td>
<td>80</td>
<td>955</td>
<td>40</td>
<td>-50.0</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Retail</td>
<td>237</td>
<td>2801</td>
<td>155</td>
<td>-34.6</td>
<td>2266</td>
<td>-19.1</td>
</tr>
<tr>
<td>Service</td>
<td>181</td>
<td>1272</td>
<td>217</td>
<td>16.6</td>
<td>643**</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>549</td>
<td>13,228</td>
<td>453</td>
<td>-17.5</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*A range of 500-999 employees was provided. Information was withheld to avoid disclosing data of individual companies.

**643 employees were reported. However, 125 service establishments withheld information to avoid disclosing data of individual companies.

Source: 1992 and 1997 Economic Census

Manufacturing Firms

The following table notes the manufacturing firms located in the City of Bristol, Virginia, the employment range and the product each firm produces.

Table 6

<table>
<thead>
<tr>
<th>Firm</th>
<th>Employment Range</th>
<th>Product</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Commercial, Inc.</td>
<td>&lt;100</td>
<td>Mining Equipment</td>
</tr>
<tr>
<td>American Steel and Iron, Inc</td>
<td>&lt;100</td>
<td>Metal Fabrication</td>
</tr>
<tr>
<td>Ball Corporation</td>
<td>&lt;500</td>
<td>Aluminum can ends</td>
</tr>
<tr>
<td>Bristol Newspapers, Inc.</td>
<td>&lt;200</td>
<td>Newspapers</td>
</tr>
<tr>
<td>Dana Corporation</td>
<td>&lt;300</td>
<td>Vehicular parts</td>
</tr>
<tr>
<td>Dillard Paper Company</td>
<td>&lt;100</td>
<td>Paper products</td>
</tr>
<tr>
<td>Electric Motor Repairs and Sales Co.</td>
<td>&lt;100</td>
<td>Sales/Repair</td>
</tr>
<tr>
<td>Electrolux Corporation</td>
<td>&lt;1000</td>
<td>Vacuum cleaners</td>
</tr>
<tr>
<td>Federal Pacific Transformers</td>
<td>&lt;300</td>
<td>Power, distribution &amp; specialty transformers</td>
</tr>
<tr>
<td>Flav-O-Rich, Inc.</td>
<td>&lt;300</td>
<td>Fluid milk</td>
</tr>
<tr>
<td>Gordon Garment</td>
<td>&lt;200</td>
<td>Ladies swimwear</td>
</tr>
<tr>
<td>Helms Candy Company, Inc.</td>
<td>&lt;100</td>
<td>Candy</td>
</tr>
<tr>
<td>Holston Steel Services</td>
<td>&lt;100</td>
<td>Steel Service center</td>
</tr>
<tr>
<td>Home Pride, Inc.</td>
<td>&lt;100</td>
<td>Fiberglass truck caps</td>
</tr>
<tr>
<td>Industrial Tool Services</td>
<td>&lt;100</td>
<td>Machining tool &amp; design</td>
</tr>
<tr>
<td>Line Power Manufacturing Corp.</td>
<td>&lt;300</td>
<td>Power distribution equipment</td>
</tr>
<tr>
<td>Magic Wand</td>
<td>&lt;100</td>
<td>Special industry equipment</td>
</tr>
<tr>
<td>Moore’s Quality Snack Foods</td>
<td>&lt;500</td>
<td>Snack foods</td>
</tr>
<tr>
<td>Moretz Candy Co.</td>
<td>&lt;100</td>
<td>Candy</td>
</tr>
<tr>
<td>The Oakley Company, Inc.</td>
<td>&lt;100</td>
<td>Woodworking machinery</td>
</tr>
</tbody>
</table>
Table 6 Continued

<table>
<thead>
<tr>
<th>Firm</th>
<th>Employment Range</th>
<th>Product</th>
</tr>
</thead>
<tbody>
<tr>
<td>Old Dominion Box Company</td>
<td>&lt;100</td>
<td>Paperboard boxes</td>
</tr>
<tr>
<td>Permatile Concrete Products</td>
<td>&lt;200</td>
<td>Concrete products</td>
</tr>
<tr>
<td>Strongwell</td>
<td>&lt;500</td>
<td>Fiberglass products</td>
</tr>
<tr>
<td>Trav-A-Lite Co.</td>
<td>&lt;100</td>
<td>Aluminum Truck Tops</td>
</tr>
<tr>
<td>Virginia Woodworking Co., Inc.</td>
<td>&lt;100</td>
<td>Custom stairs and parts</td>
</tr>
<tr>
<td>Visador, Inc.</td>
<td>&lt;100</td>
<td>Wood stairs parts</td>
</tr>
<tr>
<td>The Williams Company</td>
<td>&lt;100</td>
<td>Machinery (except electrical)</td>
</tr>
</tbody>
</table>

Source: Bristol Virginia Economic Development
CHAPTER THREE

PHYSICAL CHARACTERISTICS AND NATURAL RESOURCES

Bristol is located in southwest Virginia—an area referred to as the Valley and Ridge Province. The City’s topography is a result of folding and faulting millions of years ago. The following information will describe the physical conditions of the City and further explain how those conditions affect physical development and Bristol’s built environment.

Map 3: Geologic Provinces

Source: Department of Mineral Resources

Sink Holes
The City of Bristol is located in a section of the state that geologically contains karst topography. Karst topography/terrain yields the ideal situation for the formation of sinkholes and caves. In karst areas, surface water is able to flow below the surface of the ground. Such areas contain limestone, dolomite and gypsum which allows the surface to dissolve (or cave in). When an area has karst topography/terrain it is more subject to sinkholes than other areas of the state.

According to the Virginia Department of Mineral Resources, the propensity for sinkholes varies by geologic province. The likelihood for sinkholes is as follows.

1. Appalachian Plateau—subsidence/sinkholes are related to mining activity or soil piping;
2. Valley and Ridge—karst, sinkholes are related to the dissolution of limestone and dolomite or soil piping;
3. Blue Ridge—sinkholes are very rare and are related to soil piping;
4. Piedmont—sinkholes are rare and are related to soil piping or the dissolution of sparse carbonate rock; and
5. Coastal Plain—sinkholes are related to the dissolution of shell concentrations in sand or soil piping.
Sinkholes can occur naturally or result from man’s activities. There are three types of potential problems that can arise from sinkholes: gradual sinking, flooding and pollution. Sinkholes play an important role in the natural hydrology of an area. Although sinks occur naturally, man-made alterations to the surrounding hydrology will accelerate the sinking. For this reason, there are measures in place that prohibit the improper filling of these physical features.

**Earthquakes**

Virginia is located near the center of the North American plate and has a lower rate of seismic activity than quake-prone areas such as California. When quakes do occur in the state, they are typically between 3 to 15 miles below the ground surface and have no relationship to faults seen on the ground surface. According to the Virginia Department of Mineral Resources, the areas of the state most likely to experience damaging quakes are Central Virginia and Giles County.

Because Bristol is not likely to experience damaging earthquakes, no regulations are needed to guide development regarding seismic activity.

**Topography**

To the northwest of the City lies Big Ridge, which rises to approximately 2,400 feet. To the south in Bristol, Tennessee lies the Beaver Creek Knob and Whitetop Knob, both of which have elevations of approximately 2,000 feet. To the southeast lie the Paperville Knobs, which begin in Tennessee and run northwest between Bristol and South Holston Lake in Washington County, Virginia. The Paperville Knobs have elevations of approximately 2,100 feet.

Bristol, which encompasses an area of 8,540 acres, ranges in elevation from 1,670 feet to 2,100 feet. The majority of the developed areas lie at elevations of between 1,670 and 1,900 feet. The topography within the corporate limits consists primarily of small rounded hills rising above lowland elevations of approximately 1,700 feet. Areas of less than 5% slope include 10% of the City. Areas of between 5 and 15% slope include 61% of the City. Areas of greater than 15% slope include 29% of the City. Land which has a slope of over 15% is generally considered unsuitable for development.

**Soils and Geology**

The U.S. Department of Agriculture has undertaken two soil sample studies for the Bristol area. The first study was completed in 1945 and the second in 1971. According to the surveys, the majority of the soils within the city limits are characterized as Dunmore soils. Dunmore soils can be defined as soils with a surface layer six to ten inches deep of brown silt loam over a subsoil 30 to 42 inches deep composed of clay. Beneath the subsoil lies a layer of clay mixed with shale, chart and weathered rock.

According to the Interpretive Guide to the Soils of Southwest Virginia, TVA Counties published by the Virginia Polytechnic Institute and State University Extension Division,
Dunmore soils have a low load bearing capacity. The high clay content and variable depths to bedrock slow the rate of percolation which becomes a factor in areas without sanitary sewer service. In addition, Dunmore soils are easily eroded and are often underlain by cavernous rock. These characteristics make Dunmore soils fair to very poor for urban uses because of difficulties in constructing and maintaining firm foundations.

Other soils identified in the survey were Lindside, Lodi and Hagerstown. Lindside soils are found primarily along creek beds and are formed over deposited alluvial sediments. Their unstable base and high water table make these soils unfavorable for urban uses, also due to difficulties in establishing foundations. Lodi soils are high in clay content that causes them to have a low load bearing capacity and a slow rate of percolation. In areas of slight slope, Lodi soils are fair to good for urban uses. Hagerstown soils are similar in structure to Dunmore soils.

**Waterways**

There are 4 major streams and drainage basins found within the City limits of Bristol. These streams are Beaver Creek, Mumpower Creek, Susong Creek and Little Creek. Minor streams include Clear Creek, Goose Creek and Steele Creek. In general, all of the local streams are slow moving, shallow and narrow in width. All originate north of Bristol, except for Mumpower Creek, which is a branch of Beaver Creek, and flow in a southerly direction toward Bristol, Tennessee.

Data collected by the Federal Emergency Management Agency (FEMA) is available for Beaver, Mumpower, Susong and Little Creeks. Analysis of these streams and their drainage basins is useful for 2 basic reasons: 1) the structure of watersheds largely dictates the manner in which water and sewer facilities are provided; and 2) areas prone to flooding and drainage problems can be more readily recognized and managed. These two points have real implications in land use planning.

**Drainage**

Bristol lies within the Tennessee River drainage basin/water shed. Map 4
Flood Control and flood damage prevention measures

Bristol, Virginia participates in the national flood insurance program. This program enables property owners the ability to purchase flood insurance at reasonable costs. In exchange for this, the City must have and enforce flood plain management regulations.

Division 7 of the City Code contains those regulations which guide development and land disturbance within flood plains as designated on the National Flood Rate Maps.

Base flood elevations and the associated flood plains have been established for Beaver Creek, Little Creek, Susong Branch and Mumpower Creek.

The following information from the Flood Insurance Study (Federal Emergency Management Agency, Revised December 17, 1993) offers a description of the principle flood problems associated with each of these waterways.

Beaver Creek

“The topography of the Beaver Creek Basin is typical of the Appalachian Valley consisting of parallel ridges with intervening valleys running northeast-southwest. Beaver Creek begins on Walker Mountain and flows generally southwest to Bristol and finally into the South Fork Holston River. Its watershed is 109 square miles of moderately steep, sparsely wooded country. From its confluence with Mumpower Creek through Bristol, the creek is quite flat, averaging about 13 feet per mile.” (page 4)

“The development of the City has created many constrictions to the flow of Beaver Creek. There are buildings in the flood plain, bridges over the stream, and a portion of the creek is covered and serves as the main street. The development has occurred gradually, thus complicating the comparison of past flood discharges and corresponding high water marks.” (page 4)
TVA completed the Beaver Creek and Clear Creek flood control dams in 1965. These dams were constructed as flood protection for Bristol, Virginia and Bristol, Tennessee. Beaver Dam is located at creek mile 22.5 in Steele Creek Park. It is constructed of rolled earth fill and controls approximately 14 square miles of drainage area. The reservoir remains dry except for high flow conditions.

**Little Creek**

Little Creek begins in Washington County and flows through Bristol until it joins Beaver Creek in Tennessee. Much of the early industrial development occurred in the Little Creek drainage area which is where the railroad is located. Much of that industrial land is currently considered brownfields. Generally, residential development along Little Creek is situated above the floodplain.

According to the Federal Emergency Management Agency’s “Flood Insurance Study” for Bristol, Virginia, the “flood situation on Little Creek is aggravated by bridges with low clearance and buildings built over the creek which obstruct high flows and increase stages.” (page 6). Since the study was written (revised December 17, 1993), the bridge on State Street that crosses Little Creek was reconstructed. This bridge had been responsible for both constricting the creek's flow and back flow flooding.

**Susong Branch**

Susong Branch flows into the City from Washington County and flows along Wagner Road, flows under Randolph Avenue and Euclid Avenue until its confluence with Little Creek near the state line. Most residential development along this creek is generally above the floodplain. Much like Little Creek, and according to FEMA, “the flood situation on Susong Branch is aggravated by bridges over the creek which obstruct high flows.” (page 7).

**Mumpower Creek**

Mumpower Creek is a tributary of Beaver Creek. The confluence of the two creeks is in the southwestern section of the City near the intersection of Vermont Avenue and Fairview Street. According to FEMA, there are a few residences located in the Mumpower Creek floodplain.
CHAPTER FOUR

USE OF LAND

The Community Development and Planning staff began a land use survey in the fall of 2000. With the exception of downtown, this survey was a “windshield survey”—conducted from an automobile. The data collected for downtown was collected by walking the area. The data collected was color coded using Standard Land Use Codes (see Appendix 2) and recorded on 200 scale planimetric maps (maps that show the physical development but do not show parcel lines). That information was then transferred to an 800 scale map for acreage determination. The results of the survey are as follows.

Table 7

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Acreage</th>
<th>Percent (excluding Right-of-Way)</th>
<th>Percent (excluding Right-of-Way and Vacant land)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single family residential</td>
<td>2095</td>
<td>29.3</td>
<td>49.6</td>
</tr>
<tr>
<td>Multi-family residential</td>
<td>186</td>
<td>2.6</td>
<td>4.4</td>
</tr>
<tr>
<td>Transient Lodging</td>
<td>40</td>
<td>0.5</td>
<td>0.9</td>
</tr>
<tr>
<td>Light Manufacturing</td>
<td>155</td>
<td>2.2</td>
<td>3.7</td>
</tr>
<tr>
<td>General Manufacturing</td>
<td>248</td>
<td>3.5</td>
<td>5.9</td>
</tr>
<tr>
<td>Transportation</td>
<td>23</td>
<td>0.3</td>
<td>0.5</td>
</tr>
<tr>
<td>Communication and Utilities</td>
<td>152</td>
<td>2.1</td>
<td>3.6</td>
</tr>
<tr>
<td>Wholesale Trade</td>
<td>13</td>
<td>0.2</td>
<td>0.3</td>
</tr>
<tr>
<td>Retail Trade</td>
<td>290</td>
<td>4.0</td>
<td>6.9</td>
</tr>
<tr>
<td>Personal and Professional Services</td>
<td>178</td>
<td>2.5</td>
<td>4.2</td>
</tr>
<tr>
<td>Public and Semi-Public Services</td>
<td>292</td>
<td>4.1</td>
<td>6.9</td>
</tr>
<tr>
<td>Cultural, Public Assembly, Recreation and Parks</td>
<td>549</td>
<td>7.7</td>
<td>13.1</td>
</tr>
<tr>
<td>Vacant</td>
<td>2932</td>
<td>41.0</td>
<td></td>
</tr>
<tr>
<td>Rights-of-Way</td>
<td>1388</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>8541</td>
<td>7153</td>
<td>4221</td>
</tr>
</tbody>
</table>

Source: Bristol Virginia Department of Community Development and Planning
Map 7-Generalized Land Use
Staff also determined the amount of land in the City zoned for various uses. The results of those calculations are as follows:

Table 8

<table>
<thead>
<tr>
<th>Zoning Classifications</th>
<th>Acreage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned Unit Development (PUD)</td>
<td>0</td>
</tr>
<tr>
<td>R-1A (Single Family Residential)</td>
<td>924</td>
</tr>
<tr>
<td>R-1 (Single Family Residential)</td>
<td>1514</td>
</tr>
<tr>
<td>R-2 (Single and Two-family Residential)</td>
<td>2038</td>
</tr>
<tr>
<td>R-3 (Moderate Density Residential)</td>
<td>313</td>
</tr>
<tr>
<td>R-4 (High Density Residential)</td>
<td>20</td>
</tr>
<tr>
<td>RMH (Mobile Home Park Residential)</td>
<td>18</td>
</tr>
<tr>
<td>GCR (Golf Course Residential)</td>
<td>445</td>
</tr>
<tr>
<td>O-I (Office and Institution)</td>
<td>93</td>
</tr>
<tr>
<td>B-1 (Neighborhood Shopping)</td>
<td>89</td>
</tr>
<tr>
<td>B-2 (Central Business District)</td>
<td>41</td>
</tr>
<tr>
<td>B-3 (Intermediate Business)</td>
<td>935</td>
</tr>
<tr>
<td>M-1 (Light Industrial)</td>
<td>516</td>
</tr>
<tr>
<td>M-2 (General Industrial)</td>
<td>1037</td>
</tr>
<tr>
<td>A (Agricultural)</td>
<td>558</td>
</tr>
<tr>
<td>Total</td>
<td>8541</td>
</tr>
</tbody>
</table>

Source: Bristol Virginia Public Works, Engineering Division

**Agricultural Land**

In 1997, the City of Bristol Virginia annexed 1,003 acres from Washington County, Virginia. The City has zoned 558 acres of the land as an A (Agricultural) District. According to the Zoning Ordinance, the Agriculture 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. Business development should be limited to the neighborhood type only. Examples of uses in an Agriculture district including farming, single-family residential, playgrounds and parks, and certain home occupations.

The land that the City annexed was separated into 4 tracts, 3 of which make up the Agriculture districts. The first tract includes Sugar Hollow Park, which is managed by the City’s Parks and Recreation Department. The remainder of the tract is undeveloped. Please see Chapter 7 of this study for more information.

The second tract is privately owned undeveloped land. A portion of this tract is being used for tobacco farming. The last agricultural tract is also owned by the City and is also undeveloped, except for a utility easement that is provided to the Washington County School System for a small package sewage treatment plant.
Land Use History and Trends

Land use trends are reviewed in the comprehensive planning process so that one may gain perspective on community growth and shifts in demand which is reflective, many times, of technological changes. Such information also allows one to gain information from which future predictions regarding land use needs can be made. As communities are different, there is no certain method of comparing land use allocations/population on a community by community basis. One may, however, draw such conclusions when comparing land uses/population in a single community. That is, when one compares the 1956 land use allocation to the three other years reflected in the table below, we can obtain information that will allow the City of Bristol to predict future land use demands based upon population predictions.

The following table provides an historical overview of changes to land use patterns in Bristol. While reviewing this table it is important to note that the significant changes to the total acres reflects annexations. The 1972 information reflects annexation of Virginia Heights, Spring Lakes, Green Valley, Virginia Hills, Hasson Heights and Spring Valley. The 2000 information reflects annexation of the Clear Creek area.

Changes in Land Use Acreage and Percentages
1956 to 2000

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Acres</td>
<td>Percent</td>
<td>Acres</td>
<td>Percent</td>
<td>Acres</td>
<td>Percent</td>
<td>Acres</td>
<td>Percent</td>
</tr>
<tr>
<td>Residential</td>
<td>949</td>
<td>33.4</td>
<td>1,993</td>
<td>27.4</td>
<td>2,370</td>
<td>32.6</td>
<td>2,281</td>
<td>26.7</td>
</tr>
<tr>
<td>Commercial</td>
<td>66</td>
<td>2.3</td>
<td>282</td>
<td>3.9</td>
<td>432</td>
<td>5.9</td>
<td>508</td>
<td>5.9</td>
</tr>
<tr>
<td>Industrial</td>
<td>132</td>
<td>4.6</td>
<td>360</td>
<td>4.9</td>
<td>369</td>
<td>5.1</td>
<td>416</td>
<td>4.9</td>
</tr>
<tr>
<td>Public/Semi-Public</td>
<td>219</td>
<td>7.7</td>
<td>391</td>
<td>5.4</td>
<td>408</td>
<td>5.6</td>
<td>993</td>
<td>11.6</td>
</tr>
<tr>
<td>Transportation</td>
<td>592</td>
<td>20.8</td>
<td>1,021</td>
<td>14.0</td>
<td>1,478</td>
<td>20.3</td>
<td>1411</td>
<td>16.6</td>
</tr>
<tr>
<td>Vacant</td>
<td>887</td>
<td>31.2</td>
<td>3,232</td>
<td>44.4</td>
<td>2,222</td>
<td>30.6</td>
<td>2932</td>
<td>34.3</td>
</tr>
<tr>
<td>Total</td>
<td>2,845</td>
<td>100.0</td>
<td>7,279</td>
<td>100.0</td>
<td>7,279</td>
<td>100.0</td>
<td>8,541</td>
<td>100.0</td>
</tr>
</tbody>
</table>

The following information offers narrative to more fully explain the changes in land use acreage and percentages noted in the table above.

Residential

By 1956 most of the central city was developed (or at least subdivided) and those areas on the fringe were developing. Such areas include Washington Park, Spring Garden, Jefferson Park and McChesney Heights. These subdivisions set the stage for residential development along Cherry Lane, East and West Valley Drive and Long Crescent. At this point, 0.06 acres per person was used residentially.

By 1972 Belle Meadows, Hasson Heights, Spring Lake, Virginia Hills, West Bristol Heights and Village Green were either underway or completed. The corporate limit was expanded in the mid-1970s to include I-81 as well as most of these residential areas.
There were few concentrations of multi-family development. Most multi-family housing consisted of public housing. Other developments included Lee Garden Apartments and Carriage Hill Apartments. By the 1970s, there was approximately 0.13 acres per person used residentially. This increase from the previous survey reflects the annexed land.

By 1981, Bellehaven I, II, III and IV, Meadowcrest, Northwinds Townhouses and Wagner Hills were either completed or in the early stages of development. The primary direction of development continues to be in a northeasterly direction. By 1980, 0.12 acres per person was used residentially. The slight decrease in acreage per person reflects some of this development.

By 2000, the remainder of Bellehaven, Autumn Ridge, Greenhills, Henry’s Court, Heritage Townhouses, Pebble Creek Condominiums, Quail Run, Sapling Grove, Springdale Village, Timberbrook and Village Green were either developed or underway. The geographic direction of residential expansion remained constant – moving northeast. The most significant difference between this land use survey and previous ones is that townhouses and condominiums entered the housing market in larger numbers. The corporate limit had once again been altered to include Sugar Hollow Park and the Clear Creek development (golf and residential), as well as a couple of large vacant tracts. Although the residential land per person (0.13 acres per person) is close to the 1981 ratio, the slight increase may be attributed to annexation.

**Commercial**

By the 1950’s, the central business district still served as the commercial center of the City. By 1968, there was limited commercial use along Commonwealth Avenue and Gate City Highway. However, the mall was not yet constructed. By the 1970’s, there was commercial growth along Lee Highway. Commercial use along other corridors remained mostly unchanged from the 60’s to 70’s.

By the 1980’s, there was fairly significant commercial growth throughout the city. The census population for Bristol, Virginia for 1980 was 19,042 – the largest count the City has ever had. The mall was constructed along Gate City Highway. Commonwealth Avenue (particularly at the intersection with Euclid Avenue) experienced a lot of commercial growth. A significant amount of this growth involved conversion of single family units to commercial use.

Commercial growth along Lee Highway continued to increase and continues to do so. Currently, the Lee Highway/Exit 7 area is the commercial boom area.

In the 1950s, 0.04 acres per person was used commercially. During the 1970s and 1980s, this ratio increased by 50 percent to 0.02 acres per person. The 1980s “decrease” may be attributed to the increase population. By 2000, the acres per person increased to 0.03. This increase may be attributed to two factors – the decreased population count and secondly, increased commercial development, particularly at the Exit 7 area.
Industrial
In the 1960s, the Commonwealth Avenue corridor was the industrial center of the city – due chiefly to the railroad. The second industrial concentration was in the southeast section of the city. This area too had easy access to rail transportation which was vital to so many industries and businesses.

During this time, Bristol was heavily dependent on industry for employment and economic sustainability. This was not unique to Bristol – it was the case nationally.

By the 1970s, some of the industrial land was connected to commercial land along Commonwealth and Euclid. The 1970s annexation created the opportunity for industrial development in the east and northeast. There were additional industrial uses along Lee Highway/Bonham Road. The industrial park (Bonham Road) was begun. The landfill/quarry in the southeast section of the city, near the state line, was in existence.

By the 1980s, the primary change to industrial land was its conversion to commercial use. This trend continued through the new millennium.

From the 1970s until the present, the number of persons employed in industry declined. With this decline came a decline in the amount of land used accordingly. There were 0.02 acres per person of industrial land by the 1970s. This ratio holds constant today. Again, this is not unique to Bristol. It is reflective of a national shift from an industrial to a service-oriented economy.

Public/Semi-Public
The most significant reduction in public/semi-public space occurred between 1974 and 1981 when Sullins College was purchased by United Coal/The United Company. The amount of acres per person decreased from 0.03 to 0.02. This may be more of a “numerical” issue due to the high 1980 census count.

Annexation and the subsequent growth created the demand for additional schools and parks such as Van Pelt School.

The most significant increase in public/semi-public use occurred in the late 1990s when the City annexed Clear Creek, which included an 18-hole golf course and driving range. Clear Creek accounts for the increase in public/semi-public use acres per person between 1980 and 2000. This amount increased from 0.02 acres per person to 0.06.

Transportation
The most significant increase in acres used for transportation purposes occurred when the City annexed the I-81 right-of-way. While some streets have been widened to accommodate increased demand, most new streets provide access to new residential and commercial lots.
**Vacant**
In its early days, the City was very compactly developed. There was only 0.05 acres of vacant land per person. That amount increased to 0.22 acres per person with the 1970s annexation. The amount decreased in the 1980s to 0.12 acres per person due to both development and a population increase. By 2000, that amount increased to 0.17 acres per person due to the population decrease and Clear Creek annexation.

Many formerly developed sites are vacant, abandoned or under used because the sites are classified as “brownfields.” According to the Department of Housing and Urban Development brownfields are “abandoned, idled, or underused property where expansion or redevelopment is complicated by real or perceived contaminants.”

Much of the undeveloped area within the city is due to topographical constraints. Of the 2932 acres of undeveloped land, 23% or 638 acres of that possesses a grade 15% or higher, which makes the area difficult to develop. Development is also limited by floodplain constraints. Within the 100 year flood plain are 297 acres that are not available for development. Of the 2932 undeveloped acres, 32% of those acres cannot be developed.
CHAPTER FIVE
CENTRAL BUSINESS DISTRICT
DOWNTOWN

I. Land Use

The current downtown land usage supplies the area with offices, retail shops, and a few restaurants. However, current zoning allows the underutilization of many buildings. The current zoning designation for the downtown area is currently B-2, a designation reserved specifically and only for the downtown areas of Bristol. As the downtown is the City’s central business district, special attention should be given to keeping the downtown competitive and current with other similar markets in the area.

1. Types of Land Use

As of February 2002 the central business district (CBD) comprised 22.79 acres. Eight basic types of usage categorized this area: service, government, retail, offices, restaurants, entertainment, vacant and other.

- **Service** oriented usage comprises services such as hair salons, auto repair, civic organizations, etc. The service-oriented industries in the downtown comprise 2.72 acres, or 118,314 square feet.
- **Government** offices within the downtown total 3.98 acres.
- **Retail** industry comprises 4.39 acres.
- **Space used for offices** within the downtown is 5.28 acres.
- **A total of three restaurants** comprise 0.46 acres.
- **Entertainment** establishments made up 0.51 acres.
- **Buildings within the downtown that are vacant** comprise 4.32 acres. This does not include floors within buildings that are partially used.

This breakdown shows that the downtown has a good base in most of its existing land use categories with the exception of restaurants and entertainment establishments.

II. Parking

When looking at any land use changes for the downtown, the issue of parking must be addressed. This section will attempt to do just that by identifying the existing parking in the downtown.
As stated earlier, the current zoning of the downtown is B-2. This is the only zoning district in the City that has no requirement for off-street parking. Using the existing parking ordinance for all other districts and applying it to the downtown, staff has been able to estimate the amount of parking that would be required for the downtown based on existing land use. As it stands now, the downtown would require approximately 2,500 off-street parking spaces to meet its need. Currently, private and public parking spaces in the downtown total 1,350 with an additional number of 200 curb spaces. Of these existing spaces, public spaces total only 232 in five parking lots. The private lots are generally reserved either for the employees of a particular business or for customers of that business.

At first glance, it would appear that the downtown has a significant shortage of parking spaces. A closer look, however, reveals that this may not necessarily be the case. The problem lies with the existing parking ordinance, primarily subsection (8), which states that offices and banks are required one parking space for each 200 square feet of building space. Using this formula, the City of Bristol Virginia government offices, including City Hall, Police Station, Sheriff’s Office and Jail, Personnel and the BVUB building would require a total of 700 parking spaces. WCYB, First Union and Blue Ridge Banks require 400 spaces. Staff has concluded by looking at these figures is that by using the existing parking ordinance less than 10% of the downtown businesses requires almost 50% of the parking spaces. Revisions to the parking ordinance will be reviewed.

There are currently five public parking lots in the downtown. These lots are maintained by the City and require a minimal fee, $0.50 for two hours of parking. These lots are located in the following locations:

1. State Street at the corner of James Street. This lot has 40 spaces and is generally full.
2. Goode Street, west of the Library. This lot has 32 spaces and is largely vacant.
3. James Street, across from the Library. This lot has 21 spaces and is half full.

4. Moore St, next to the War Memorial Park. This lot has 50 spaces and is also largely under-utilized.
Figure 4. Moore Street Parking Lot

5. Cumberland St at the corner of Randall. This lot has 29 spaces that are usually about 75% full.

Figure 5. Cumberland Street Parking Lot
The conclusion drawn by staff is that by analysis of the parking figures, people are trying to park as closely as possible to their destination. The State Street lot is the closest to the retail stores. The Cumberland St lot is directly across from City Hall. With the exception of the James Street lot, which is close to the Bristol Public Library, the three underutilized lots are not located directly adjacent to any significant traffic generating business. While this may not be any more of a walk than parking in an outer lot at Wal-Mart or the Mall, it is perceived as such because the person may not be able to see his or her destination.

III. Transportation

The Bristol Virginia Transit System (BVT) currently operates as a fixed route system with three separate bus routes. These routes originate at the downtown transfer center located on State Street in Bristol, Tennessee. BVT has an extensive service area that includes the Bristol Mall, Kroger/Goody’s, Euclid Avenue Food City, Super Wal-Mart, Holiday Inn and the Bonham Road Industrial Park. Each transit route also serves the downtown since the buses must go through this area to reach their destination.

1. Mall Route

The Bristol Mall Route, which also includes stops at Food City, Midway Street medical offices and the Kroger/Goody’s shopping center, serves two areas of the downtown. This route serves the western portion of State Street on its way to the Mall and serves Piedmont Avenue, including a stop at Leisure Park Towers, on its way back to the transfer station.

2. Exit 7/Wal-Mart Route

This route, in addition to the Exit 7 commercial areas, also serves the Virginia Employment Commission. It leaves the downtown by way of Piedmont serving both Cumberland Street and Moore Street. It re-enters the downtown on Piedmont, including a stop at Leisure Park Towers, before returning to the transfer station.

3. East Bristol/East Ridge Route

This route serves the Bonham Road industrial park as well as Springdale Village and Eastridge Apartment Complexes. It leaves the downtown by way of Piedmont serving both Cumberland Street and Lee Street. It re-enters the downtown at the intersection of State Street and Randall Street before returning to the transfer station by way of State Street.
IV. **Landscaping**

The landscaping of Bristol’s downtown area is significant in that it can serve to make the area more visually appealing and, in turn, attract more people into the downtown. Some landscaping currently exists downtown; much of it is based on the past efforts of the city and individual efforts of the owners of the property.

Currently there are three areas of downtown that have been landscaped on a large scale. These areas and their description are as follows:

1. **State Street**

State Street, from Randall Street to Commonwealth Avenue is currently lined with Bradford Pears. The Bradford Pear is a fast growing, ornamental tree which blooms white in the early spring. However, the trees have grown so rapidly that the root system has expanded significantly and has begun to damage the sidewalks and the street. The affected areas of the sidewalk and State Street are becoming hazardous to walk upon as dips, rises and cracks in the contour of the sidewalk are beginning to appear as the root system pushes itself upward. It is anticipated that the situation will worsen as the trees continue to grow.

2. **City Hall**

City Hall, where it fronts Cumberland Street, has also been landscaped with Bradford Pears. The same problems that plague State Street are also evident here.

3. **The Veterans Memorial Park**

This park, which lies between Lee Street and Cumberland Street, has been attractively landscaped with a mixture including, but not limited to, maple and locust trees. The public and municipal parking lot that adjoins the park has also been landscaped and can serve as a guide as to how future parking lots should appear.

These three areas demonstrate that landscaping can do a great deal to improve the aesthetic beauty of the downtown area but the guidance of a trained professional can be invaluable in determining the details the project should include.

V. **Crime Prevention Through Environmental Design**

Crime Prevention Through Environmental Design, CPTED, is based on the idea that the proper design and effective use of the built environment can lead to a reduction in the
incidence and fear of crime, and an improvement in the quality of life. In other words, if a site is laid out well, the likelihood of it being targeted may be reduced. This section will attempt to identify some of the elements of the downtown that could use some improvement in the area of environmental design.

At the end of January 2002, a survey of the downtown was taken with the intention of identifying areas that might be considered unsafe because of environmental factors. Without singling out any specific buildings by name, staff was able to compile the following list of trouble spots:

1. Vacant buildings
2. Improperly lit areas

Figure 6. Unlit Alley on Piedmont Avenue
3. Unsecured doors, access gates and parking lots

Figure 7. An Unlocked Gate on State Street

4. Streetscape
5. Areas overgrown with brush and ivy

Figure 8. Overgrown Area on Cumberland Street
6. Litter

While this list is not to be seen as an indictment of individual property owners, there is much that can be done, with minimal expense, to increase the safety of the area.

VI. Historic Study

A study of downtown Bristol, conducted by consultant Philip Thomason, assessed and categorized the historical significance of structures in the downtown area. The city is attempting to have the downtown listed in the National Register of Historic Places and is currently in the phase of submitting an application.

The downtown as it stands today is comprised largely of buildings erected at the end of the 19th century and early 20th century, primarily 1890 to 1952. The character of many of these buildings has been preserved. The downtown study suggests that 80% of the buildings (on both the TN and VA side) are contributing structures to the historical significance of the downtown. Architecture styles include Italianate, Beaux Arts, Neoclassical, Art Moderne, and Art Deco according to the study.

Of the downtown’s 103 buildings, 49 are located on the Virginia side. Of the 49 structures located on the Virginia side 37 or 75% are contributing structures to the historical importance of downtown. Only 12 buildings or approximately 24% are non-
contributing structures. Contributing and non-contributing structures are differentiated by the amount of historical significance a building lends to the historic ambiance of the downtown. Though a non-contributing building may be equal in age to a contributing building, past remodeling efforts may have destroyed its historical significance.

The inclusion of downtown Bristol on the National Register of Historic Places is important in attracting more people to “Historic Bristol” and such inclusion makes available financial opportunities for owners and the city through federal, state, and local grants to provide for the upkeep and restoration of the structures.

**CONTRIBUTING STRUCTURES**

The following structures have been identified as contributing to the historical significance of the downtown area due to the preservation of the original characteristics of the building.

**510 Cumberland Street**-constructed in 1925 as Reynolds Arcade and designed by architect Clarence B. Kearfott. This building is a seven story brick building, which has been used as an office building through much of the 20th century. This building is currently partially filled by government offices, voter registration, and the rest remains vacant.

**516-518 Cumberland Street**-constructed ca. 1900. This building was initially used as a grain, feed, fertilizer, and cement warehouse. The building is currently unoccupied.

**520-530 Cumberland Street**-is a two story concrete and brick commercial building constructed in 1920. This building was originally built to house auto sales, a service company, and a clothing manufacturer. The building is only partially occupied by the Palace Barber Shop.

**832 Goode Street**- constructed in 1922 as a four-story flour mill for Service Mills Company. This building is currently vacant.

**22 Lee Street**-constructed 1905. This is a three-story brick commercial building is currently used as the office of Herb Peters, attorney.

**9-15 Moore Street**-constructed 1920. This is a one-story brick commercial building that has been home to numerous businesses throughout the 20th century. This building is currently used as the Classic Recording Studio and Cedar Groves Furniture.

**17-21 Moore Street**-constructed 1920. This is a one story building with rock faced concrete block construction is a brick veneer. This structure has housed various businesses throughout the 20th century. This building currently is occupied by Hale Financial Services, Smith Window Co., and the remainder stands vacant.
28 Moore Street - constructed 1900. This two-story brick building was originally the Bristol Overall & Paint Company. Bristol Office Supply currently utilized this building as retail space.

30-32 Moore Street - constructed 1905 as a part of the Bristol Overall & Paint Company. In the 1920’s it housed a hay and feed supply on the first floor and shirt factory on the second level. Today it houses House of Rossoff, drapery shop and Smith Floral Company.

33 Moore Street - constructed in 1925 to house the Bristol Publishing Corporation, which printed the city’s primary newspaper. The Bristol Publishing Corporation occupied this building until the 1970’s. It is currently vacant.

34 Moore Street - constructed 1925. This two-story brick commercial building currently houses the Smith Christmas Shop, a seasonal retail store.

8 Piedmont Avenue - constructed 1940. This one-story brick commercial building currently houses the Burger Bar.

503 State Street - constructed in 1890, this is one of the oldest buildings in downtown. In the 1920’s the building was Eagle Theater, and in the 1940’s State Theater. Japan Karate Do currently uses this building.

511 State Street - constructed 1900, this is a two-story brick building. This building is currently home to Frameworks Gallery.

517 State Street - constructed in 1910. This three-story brick building housed jewelers in the 1940’s. This building currently houses the Blakely-Mitchell Clothing Company.

519-521 State Street - constructed in 1940. This three-story brick structure originally housed a furniture company. Today it is home to The Bargain Box.

523 State Street - constructed 1905. This is a two-story brick structure with two storefronts. This building currently houses Gems Original retail store, Leah’s Duck Duck Moose boutique, and Bunn & Bunn Attorney’s Offices.

525 State Street - constructed 1905. This one story brick commercial building houses Pendleton Jewelry Company.

529 State Street - constructed in 1905 and remodeling in 1939 to its present form. The Jewel Box has been located here since 1939.

533 State Street - constructed in 1890. In the 1940’s this building was home to Bradley’s Drug Store. This building is currently vacant.
**611-613 State Street**-constructed in 1920. This a four-story brick building constructed when the original building was destroyed by fire. Designed by architect Clarence B. Kearfott. Grand Piano and Furniture currently use this building as retail space.

**615-617 State Street**- constructed ca. 1920. This is a three-story brick commercial building. This building currently houses Grand Piano and Furniture.

**619 State Street**- constructed ca. 1900. This building was Payless Department Store during the 1940’s, but today it is home to State Street Antiques.

**623 State Street**-was constructed in 1925. Architect Clarence B. Kearfott designed this three-story brick commercial building. For most of the 20th century up to present day this building has served as the home of Kemble-Cochran Company.

**701 State Street**-constructed 1920. This a two-story brick commercial building which currently is vacant.

**705 State Street**-constructed in 1925. This building was formerly Wizard Graphics and is currently vacant.

**709 State Street**-constructed 1922. This is a two-story brick building. The storefront was rebuilt in 1990. Uniglobe Travel Agency now occupies this building.

**711-713 State Street**-constructed 1923. This building is a one-story brick and terra cotta structure. The storefronts were remodeled in 1980. The Shang Hai Restaurant currently occupies this building.

**715-717 State Street**-constructed in 1926, two-story brick building. This is currently the Thrifty retail outlet.

**801 State Street**-constructed 1925. This structure is a two-story brick and terra cotta building. For most of the 20th century this building housed various furniture stores. However, it is now vacant.

**803-805 State Street**-constructed 1925. The original storefront remains largely intact. This building is currently vacant.

**807 State Street**-constructed in 1925. This is two-story brick structure that retains its original storefront. This building currently houses Cowan Bros. Janitorial Supply Company.

**809 State Street**-constructed in 1920. This is a two-story brick building that was altered in 1970. This building is also the home of Cowan Bros. Janitorial Supply Company.

**833 State Street**-constructed in 1915 as the Bristol Grocery Company. This is a three-story brick building and is currently home to Hydraulic Hose and Fittings.
NON-CONTRIBUTING STRUCTURES

23 Moore Street- constructed in 1920 and remodeled in 1975. Thomas Cunningham, CPA, currently utilizes this building as office space.

12-14 Piedmont Avenue- constructed 1956 this is a one-story brick building. Original fixtures were altered to during the 1980’s. Tom Harris-Nationwide Insurance and the Mattress Outlet currently utilize this space.

501 State Street- constructed 1910, three-story brick building. The storefront was remodeled in 1955 to a 50’s type deco. This building is occupied by Java J’s coffee shop.

505 State Street- constructed 1890, three-story brick building. This is one of the oldest buildings in downtown. It has housed Isis Theater in the 1920’s and Lanes Restaurant in the 1940’s. The building has been completed redone with 1960’s and 70’s décor. F.O.B. Everett Toy Company currently utilizes the building.

507-509 State Street- constructed 1915. This building was completely redone in 1980. This building has been deemed unfit by inspectors and is currently unutilized.

527 State Street- constructed 1910. This building was remodeled in 1970. Sidetrack Tobacco currently uses this space.

531 State Street- constructed 1890. This two-story brick commercial building was remodeled in 1980. D.B. Ryland & Co. currently uses this space as retail.

601 State Street- constructed in 1973. A concrete bank building was constructed here in 1973 and is still utilized as the First Union National Bank.

625-627 State Street- constructed ca. 1900, while 627 was constructed in 1910. Both were remodeled in 1960 with concrete bulkheads and aluminum and glass windows. The facades of both buildings were covered with concrete panels. Today this building is home to Heritage Antiques.

629 State Street- constructed as the JCPenney store in 1939 and remodeled in 1959. Today the building is home to State Street Antiques.

703 State Street- This building was constructed in 1925. The storefront was redone in 1950 with aluminum and glass displays and redone again in 1970. This structure is known as the Cameo Theater.

Downtown Issues
The issues confronted by the downtown are different from those of other retail developments and office parks in Bristol:

1. **Vacant Buildings**

Vacancies, unfortunately, are a fact of business in any area whether it is a mall, strip development, or the downtown area. Downtown property owners should make efforts to market their buildings in a way as to minimize vacancies.

2. **Building Maintenance and Absentee Owners**

Downtown buildings must rely on individual owners, many of who may be busy in the day-to-day operations of their business that marketing and maintenance are not a high priority. This can be especially true if the owner of the property does not own the business or does not live in the Bristol area. Absentee ownership can also be a problem for buildings that have fallen into disrepair and are now vacant. Since that owner does not reside in the area, he/she may have no incentive to complete repairs and fill the vacancy.

3. **Business Hours**

Another issue that presents a problem for the downtown is the hours in which it operates. The majority of the government and office employees in the downtown area work primarily Monday through Friday, during the daytime hours. Most of the retail stores are closed by 6:00 P.M. The downtown area is mostly deserted in the evenings with the exception of the few restaurants that exist. Providing incentives and opportunities to keep patrons downtown in the evening hours is an issue that needs to be explored.

4. **Beaver Creek Walk**

The Beaver Creek Walk project is an issue that is important to many citizens of Bristol. Beaver Creek Walk should continue to be evaluated to determine its feasibility.

5. **Parking**

Providing parking to both employees and patrons of downtown is vital to the welfare of the area.

6. **Safety**

The downtown area should be a place that people feel is safe to visit and safe to operate a business.
7. **Landscaping**

There are many areas of downtown that could benefit not only from new landscaping but also better maintenance or removal of existing landscaping.

8. **Historic Designation**

What will becoming a designated Historic District do for the downtown area? How will it affect the way the downtown looks and the way it is regarded?

9. **Public Transportation**

Is the current network of public transportation sufficient in moving people to and from the downtown area? Can the public transportation network move people from one point downtown to another?

**Recommendations for The Downtown Area**

The downtown has in place an excellent framework in which to add new businesses, parking facilities and beautification efforts. The aforementioned section showed both the existing strengths of the downtown and its areas of needed improvement. The following recommendations for each of the previously mentioned categories will be explored in this section.

1. **Land Use**

The following section will address current land use deficiencies within the downtown and offer suggestions as to methods to improve these problems.

1. **Residential**

The majority of the multi-story buildings located in the downtown utilize only the ground floor. Some do use the upper floors for storage but often as much as two-thirds of the building remains unused. To eliminate this underutilization, a residential zoning element should be included in the B-2 zoning district so that the upper floors of buildings can be used for residential quarters. To encourage owners to make the provisions and convert these floors it is suggested that incentives be offered to the owners. These incentives may come in a variety of forms including credits such as property tax abatements or reduction, etc.

2. **Hotel**

Though hotels and motels are allowed within the downtown, there are currently none in the area. The presence of a hotel within the downtown would likely encourage tourists to remain in the downtown area and would provide a place for meetings and conventions. This would have a positive effect on the entire downtown since more people would be
staying in the immediate area, providing business to the retail stores and restaurants. A hotel could also increase the number of people in the downtown area after 6:00 P.M., which could give business owners more incentive to stay open late or new businesses a reason to locate here.

3. **Cumberland Square**

The one-way section of Cumberland Street currently has many vacant buildings with great potential. The suggestion for this area is to close a portion of the street and extend the grass median and sidewalk equally until they meet. Since the majority of the downtown employees work in the daytime, this section of Cumberland Square should be developed to appeal to them. The extension of the sidewalk would provide space for lunch-oriented, outdoor restaurants. It would also make an attractive public area for local artists to display their work. However, there would be the loss of approximately 20 curb parking spaces along Cumberland Street. It is believed, however, that the benefits will outweigh these potential problems.

4. **Restaurants**

As illustrated in the land use assessment of downtown, there are currently only three restaurants. A restaurant, possibly one with national-chain affiliation, could be helpful in attracting people to the downtown. Additional quality restaurants, when grouped together as in other parts of the city, has proven that patrons will frequent these establishments at all time of the day and evening. This type of restaurant would increase the foot traffic to the downtown resulting in additional benefits to the entire area. Any restaurant that would locate in the downtown, however, would be required to respect the character of the area in regards to both signage and architectural design.

5. **Districts Within the Downtown**

The establishment of distinct districts within the downtown area is also a method by which to further establish the character of the downtown. Businesses with the same general use should be located in the same area when possible. This gives the consumer or tourist an informal roadmap as to where things are located downtown. These districts could include, but not be limited to, a restaurant/fine arts district, a retail district, an office district and a government district. The establishment of these districts would serve to establish areas as “good places to eat” or “good places to shop,” rather than patrons just visiting one store for a specific item.

6. **Marketing**

Similar businesses downtown should consider marketing themselves together. At present, the antique stores in the area have begun to do this. Other similar uses such as the jewelry stores should seriously consider this practice. This will help not only with the
cost of advertising but it also creates an image in the mind of the consumer that there is a jewelry or an antique district downtown with many choices, not just one store.

II. Parking

1. Public Parking Lots

As previously mentioned, there are five public parking lots within the downtown. Of these five lots, two stay relatively full while the other three are under-utilized. As stated earlier, these two lots are used more than the others because they are in closer proximity to State Street and City Hall. Increasing traffic to the remaining three lots should therefore be the goal.

A. Goode Street Parking Lot

This lot is located southwest of the Bristol Public Library. This section of Goode Street has only a few businesses, all of which have their own parking. Directly to the south of this lot is a steep grass slope into a private parking lot. People who use this lot must traverse a steep hill on Goode Street to access State Street, something many are unable to do. A shuttle service, operated by the transit systems of Bristol Virginia and Tennessee or the downtown merchants, would be an asset for this particular parking lot. It is also suggested that if there is any type of development in the parking lot to its south that access to this lot be considered. It is also recommended that this and all public parking lots have access to crosswalks to increase safety.

B. James Street Across from the Library

This lot is located on James Street, just north of Goode Street and across from the existing Bristol Public Library. This lot is more difficult to access because James Street is a southbound one-way street. Another problem with this parking lot is that much of it involves parking on a slope, neither desirable nor usable for many people who have physical. This parking lot could also benefit from a shuttle to take people closer to State Street. It is also possible that if the library expands from its current location this lot will be altered to accommodate extra library parking.

C. Moore Street at the Veterans Memorial Park

This parking lot is located on Moore Street north of Cumberland. It is divided into 59 assigned spaces for city employees and 50 public parking spaces. While this lot is close to City Hall, it is not quite as easily accessible as the Cumberland Street lot. Proposed future development in the area however, such as Cumberland Square, the Old Post Office building and the former Bargain Box building could make this lot a more desirable place to park.

2. Private Parking Lots
Private parking lots in the downtown are lots that are reserved either for employees of a business or for customers of a business. Since there are no off-street parking requirements for the downtown, it is up to each individual business to decide whether or not to provide off-street parking for its customers.

To improve how these private lots are utilized, a few recommendations can be made:

A. **Signage** – Each parking lot should be clearly signed to indicate who is permitted to park in that particular lot.

B. **Striping** – Each parking lot should be clearly striped as to indicate where each individual parking space is located. This will ensure that people park where they are supposed to which will also help to maximize space used and minimize the chance that one vehicle will occupy more than one space.

C. **Access** – Each parking lot should clearly indicate its point of ingress and egress. Lots should also indicate to the driver which direction they should be moving through the parking lot.

D. **ADA** – Even though it is not required, each lot should make adequate provision for people with disabilities. These are the people with the most need to park close to a business and this should be taken into account.

3. **Curb Parking**

On Street parking is important for the downtown. Many people attempt to find a curb space in front of their destination before looking elsewhere for parking. These spaces should be maintained with the same intensity as an off-street parking lot.

A. All curbside parking in the downtown should be clearly marked with the “L” and “T” markings that are currently on State Street. This will help to maximize space and clear up confusion as to whether or not parking is allowed.

B. All streets that allow curbside parking should be clearly signed with the allowed parking times and duration.

C. No parking areas should also be clearly signed and painted.

D. Parking enforcement techniques, such as marking tires, should be utilized to decrease the likelihood of illegal parking.

1. **Recommendations For New Parking**

As stated earlier in this section, there is a shortage of the necessary parking spaces in the downtown if the current parking ordinance is applied. Staff has identified two areas in the downtown where new parking lots can be built:
A. Piedmont Avenue where the Beaver Creek Walk building and City Public Works building currently stand. The City office will be relocating to the BVUB building sometime this year. The Beaver Creek Walk building is vacant. These two lots could be combined to create a public parking lot with approximately 45 parking spaces. Space in this lot would be desirable because of its proximity to State St retail shops.

B. The Hassinger Property. If the existing buildings were razed on both sides of Lee St, the potential exists for an additional 300 parking spaces. This property was acquired with Community Development Block Grant money and a parking lot, with no assigned spaces, is an acceptable use at this location.

The construction of both of these lots should include landscaping recommendations set forth in the landscaping section of the plan.

Another recommendation for increasing the number of parking spaces would be through the construction of a parking garage. A multi-level parking garage could be located in the Cumberland Street parking lots, now being shared by WCYB, City Hall and public parking, as suggested in the Kathy Poole Study. A parking garage in this area would allow for the consolidation of existing parking and the creation of new public or private parking. It would also, as pointed out by the Poole study, provide additional space for commercial development in the area.

Another potential site for a parking garage is the old City Cab Station located on Cumberland Street. There is room for parking there now and with some renovation could be converted into a multi-level garage. A parking garage in this area would also be a benefit to the suggested businesses outlined for that area in the land use section of the plan since people would be coming in and out of that area throughout the day.

3. Parking Ordinance Revision

As there is currently no parking requirements for the downtown, and when attempting to apply the parking requirements for other business districts to the downtown it proves ineffective, it is recommended that a section be added to the parking ordinance specifically dealing with the downtown area and any special requirements it might have.

III. Public Transportation

As shown in the aforementioned section, the downtown is well served by the Bristol Transit System. All primary areas of the downtown, State Street, Piedmont Avenue, Cumberland Street and Lee Street, are within the fixed-route service area. There are a few recommendations, however, that would allow the Transit to serve a greater portion of the downtown.

1. Randall Street
The existing transit routes do not currently serve Randall Street between Cumberland Street and State Street. Since there are currently no businesses in this section of Randall Street, there is no existing problem. If the downtown sees a change in this area, however, such as the redevelopment of the Train Station, it is suggested to make a route change to include this section of Randall Street.

2. Shuttle Buses

While the downtown is not an extremely large area as far as land goes, additional public transportation within the downtown would be an asset. It is recommended that either on its own or in conjunction with Bristol Tennessee Transit that a shuttle bus or van be put into use. The shuttle could transport people from the proposed Hassinger property parking lots, as well as other public parking lots, to State Street or the new Library for example. This shuttle could also transport visitors arriving by train to the downtown for shopping, dining or to catch the transit at the transfer station.

IV. Landscaping

The following section will address areas of needed improvement and offer suggestions as to the most effective ways to improve the area.

1. State Street Trees

The sidewalk area along State Street is currently lined with an ornamental tree known as Bradford Pears. Currently the trees are healthy and visually appealing to the downtown. However, since their implantation these trees have grown significantly. The root system of the trees has expanded beyond the below ground planters and has begun to damage the sidewalks and street. The affected areas of the sidewalk and State Street are becoming dangerous to walk upon, as dips, rises, and cracks in the contour of the sidewalk are beginning to appear as the root systems pushes itself upward. The situation can only worsen as the roots continue to grow. For these reasons it is suggested that we follow the suggestions of Kathy Poole’s landscape study and replace the Bradford Pears along State Street with smaller, ornamental trees with less potential to grow beyond the capacity of the street.

2. Major Intersections

As suggested in Kathy Poole’s landscape study, in order to project a sense of continuity of the landscaping in downtown, as well as provide a thematic landscaping for the major intersections of downtown, a four-point landscaping of these locations is recommended; these locations include the intersections of Piedmont & State, Commonwealth & State, and Randall & State. To accomplish this continuity, plantings should be placed at the corners of the intersections. These plantings should be distinct from other landscaping endeavors along State Street, yet still coordinate with the other plantings and projects.
Figure 10. Examples from Kathy Poole’s landscape study of intersection landscaping.

Also recommended is an adjustment to the parking area adjacent to Piedmont Avenue and State Street Antiques. The recommendation includes converting a corner of the parking lot at the intersection of Piedmont and State Street into a landscaped area, as well as reversing the flow of traffic into and out of the lot in an effort to alleviate traffic feeding onto State Street. Traffic would be able to enter the lot from State Street and exit onto Piedmont. The lot is currently only accessible from Piedmont Avenue.

Figure 11. Redesigned parking lot at corner of Piedmont and State Streets from Kathy Poole’s study.

3. Entry Arterials

Landscaping along the major arteries into downtown would also serve as an attractant and beautifier to the downtown area according to the Poole study. When entering the downtown from Cumberland, Randall, Moore and Randall Streets there are intermittent and random areas of landscaping and trees, placed there largely by the individual businesses and offices located along the thoroughfares. A continuous, thematic type of landscaping along these areas would serve to provide the area with attractive thoroughfares into the heart of downtown. Non-destructive, attractive trees and low shrubs should line these streets; they should be such a size so as not to cause destruction of pavement or asphalt as they grow.
4. **Proposed Library**

As the location of the new library will be within the downtown area and will serve as a major landmark within the downtown Bristol area it is important the site be landscaped accordingly. As the site will serve as one of the major public areas of downtown it has the opportunity through landscaping to further enhance its character as well as that of the downtown.

5. **Cumberland Square**

As the cut through street at the 500 block of Cumberland to Lee Street serves no significant purpose within the downtown area its conversion from a street to a landscaped, attractive public area would serve as an incentive for the redevelopment of the buildings around it. As the area is adjacent to War Memorial Park as well as within walking distance to many offices and retail spaces, the closure of the street and the redevelopment of the area into a green space with an expanded sidewalk would serve as an attractive public space and improve the desirability of the surrounding area. Access from Cumberland would remain to the old City Cab Station. Also, the concrete median along Cumberland should be replaced with a grass median with small plantings so as to continue the improvements of the attractiveness of the area.
6. Additional Parking

The property known as the Hassinger property currently serves no purpose for the city and is a blight in the downtown area. It is recommended that the property be redeveloped into additional parking for the downtown area and the landscaping included within the area should tie into the remainder of landscaping within the downtown.

7. Train Station

With the redeveloped and renovated Train Station its landscaping should also coordinate with that of the downtown area. As the site is to serve as a major attractant into downtown it is important that its outer landscaping reflect and emphasize the presence and importance of the Train Station in the downtown.

V. Crime Prevention Through Environmental Design

This section will attempt to address the existing trouble spots listed in the aforementioned section and make suggestions as to how they can be improved.

1. Vacant Buildings:

The downtown, like most other areas of the City, must deal with the issue of vacant buildings. These buildings, however, do not have to look vacant. The property owner
should do whatever he/she can to make the building inhospitable for crime. Shades or blinds should cover glass doors and windows, so that one cannot see inside the building. Posters, announcements or any other outdated postings should be removed from the building’s exterior. Securely lock doors using deadbolt locks or metal gates. The area should be kept clear of litter and brush and should be well lit at night. The fact that a building is vacant should not serve as an excuse for poor maintenance.

2. Improperly Lit Areas

Proper lighting, in any area, is important for making people feel safe. It is important that people feel that they can go to any business in the downtown, day or night, and feel safe. While there are plenty of streetlights downtown for the street areas, many other areas lack sufficient lighting.

Parking lots are the biggest example of areas that are too dark. Many of the downtown parking lots either do not have lighting available or the existing lighting is inoperable. It is recommended that all parking lots, even for those businesses that are not generally open after dark, provide the lighting that is needed to maintain a safe area.

Businesses should also keep the outside of their stores well lit in both the front and the back. This is for the safety of both customers and employees. Alleyways between businesses should also provide the proper light so that no reasonable person should feel threatened by the environment.

3. Unsecured Doors, Access Gates and Parking Lots

There are many businesses in the downtown that need to significantly upgrade their security. During the survey, staff found examples of unlocked property gates, insufficient door locks and private parking lots that anyone could access.

Doors should be secured with at the very minimum a deadbolt lock and all should have peepholes installed. There were examples of business doors with nothing but a doorknob lock to keep people out. Most of these were also located in poorly lit areas, increasing the potential for crime.

The backs of many of the businesses along State Street have the access to the second and third stories of the buildings. Staff saw examples of access gates unlocked and dilapidated stairways. This would make it easy for a criminal to gain access to the upper floors of a building.

Private parking lots and parking decks that serve as employee parking should be blocked off with a gate or fence when the business is closed. This will prevent illegal activity from a vehicle while the business is closed.
4. Streetscape Maintenance

While there is much the private sector can do to help make their business safer, the public sector can also contribute. Properly maintaining the street and its right of way are important factors.

Curb parking should be clearly marked both on the curb and with proper signage. No parking areas should also be marked with yellow curbing. Crosswalks should also be clearly marked.

Sidewalks should be of a proper width and maintained so that there is no broken or chipped concrete. Trees need to be trimmed regularly so that there is not a problem of branches hanging too low or snapping off during a storm.

The private sector can also do their part by keeping the area in front of their stores free from litter and debris. Maintaining the area in front of the stores should be seen as a joint venture between the business owners and the City.

5. Removal of Brush and Ivy

Small trees and shrubs in the downtown can do much to contribute to the aesthetic value of the area. Unfortunately, when these areas are not properly maintained, not only does it become an eyesore but it can also increase the likelihood of criminal activity.
Areas of overgrown foliage, such as the area on Cumberland Street beside the Voter Registration Office, can become dangerous. In this particular area, shrubs and trees need to be either removed or drastically pruned. It is too easy for a person who wants to conduct criminal activity to hide in this area.

The open area on Cumberland is not the only example of the need to remove brush. The back of the Cowan businesses and the Cameo desperately need to clear brush as well. The Cameo also has a problem with ivy growing on the outside of the building. Ivy can weaken the masonry of the building, causing the building to deteriorate prematurely. Not only can this cause a safety problem but an aesthetic one as well.

Figure 15. Ivy That Needs To Be Trimmed

6. **Litter**

Unfortunately for the downtown, there are areas where trash has been allowed to remain and accumulate. Using existing city ordinances, it is recommended that property owners be required to remove litter from their property.

Littered areas are detrimental to maintaining a safe environment since this lack of concern by the property owner indicates a tolerance of disorder. Criminals will be drawn to an area such as this. Proper maintenance protects the public health, safety and welfare of the downtown. Litter also creates an unacceptable visual aesthetic that is in direct conflict with the image of what Bristol would like to see in its downtown.
VI. **Historic Study**

After the downtown gains the designation of “historic” several alterations should be made to the downtown to compliment this designation.

An historic overlay-zoning district should be created to compliment the current B-2 designation and also establish criteria that would further enhance the character of downtown.

To bring attention to those buildings that have been designated as contributing structures, markers should be placed on or near the buildings giving a brief history of the structure.

In an effort to further bring the historic nature of the downtown to realization the city should endeavor to place period signage and lighting throughout the downtown whenever the opportunity arises.
CHAPTER SIX

INFRASTRUCTURE

Public Utilities

The Bristol Virginia Utilities Board is a municipally owned system, providing electric, water, wastewater service to the City of Bristol, Virginia and the surrounding area. These combined systems currently employ 57 people. BVUB is governed by a five member board appointed by the Bristol, Virginia City Council, and is empowered by the City to have general supervision and control of the municipally owned system.

Water Facilities:

Water for the system is pumped from South Holston Lake to the filtration plant, where it is treated by the “rapid sand” filtration process. The filtration plant is located on Route 75, about 3 miles south of Abingdon, Virginia. The water filtration plant has a capacity of 10 million gallons per day. The plant currently filters 3.5 million gallons of water per day.

BVUB Water facilities serve approximately 7,600 customers and also sells water to the Washington County Service Authority on a daily basis. The water distribution system consists of over 100 miles of water mains ranging in size from 24 inches to 2 inches in diameter. There are five reservoirs having a total storage capacity of 5.5 million gallons. The water plant itself can store 1 million gallons bringing total storage to 6.5 million gallons. BVUB also jointly owns a pump station with Bristol, Tennessee, which can be utilized by either in case of an emergency. This station has a capacity of 2 million gallons.

Sewer Facilities:

The wastewater collection system consists of approximately 140 miles of gravity sewer lines. The collection system begins at the state line and follows Beaver Creek 10 miles east of the Washington County Industrial Park and follows Clear Creek from the city limits 3 miles north to the Clear Creek Golf Course and subdivision.

The wastewater treatment plant is jointly owned by the two Bristols. It serves both Bristols, as well as Blountville, Bluff City and Sullivan County, Tennessee and Washington County Virginia. The total daily capacity of the wastewater treatment plant is 15 million gallons per day. The plant currently treats an average of 9 million gallons per day. A unique feature of the plant is its state of the art in-vessel composting facility, which combines sludge from the treatment plant with wood waste collected by the two cities to produce a high quality composted material.
While the majority of Bristol Virginia has access to sanitary sewer, there are some areas which do not. These areas include the western most section of the City such as Steele Creek Road, Pine Circle Drive and Island Road. Other areas without sanitary sewer are sections of Long Crescent Drive and areas north of Lee Highway including Flanagan Drive and East and West Circle Drive. BVUB also provides a septic tank maintenance program to serve those who do not have access to sanitary sewer. BVUB will maintain a septic tank and the property owner will pay a monthly fee.

**Electric Facilities:**

Bristol, Virginia first purchased power in 1945 from the Tennessee Valley Authority. In 1951 the Power Board became the Bristol Virginia Utilities Board to provide all public facilities. In 1997, BVUB became the first municipal system in the Commonwealth of Virginia to leave TVA when it accepted a bid from Cinergy Corporation. The current contract with Cinergy will provide power requirements through December 31, 2004. Transmission services are provided by Louisville Gas & Electric and TVA.

BVUB’s Electric System provided electric power to approximately 15,300 consumers in a 125 square mile service area. This area includes Bristol, Virginia, and portions of Washington and Scott Counties in Virginia and Sullivan County in Tennessee. There are eight substations and approximately 577 miles of distribution line along with 29 miles of transmission line.

Power is delivered to the North Bristol Substation. Bristol receives power at 138 kiloVolts and has 225,000 kiloVolt amps of transformer capacity. The East Bristol Substation has recently been upgraded and integrated to provide control and data acquisition using fiber optics. Plans are being made to integrate the existing substations during the next 3 years. This will allow BVUB to quickly respond to outages and restore service.

**Fiber Optics:**

Fiber Optics is the newest service offered by BVUB. Fiber Optics is the science of transmitting data, voice, and images by the passage of light through thin, transparent fibers. In telecommunications, fiber optics technology has virtually replaced copper wire in long-distance telephone lines, and it is used to link computers within local area networks.

BVUB has installed approximately 125 miles of fiber optic cable. The BVUB Network, when completed, will allow for high-speed data communications, voice services and video applications to be offered to our schools and government. The mere fact that BVUB has installed such a network should enhance economic development by enticing a new breed of commercial and industrial entities to our area.
CHAPTER SEVEN
TRANSPORTATION

The quality of life in a community is greatly affected by accessibility within it. A stable economic development pattern is dependent upon an efficient transportation network that can play a leading role in attracting business. This portion of the plan is designed to provide feasible guidelines in dealing with current transportation problems and also in anticipating future difficulties. The following sections describe existing conditions (and some historical information) for each mode of transportation in Bristol.

EXISTING CONDITIONS

Thoroughfare System:

The streets in Bristol are classified according to definitions established by the National Committee on Urban Transportation. These street classifications are helpful in serving several purposes:

- They assure funding for all roads, not only those that are considered to be major thoroughfares.
- They assist in prioritization of tasks.
- They better allow for anticipation of problems relating to traffic flow.

The Bristol Metropolitan Planning Organization (MPO) adopts maps showing the street classification system. They approved the latest set of maps in August of 1992.

With the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, all roadways in the United States were reclassified in a new system in 1992. These classifications are as follows:

INTERSTATE: A limited-access facility with full grade separation between it and other roads and railroads and designated as a part of the U.S. Interstate Highway System.

OTHER FREEWAYS: Limited-access facilities with full grade separation that are not designated as a part of the U.S. Interstate Highway System. (An expressway is a major thoroughfare with limited private access but still has surface intersections with other roadways. An expressway is not the same as a freeway.)

PRINCIPAL ARTERIALS: Major thoroughfares that handle trips between or through cities. Principal arterials handle the majority of commuter traffic in the absence of Interstates or freeways.
MINOR ARTERIALS: Major thoroughfares that handle trips within a community.

COLLECTORS: Roadways that collect traffic from a small area, i.e., subdivision, and deposits such traffic onto arterials. Collectors also serve to collect traffic from arterials and deposit them into subdivisions or other small areas.

LOCAL STREETS: Roadways that serve to access adjacent land, rather than to provide through movement of traffic. The majority of street mileage in a community is local streets, although the traffic volumes on each individual roadway may be low.

INTERSTATES

Interstate 81 is the major connector from Bristol to the rest of the United States. Running northeast/southwest through the Tri-Cities area, it connects the Canadian border in New York State to Interstate 40 near Knoxville, Tennessee. This connects Bristol to such urban areas as Knoxville, Roanoke, Washington, D.C., and Harrisburg, Pennsylvania. It is accessed via four interchanges in Bristol, Virginia, and one interchange in adjacent Bristol, Tennessee. Interstate 81 is currently in the process of being widened to six lanes throughout the city limits of Bristol. This project is scheduled to be completed in the Fall of 2002.

Interstate 381 is one of the shortest designated Interstate highways in the United States. It serves to bring traffic to and from Interstate 81 from the downtown Bristol area via Commonwealth Avenue.

PRINCIPAL ARTERIALS

**Commonwealth Avenue** - Serves as entire Virginia State Route (SR) 381, as well as U.S. 11E/19 from Euclid Avenue to Volunteer Parkway and U.S. 421 from Euclid to Goode Street. It connects Interstate 381 to the downtown Bristol, Virginia area and continues through Bristol, Tennessee as Volunteer Parkway.

**Euclid Avenue** - From West State Street/Gate City Highway to Commonwealth Avenue, this is classified as a principal arterial. It connects western Bristol to the central portion of Bristol, Virginia.

**Gate City Highway** - Connects Bristol, Virginia with Gate City, Virginia. This northwest/southeast four-lane divided highway serves as access to Bristol Mall, and also serves as U.S. 421 along its entire length and as U.S. 58 north of Interstate 81. It merges with West State Street/Euclid Avenue at its southern end.

**Lee Highway** - Has long served as a corridor between the Mid-Atlantic States and the Southeastern United States, connecting Bristol with such cities as Knoxville, Roanoke, and Chattanooga. It serves as U.S. 11 and U.S. 19 along its entire length in Bristol.
However, only the portion between Euclid Avenue and Interstate 81 (Exit 5) is classified as a principal arterial. The northern portion is a five-lane highway, while the southern portion is a three-lane highway.

**Moore Street** - Lee Highway becomes Moore Street at its intersection with Euclid Avenue. Only the portion of Moore Street from Euclid Avenue to what is known as the “Five Points” intersection (Oakview Avenue/Randall Street/Moore Street) is classified as a principle artery. This portion of Moore Street serves as U.S. Truck 11/19 and Virginia SR 113. The balance of Moore Street, from “Five Points” to downtown, is not designated as a U.S. or Virginia State Route.

**Randall Street Expressway** - Randall Street is a four-lane, divided roadway connecting the “Five Points” intersection with downtown Bristol. Randall Street continues U.S. Truck 11/19, taking over from Moore Street, until it reaches Cumberland Street. From Cumberland Street to State Street, it serves as U.S. Highway 421. It has limited private access and few public streets intersect it.

**State Street** - Serves as the boundary between Bristol, Virginia and Bristol, Tennessee, and is identified as the "Main Street" of Bristol in most peoples' minds. Various portions of West State Street, State Street, and East State Street are classified different ways, but only the portion of State Street between Randall Street/Edgemont Avenue and Goodson Street/Pennsylvania Avenue is classified as a principal arterial. This portion of State Street serves as U.S. 421 and Tennessee SR 34, which creates the paradox of a Tennessee State Route which is partially in Virginia.

Periodically, the state or metropolitan planning organization gathers traffic count information. Such information is useful to determine traffic flow, demand and commuting patterns. The following table lists such count data for principle arterials and shows the percent of change between the counts.

<table>
<thead>
<tr>
<th>PRINCIPLE ARTERIALS - DAILY TRAFFIC COUNTS</th>
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<tbody>
<tr>
<td><strong>Location</strong></td>
</tr>
<tr>
<td>Commonwealth Avenue</td>
</tr>
<tr>
<td>Goode St to Cumberland St</td>
</tr>
<tr>
<td>Sycamore St to Euclid Ave</td>
</tr>
<tr>
<td>Euclid Ave to Glenway Ave</td>
</tr>
<tr>
<td>Euclid Ave</td>
</tr>
<tr>
<td>Gate City Hwy/W State St To Vance St</td>
</tr>
<tr>
<td>Vance St to Bob Morrison Blvd</td>
</tr>
<tr>
<td>Bob Morrison Blvd to Commonwealth Ave</td>
</tr>
</tbody>
</table>
The Bristol Urban Area Metropolitan Planning Organization (MPO), in 2001, completed its Long Range Transportation Plan 2025 Update. The Plan, which includes Bristol, Virginia, has identified the following principal arterials that should be considered for improvements:

**Lee Highway – Euclid Avenue to Overhill Drive:** This section of Lee Highway is a mix of commercial and residential. Traffic volumes on this section have risen since the previous Comprehensive Plan. Since Lee Highway is the primary route to the east Bristol/Exit 7 area, it is unlikely that traffic volumes will decrease. Widening Lee Highway in its entirety through Bristol, including this section, to a four or five lane roadway should therefore be considered.

**Commonwealth Avenue:** The intersection of Commonwealth Avenue and Euclid Avenue was reconstructed in 1999, adding double left turn lanes on northbound Commonwealth Avenue and removing on-street parking in this area. Any further improvements on Commonwealth Avenue would require the removal of all on-street parking to allow six travel lanes. No further advances are being considered for six-lane operation.

<table>
<thead>
<tr>
<th>Gate City Highway</th>
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</thead>
<tbody>
<tr>
<td>North of W State St/Euclid Ave</td>
<td>16,110</td>
<td>12,279 (2000)</td>
<td>&lt; 31%</td>
</tr>
<tr>
<td>south of I-81</td>
<td>10,080</td>
<td>9,937 (1996)</td>
<td>&lt; 14%</td>
</tr>
<tr>
<td>north of I-81</td>
<td>5,360</td>
<td>6,778 (2000)</td>
<td>&gt; 26%</td>
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<table>
<thead>
<tr>
<th>Lee Highway</th>
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<tbody>
<tr>
<td>Euclid Ave to Valley Dr</td>
<td>15,090</td>
<td>16,391 (1994)</td>
<td>&gt; 9%</td>
</tr>
<tr>
<td>Valley Dr to I-81 Northbound off-ramp</td>
<td>16,190</td>
<td>13,352 (1996)</td>
<td>&lt; 21%</td>
</tr>
<tr>
<td>I-81 northbound off-ramp To Abingdon Pike</td>
<td>17,530</td>
<td>18,032 (1996)</td>
<td>&gt; 3%</td>
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<tr>
<th>Moore Street</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Euclid Ave to Oakview Ave Randall St</td>
<td>9,570</td>
<td>11,545 (2000)</td>
<td>&gt; 21%</td>
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<tr>
<th>Randall Street Expressway</th>
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</thead>
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<tr>
<td>State St to Cumberland St</td>
<td>10,801</td>
<td>11,875 (2000)</td>
<td>&gt; 10%</td>
</tr>
<tr>
<td>Cumberland St to W. Mary St</td>
<td>8,172</td>
<td>8,172 (1994)</td>
<td>0%</td>
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<tr>
<td>W. Mary St to Oakview Ave/Moore St</td>
<td>7,150</td>
<td>7,249 (1994)</td>
<td>&gt; 1%</td>
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</table>

<table>
<thead>
<tr>
<th>State Street</th>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Randall St to Goodson St</td>
<td>12,400</td>
<td>12,350 (1999)</td>
<td>&lt; 0.4%</td>
</tr>
</tbody>
</table>

Source: Virginia Department of Transportation and Bristol Urban Area Metropolitan Planning Organization
MINOR ARTERIALS

**Cumberland Street** - An east/west roadway that many consider to be the northern edge of the Central Business District. It is classified as a minor arterial along its entire length. The portion west of Piedmont Avenue is a two-lane residential roadway that serves as one leg of Virginia SR 113. East of Piedmont, it is a four-lane divided highway serving as U.S. Truck 11/19 and as U.S. 421.

**Euclid Avenue** - Between Commonwealth Avenue and Lee Highway/Moore Street is classified as a minor arterial, although it is also designated as U.S. 11/19. This two-lane boulevard with on-street parking is designated as a "no-trucks" zone to preserve this older residential area. West of this portion, at Commonwealth Avenue, is the point where U.S. 11 splits. U.S. 11W continues west along Euclid toward Kingsport and U.S. 11E is previously described as part of Commonwealth Avenue.

**Fairview Street/Massachusetts Avenue/Hillside Avenue/King Mill Pike** - A corridor connecting East Mary Street in central Bristol with Old Airport Road in eastern Bristol. Of these two-lane roadways, the portion of Fairview Street north of Massachusetts Avenue serves as a collector street; the portion of Hillside Avenue north of Massachusetts Avenue serves as a local street; the portion of King Mill Pike west of Hillside Avenue serves as a local street; and the portion of King Mill Pike east of Old Airport Road serves as a collector. None of these streets carry a U.S. or Virginia SR designation.

**Goode Street** - Parallel to Cumberland Street, it runs between Commonwealth Avenue and Piedmont Avenue. This wide two-lane roadway with on-street parking is a commercial area, and it serves as U.S. Truck 11/19 and as U.S. 421.

**Goodson Street** - A minor north/south arterial east of the railroad tracks in central Bristol. This two-lane wide roadway was formerly designated as part of U.S. 421, but lost that designation when U.S. 421 was rerouted to avoid the West Mary Street Bridge. It continues as Pennsylvania Avenue in Bristol, Tennessee.

**Lee Highway** - The portion from Interstate 81 (Exit 5) to the Bristol eastern corporate limits is classified as a minor arterial.

**West Mary Street** - This is the portion of Mary Street west of Goodson Street. The portion east of Goodson into Bristol, Tennessee is East Mary Street. West Mary Street is classified as a minor arterial from Randall Street to Fairview Street. This is due to the presence of the West Mary Street Bridge over the Bristol railroad yard, which provides access from east Bristol to central Bristol when the State Street railroad crossing is blocked. West Mary Street formerly served as U.S. 421, but lost that designation when
the bridge deteriorated to the point that it was weight posted. It is currently posted at a 15-ton weight limit.

**Oakview Avenue** - Two-lane roadway serving the public housing areas of Bristol, Virginia. The portion between Piedmont Avenue and the Five Points intersection is classified as a minor arterial, while the portion east of Five Points is classified as a local street. The minor arterial portion of Oakview Avenue serves as Virginia SR 113.

**Old Airport Road/Bonham Road** - A major northeast/southwest roadway in eastern Bristol, Virginia. It serves several industrial park areas. The northern section of Old Airport Road from Bonham Road to Lee Highway has recently been reconstructed from a two-lane road into a five-lane road.

**Piedmont Avenue** - One of the oldest north/south streets in Bristol. This two-lane roadway connects north Bristol with downtown, where it continues into Bristol, Tennessee as 7th Street. Only the portion between Euclid Avenue and Goode Street is classified as minor arterial. The portion between Goode Street and Cumberland Street serves as U.S. Truck 11/19 and as U.S. 421. The portion between Cumberland Street and Oakview Avenue serves as Virginia SR113.

**East State Street** - The portion of State Street east of Goodson Street/Pennsylvania Avenue. Only two blocks of this thoroughfare is in Virginia, while the balance is entirely within Bristol, Tennessee. East State Street carries no U.S. or SR designation.

**West State Street** - The portion of State Street west of Commonwealth Avenue/Volunteer Parkway. This two-lane road with on-street parking is among the oldest in Bristol. Subsequently, it has many established businesses with no setback from the right-of-way line along both sides, which inhibit its potential for additional lanes. West State Street serves as Tennessee SR 1, which is also an example of a Tennessee State Route that is partially in Virginia. At its eastern end, the bridge over Little Creek has recently been replaced in a joint Bristol, Virginia/State of Tennessee project.

**Sycamore Street** - A roadway one block north and parallel to Cumberland Street. It serves as the westbound portion of Virginia SR 113 between Commonwealth Avenue and Piedmont Avenue, while Cumberland Street serves as the eastbound portion. This two-lane street is largely residential in nature.

**East Valley Drive** - The portion of Valley Drive between Lee Highway and King Mill Pike. This two-lane road serves a largely residential area and two large industrial plants.

The following table notes changes in daily traffic count data for minor arterials in Bristol.

<table>
<thead>
<tr>
<th>Location</th>
<th>1992 Count</th>
<th>MPO Count (Year)</th>
<th>Increase/Decrease</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street Name</td>
<td>Start to End</td>
<td>1997</td>
<td>2000</td>
</tr>
<tr>
<td>-----------------------------------</td>
<td>-------------------------------</td>
<td>------</td>
<td>-----------------</td>
</tr>
<tr>
<td>Cumberland St</td>
<td>Commonwealth Avenue to Piedmont Avenue</td>
<td>3,360</td>
<td>3,465 (1994)</td>
</tr>
<tr>
<td></td>
<td>Moore Street to Randall Street</td>
<td>4,870</td>
<td>4,266 (2000)</td>
</tr>
<tr>
<td>Fairview Street/Mass. Avenue/Hillside Avenue/King Mill Pike</td>
<td>Fairview Street between E. Mary Street and Mass. Avenue</td>
<td>5,130</td>
<td>4,935 (1999)</td>
</tr>
<tr>
<td>Goode Street</td>
<td>2,080</td>
<td>1,719</td>
<td>(2000)</td>
</tr>
<tr>
<td>Goodson Street</td>
<td>4,210</td>
<td>4,769</td>
<td>(2000)</td>
</tr>
<tr>
<td>Lee Highway</td>
<td>Bonham Road to Old Airport Road</td>
<td>11,416</td>
<td>(1997)</td>
</tr>
<tr>
<td></td>
<td>Island Road to Bonham Road</td>
<td>13,160</td>
<td>15,222 (1997)</td>
</tr>
<tr>
<td></td>
<td>Clear Creek Road to Eastern Corporate limits</td>
<td>10,680</td>
<td>14,818 (2000)</td>
</tr>
<tr>
<td>West Mary Street</td>
<td>Randall Street to Fairview Street</td>
<td>3,780</td>
<td>7,182 (1994)</td>
</tr>
<tr>
<td>Oakview Avenue</td>
<td>W. Mary Street to Randall Street/Moore Street</td>
<td>4,080</td>
<td>4,612 (2000)</td>
</tr>
<tr>
<td>Old Airport Road/Bonham Road</td>
<td>Southern portion – just N Of King Mill Pike</td>
<td>5,840</td>
<td>10,126 (2000)</td>
</tr>
<tr>
<td></td>
<td>Northern portion – Bonham Road to I-81 Exit 7</td>
<td>7,370</td>
<td>10,806 (2000)</td>
</tr>
<tr>
<td></td>
<td>I-81 Exit 7 to Lee Highway</td>
<td>7,630</td>
<td>18,411 (2000)</td>
</tr>
<tr>
<td>Piedmont Avenue</td>
<td>Goode Street to Cumberland Street</td>
<td>5,130</td>
<td>4,071 (2000)</td>
</tr>
<tr>
<td></td>
<td>Sycamore Street to Oakview Avenue</td>
<td>4,250</td>
<td>3,467 (2000)</td>
</tr>
<tr>
<td></td>
<td>Oakview Avenue to W. Mary Street</td>
<td>3,040</td>
<td>2,616 (1994)</td>
</tr>
<tr>
<td></td>
<td>W. Mary Street to Euclid Avenue</td>
<td>5,340</td>
<td>5,135 (1994)</td>
</tr>
<tr>
<td>West State Street</td>
<td>Bob Morrison Boulevard to Commonwealth Avenue</td>
<td>Sycamore Street</td>
<td>E. Valley Drive</td>
</tr>
<tr>
<td>-----------------</td>
<td>--------------------------------------------</td>
<td>-----------------</td>
<td>----------------</td>
</tr>
<tr>
<td>24th Street to Peters Street</td>
<td>17,870</td>
<td>1,900</td>
<td>Lee Highway to King Mill Pike</td>
</tr>
<tr>
<td></td>
<td>**</td>
<td></td>
<td>4,961</td>
</tr>
<tr>
<td></td>
<td>N/a</td>
<td></td>
<td>5,217 (2001)</td>
</tr>
<tr>
<td></td>
<td>&lt; 0.2%</td>
<td></td>
<td>&gt; 5%</td>
</tr>
<tr>
<td>Source: Virginia Department of Transportation and Bristol Urban Area Metropolitan Planning Organization</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Minor arterials which have been identified by the Bristol Urban Area MPO Long Range Transportation Plan 2025 for possible improvement are as follows:

**East Valley Drive – Lee Highway to Kings Mill Pike:** This section of Valley Drive has a mix of commercial and residential uses. Since the last Comprehensive Plan, Shakesville Rd has been aligned with East Valley Drive to create a four-legged intersection. A traffic signal has also been installed at this intersection. No advances to upgrade East Valley Drive into a multi-lane facility have been made but that could change if traffic into the Bristol, Virginia landfill increases.

**Old Airport Road – Southern portion:** The intersection with Bonham Road has been upgraded to a multi-lane road and traffic signals have been installed. The intersection with Kings Mill Pike is also scheduled for improvements. Right-of-way acquisition has begun to install turning lanes and a traffic signal is expected upon the completion of the new lanes. It also may be necessary to consider upgrading all of Old Airport Road to a multi-lane facility. Traffic volume on this road has almost doubled since 1992.

**Old Airport Road – Northern Portion from Bonham Road to Lee Highway:** Reconstruction of this section of Old Airport Rd into a multi-lane facility has been completed. This road, however, must continue to be evaluated for more improvements because traffic volumes in some areas have almost tripled since 1992.

**COLLECTORS**

**Bob Morrison Boulevard** - A four-lane divided roadway paralleling Commonwealth Avenue between West State Street (minor arterial) and Euclid Avenue (principal arterial), with each being a signalized intersection. It serves both commercial and industrial areas.

**Bonham Road** - A north/south two-lane collector street that, with Old Airport Road, serves the growing industrialized/commercialized area of northeastern Bristol. It passes under but does not interchange with Interstate 81. The portion between Old Airport Road and Lee Highway is classified as a collector; the portion between the two intersections with Old Airport Road is classified as a minor arterial; the portion south of Old Airport Road is classified as a local street. Bonham Road has undergone a major change in the past 5 years. The portion between the two Old Airport Road intersections has been reconstructed into a multi-lane facility while the portion north of the I-81 underpass has
been reconstructed into a three-lane facility. These roads were upgraded to accommodate the tremendous growth that has occurred in this area.

**Campground Road** - A two-lane road that has only a few feet within the Bristol, Virginia corporate limits - the portion within the corporate limits to Island Road north of Pittstown Road.

**Clear Creek Road** - The third two-lane collector road connecting Bristol via Lee Highway with Washington County. This roadway has been realigned to create a new intersection with Old Airport Road. Clear Creek Road serves as a primary entrance into a large shopping center and the Clear Creek Golf Course and Subdivision in the City of Bristol Virginia.

**Commonwealth Avenue Extension/Pittstown Road/Island Road** - Another corridor of northeast/southwest two-lane collector roads connecting Commonwealth Avenue with Lee Highway and roughly paralleling Interstate 81. None of these streets, which connect Bristol with the rural portions of Washington County north of Bristol, have U.S. or Virginia SR designations.

**Glenway Avenue** - An east/west roadway that connects Commonwealth Avenue to the Virginia High School area. However, only the portion between Commonwealth and the three-way stop control at Piedmont Avenue is classified as a collector; the balance of Glenway is classified as a local street.

**King Mill Pike** - This road is classified as a collector within the city limits and connects Bristol with the rural portions of Washington County. This road is scheduled to be realigned and reconstructed into a multi-lane facility within the next five years.

**West Mary Street** - Classified as a collector street from Piedmont Avenue to Randall Street. This roadway formerly served as a portion of U.S. 421, but lost that designation when U.S. 421 was rerouted to avoid the West Mary Street bridge on the minor arterial portion of the roadway. This two-lane roadway serves a largely residential area.

**Moore Street** - This is classified as a principal arterial between Euclid Avenue and Randall Street/Oakview Avenue, but as a collector between Randall/Oakview and Cumberland Street, and as a local one-way street from Cumberland to State Street, where it is collinear with Bristol, Tennessee's 6th Street. No portion of the collector roadway is designated as a U.S. or Virginia SR. This two-lane roadway serves the Virginia Intermont College area and the surrounding residential neighborhoods.

**Old Abingdon Pike/Texas Avenue/Rhode Island Avenue/Fairview Street** - This is a corridor of collector streets serving the Kingtown/McChesney Heights areas of Bristol, Virginia. This is a north/south two-lane corridor that also serves several large industrial plants (Gordon Garments, Electrolux, and Ball Aluminum) and connects Kingtown to Lee Highway and Interstate 81 at Exit 5.
Peters Street/Vance Street/Randolph Street/Spurgeon Lane - A corridor of two-lane collector streets running from West State Street to Commonwealth Avenue in a generally northeast/southwest direction. These streets serve a large portion of Bristol, Virginia's residential neighborhoods. Peters Street is a continuation of 17th Street in Bristol, Tennessee.

Piedmont Avenue - This has two sections of roadway classified as collector streets. The northern portion is that section between Glenway Avenue and West Valley Drive, both of which are also collectors and neither of which has a U.S. or Virginia SR designation. The intersection of Glenway and Piedmont is controlled by a three-way stop control. The other section of Piedmont classified as a collector street is the portion between Goode Street and State Street. This one-block, two-lane roadway has on-street parking and continues as 7th Street in Bristol, Tennessee.

State Street - The downtown area between Commonwealth Avenue/Volunteer Parkway and Randall Street/Edgemont Avenue is classified as a collector street. It is the official policy of both Bristols to prohibit trucks from this portion of the Central Business District. Formerly a state route and a one-way street in the past, it now has two-way traffic with two lanes and on-street parking.

West Valley Drive - That portion of Valley Drive between Piedmont Avenue and Lee Highway. This two-lane roadway serves the Virginia High School area.

Wallace Pike - Like Campground Road, it serves as a two-lane road to connect Bristol via Island Road with rural Washington County north of Exit 5.

The following table provides traffic counts and changes between those counts on collectors in the City.

<table>
<thead>
<tr>
<th>Table 11</th>
<th>COLLECTORS – DAILY TRAFFIC COUNTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>1992 Count</td>
</tr>
<tr>
<td>Bob Morrison Boulevard</td>
<td>5,690</td>
</tr>
<tr>
<td>Bonham Road</td>
<td>5,490</td>
</tr>
<tr>
<td>Clear Creek Road</td>
<td>**</td>
</tr>
<tr>
<td>Commonwealth Avenue Extension/Pittstown Road/Island Road</td>
<td>4,280</td>
</tr>
<tr>
<td>Pittstown Road</td>
<td>5,450</td>
</tr>
<tr>
<td>Island Road under I-81 Bridges</td>
<td>3,560</td>
</tr>
<tr>
<td>Street</td>
<td>From - To</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>---------------------------------</td>
</tr>
<tr>
<td>Glenway Avenue</td>
<td>Commonwealth Avenue to Piedmont Avenue</td>
</tr>
<tr>
<td>Kings Mill Pike</td>
<td></td>
</tr>
<tr>
<td>W. Mary Street</td>
<td>Oakview Avenue to Moore Street</td>
</tr>
<tr>
<td>Moore Street</td>
<td>State Street to Cumberland Street</td>
</tr>
<tr>
<td></td>
<td>W. Mary Street to Virginia Intermont College</td>
</tr>
<tr>
<td>Old Abingdon Pike/Texas Avenue/Rhode Island Avenue/Fairview Street</td>
<td></td>
</tr>
<tr>
<td>Old Abingdon Pike at Railroad underpass</td>
<td>4,200</td>
</tr>
<tr>
<td>Rhode Island Avenue</td>
<td></td>
</tr>
<tr>
<td>Peters Street/Vance Street/Randolph Street/Spurgeon Lane</td>
<td></td>
</tr>
<tr>
<td>Vance Street between Randolph Street and Euclid Avenue</td>
<td>4,210</td>
</tr>
<tr>
<td>Randolph Street between Vance Street and Spurgeon Lane</td>
<td>6,230</td>
</tr>
<tr>
<td>Piedmont Avenue</td>
<td>State Street to Goode Street</td>
</tr>
<tr>
<td>Glenway Avenue to W. Valley Drive</td>
<td>2,264</td>
</tr>
<tr>
<td>State Street</td>
<td>Just east of Commonwealth Avenue</td>
</tr>
<tr>
<td></td>
<td>Moore Street to Randall Street</td>
</tr>
<tr>
<td>West Valley Drive</td>
<td>Piedmont Avenue to Lee Highway</td>
</tr>
<tr>
<td>Wallace Pike</td>
<td>**</td>
</tr>
</tbody>
</table>

** - roadway not monitored by VDOT traffic count station or counted by the MPO

Source: Virginia Department of Transportation and Bristol Urban Area Metropolitan Planning Organization
Collector streets which have been identified by the Bristol Urban Area MPO Long Range Transportation Plan 2025 are as follows:

**Bonham Road - Lee Highway to Old Airport Road:** The section of Bonham Road between the two Old Airport Road intersections has been widened to four lanes in conjunction with the Old Airport Road widening project. Bonham Road has also been widened to three lanes from Lee Highway to the I-81 overpass. As part of the I-81 widening project now under construction, that overpass has been replaced with a structure that can accommodate additional Bonham Road lanes. With additional development in that area and traffic volumes that have almost doubled since 1992, it may be necessary to consider widening the remaining two lane section of Bonham Road.

**Kings Mill Pike – East Valley Drive to Old Airport Road:** This project includes horizontal realignment and upgrade to a multi-lane roadway. This is currently the priority road project of the City of Bristol Virginia.

Three phases of the Bristol Beltway (SR394) have been completed. The Beltway now extends east from I-81 Exit 69 in Blountville, Tennessee forming an intersection with Bristol Caverns Highway and Highway 421 in Bristol, Tennessee. At present, there are five proposed routes to extend the Beltway into Virginia, linking to Interstate I-81. None of the proposed routes will bring the Beltway into the City of Bristol Virginia. An alternate route around Bristol, however, would help to alleviate some of the traffic congestion on I-81 through Bristol.

**Public Transportation**

Since the 1930's, bus transit has been provided for Bristol's citizens by the Bristol Virginia Transit Bus System. The system is presently owned by the city and operates within the city limits. It works in conjunction with the Bristol Tennessee Transit System to serve both cities and it provides both fixed-route and paratransit service.

Bristol Virginia Transit's regular route service consists of three routes and three buses. Bristol Virginia Transit has just purchased two new transit buses with Federal and State aid. The hours of operation are Monday through Friday from 6:15 a.m. until 6:15 p.m. The East Bristol Route runs only during peak hours, which are from 9:45 a.m. to 2:15 p.m. The Mall/West Bristol route and the Exit 7/Wal-Mart route operate all day.

Bristol Virginia Transit also operates paratransit service mandated by the Americans With Disabilities Act (ADA). This is a demand responsive program where the Transit will make special trips off the regular fixed route to accommodate the needs of those who cannot use the regular bus service. Bristol Virginia Transit has been operating this service since 1995.

There is a common transfer point for the bus systems of both Bristols which is equipped with shelters and spacious walkways. This facility is located downtown between State Street and Shelby Street and began operation in 1985.
Financially, Bristol Virginia Transit requires assistance and does not make a profit. It operates on a budget supplemented by federal grants and assistance from the state of Virginia and the city of Bristol.

Bristol Virginia Transit initiated an experimental program funded by the state in fiscal year 1999. The Transit received funding for a year for expanded service to pick up passengers and take them directly to work. Children of these passengers were also taken to local day care centers. This was a joint project between the Transit system and the Bristol, Virginia Department of Social Services. It is hoped that with new Jobs Access Grants that the Federal Transit Administration is currently offering that the Transit system will be able to continue this program in the future.

Public transportation is an essential means of mobility for many. The principal mode of transport is the automobile, but for those who do not have access to private means of transportation, Bristol Virginia Transit provides a much needed service at a low cost. Continued effective bus service must be insured.

**Air Transportation**

Airport service for Bristol is provided by Tri-Cities Regional Airport which is located approximately 15 miles from the city center near Blountville, Tennessee. The mission of the Tri-Cities Regional Airport is “To promote economic growth by providing the best available facilities and services for passengers, general aviation and cargo customers”.

The airport serves Northeast Tennessee and Southwest Virginia that includes the cities of Bristol, Kingsport, and Johnson City, Tennessee, and the counties of Washington and Sullivan in Tennessee, and Washington and Scott in Virginia.

The airport is served by seven airlines that connect to six major hubs: Memphis, Atlanta, Charlotte, Chicago, Pittsburgh, and Cincinnati. For the calendar year 2000, the airport reported a total of 449,791 passengers.

**Rail Transportation**

Rail line freight service in Bristol is provided by Norfolk Southern, which runs a main line through the city. Bristol serves as a turnaround point for train crews from Knoxville and Roanoke. When a train comes from Knoxville, its crew gets off in Bristol and turns around to go home. A new crew takes over to guide the train to Roanoke. This works in the reverse direction, also.

The main rail line and its spurs serve the industrial sections of the city. The main line enters the northeast section of Bristol and crosses the following roads:

- Lee Highway
- Columbia Road
- Interstate 81
- East Mary Street
Old Abingdon Pike  
State Street  
Valley Drive

Of these, only State Street is a surface crossing. The rest are either overpasses or underpasses, which do not disrupt the flow of traffic. The spurs off of the main line, however, are surface crossings, which can disrupt traffic flow. The following are the streets where spurs cross at grade:

- Euclid Avenue
- Commonwealth Avenue
- Keys Street
- Randall Street Expressway
- Scott Street
- East Mary Street
- Washington Street
- Virginia Street
- Goodson Street
- Norfolk Avenue

The spur on Oak Street is an overpass and has a very low weight limit. The bridge that the rail line crosses there is in need of repair.

The rail line through Bristol is one of the few in the country that can handle double-stacked container cars. It can also handle trains up to 9500 feet in length. In the late 1980's, the existing 66 foot pieces of rail were replaced by ribbon rail that can be several thousand feet long. This created fewer joints that lessened friction and allowed locomotives to pull more cars. There has been no passenger service in Bristol since the mid-1970's. In 1994, the Virginia Department of Rail and Public Transportation initiated phase one of a study designed to determine the feasibility of implementing rail passenger service to Southwest Virginia. The first phase, completed in 1996, proposes rail service that will connect Bristol with both Richmond and Washington D.C. and will serve a total of 19 stations, including Roanoke, Lynchburg and Charlottesville.

Source: Virginia Department of Rail and Public Transportation
Two round trips per day would be operated. It is estimated that the total travel time from Bristol to Washington D.C. would be about 7 hours and 30 minutes and the travel time from Bristol to Richmond would be about 6 hours and 50 minutes.

The second phase of the study, initiated in 1996 and completed in 1998, recommended that certain capital improvements be made to the railroad network to accommodate the proposed new service. A total of $9.4 million worth of improvements were identified for track upgrades and station improvements. This money was allocated in 2000 by the Virginia General Assembly.

Projections of ridership, operating expenses and revenues were also conducted in the second phase of the study. The ridership analysis projects approximately 372,000 passengers during the first year of operation, growing to 780,000 in 20 years. A subsidy of $10.8 million would be required during the first full year of operation. The analysis indicates that the annual subsidy will steadily decline as ridership grows, and that after twelve years of operations revenues will be sufficient to cover all operating expenses.

In the 2000 session of the General Assembly, the Secretary of Transportation was requested to study the impact that passenger rail would have on Interstate 81 traffic volumes. This study, completed in 2001, became Senate Document Number 30, The Potential For Shifting Virginia’s highway Traffic To Railroads. The results of the study in regards to Bristol are as follows: In order to estimate the impact of the proposed passenger rail service on I-81 improvement needs, projected ridership levels were used to estimate the potential diversion of passenger vehicles from I-81. Using passenger origin-destination data reported in the Bristol studies, it was estimated that approximately 80 percent of the potential rail service patrons would have traveled on I-81 south of Roanoke, while 40 percent would have traveled on I-81 north of Roanoke. Based on these factors and an average automobile occupancy of 1.2 passengers, it was estimated that diversion of passenger trips to the proposed Bristol service could reduce total vehicle trips on I-81 by a range of less than one percent on the low end of the range, and up to one to two percent on the high end.

The former Bristol Virginia Train Station, at the corner of Randall Street and State Street is currently being renovated. A TEA-21 Enhancement Grant of $500,000 was recently awarded and an intensive fund raising drive is on-going. It is the plan of those involved in the restoration effort that the Station, once restored, will be able to accommodate the new passenger rail service.
CHAPTER EIGHT
COMMUNITY FACILITIES

Parks and Recreation

The Bristol Virginia Parks and Recreation Department is located at 1501 Euclid Avenue in office space beneath the bleachers at Malcolm Stadium. The department is staffed by the director, and 21 full time, 3 part time and approximately 20 seasonal employees. This department’s duties vary from providing classes open to the public to maintaining public grounds including the parks and recreation centers listed below.

As mentioned above, the City of Bristol Virginia has 18 parks and recreation centers open to the public. The sites include the following areas:

1. Westfield Park - located off Gate City Highway. This is a small mini park with a basketball court.
2. Randolph Complex - located at 1501 Euclid Avenue. The complex is comprised of 13 acres and includes a 5000-seat football stadium (Malcolm Stadium), a 2000-seat professional baseball stadium, a little league field, and a playground. It also houses the Parks and Recreation Department.
3. Belle Meadows Park - located in the Belle Meadows Subdivision, north of Randolph Street. This is a 5 acre park with a youth league field and a playground.
4. Virginia High School facilities include two tennis courts, outside basketball courts, St. John indoor pool, and 350-yard paved track.
5. Pearl Street Park facilities include a mini-park with a play area.
6. Cumberland Square Park is comprised of four acres and is the location of the Veteran’s Memorial, music pavilion. Picnic shelter and children’s theater. This park is located in the central business district.
7. Moore Street Park facilities include a mini park with playground.
8. Washington Street Park facilities include a mini park with playground.
9. Breedlove-Charles Park is comprised of 3 acres, 2 illuminated tennis courts, basketball courts and playground. This park is located adjacent to the Douglass Community Center.
10. Mumpower Park is comprised of 3 acres. It is a linear park along Beaver Creek and has 3 illuminated tennis courts and basketball courts. Future plans call for a bike trail through this park.
11. Jim Slagle Park is home of the Eastern Little League and a 10-acre undeveloped area. Future plans call for an addition of bike trails through this area. It is located near the intersection of West Valley Drive and Texas Avenue.
12. Highland View Park is comprised of 3 acres with an illuminated youth softball field and play area.
13. Portsmouth Park is a mini park with playground.
14. Sugar Hollow Park is comprised of 400 acres with 3 softball fields, 5 soccer fields (3 that are currently under construction), 100 picnic sites, 6 picnic shelters, 75 campsites, Waldo Miles Pavilion and a pool. It is located in the northeastern part of the City on Lee Highway.
15. Clear Creek Golf Club has an 18 hole quality golf course, 35 acre lake with fishing pier and a bird watching area. It is located in the northeastern portion of the City.
16. Jackson Park is a 3-acre park with large illuminated youth league baseball field, 2 illuminated tennis courts and a play area. It is located behind Stonewall Jackson School on Euclid Avenue.
17. Douglass Senior Center is a 5,000 square foot center complete with dining area, ball room, TV rooms for both men and women, exercise rooms, and a nutrition center.
18. Suncrest Park is a 10 acre open space area with 4 illuminated tennis courts. This park is adjacent to a 4 acre school play area.

The following map shows the location of the City’s parks and recreational facilities. The sites are numbered according to the preceding list.
In addition to the 18 parks listed above, the Waldo Miles Retreat facility contains a pavilion complete with a fully equipped kitchen. This facility also includes a pool and bathhouse which are available for guests during the summer months. The retreat also has two dormitory buildings which have bunk type sleeping quarters. This facility is an excellent choice for business meetings, youth retreats, family reunions, receptions, parties and company outings.

**Fire**

The main station of the Bristol Virginia Fire Department is located at 211 Lee Street, adjacent to City Hall. The City of Bristol Virginia is also served by two substations, one located at 105 Suncrest Lane and the other located at 603 Euclid Avenue. The Bristol Virginia Fire Department is staffed with 51 full-time employees, one seasonal part-time employee, and one arson dog.

The Fire Department is currently using three person staffing on each fire truck. According to the fire chief, the department hopes to increase this to four-person staffing. The fourth person would be an ALS provider. This person would be able to provide medical service above the Emergency Medical Technician (EMT) level. Bristol Virginia’s Fire Department is a State sponsored HAZMAT team. The Commonwealth of Virginia reimburses the City of Bristol for HAZMAT calls.

Many services are provided by the fire department that citizens are not aware of. One of these services is building inspections for Life Safety Code compliance. The inspection checks for open exit ways, extension cord safety, and many more valuable services. The Environs Control Department is also housed under the supervision of the fire department. Environs Control deals with property maintenance issues.

The Fire Department hopes to add a 100’ quint (a truck that provides services previously performed by 5 trucks) to their equipment inventory. At that time, the 75’ quint currently housed at the main fire station will be moved to substation 3. However, renovations will need to be made to the existing facility before the unit could be transferred. The existing building is 12’ too short to accommodate the equipment. Upon renovation, plans are to turn one bay into a police substation, and to add a drive through bay that would accommodate the 75’ quint.

In the long-range plan, the Fire Department hopes to relocate the main station due to its closeness to the state line. A central location would be more suitable. The site for relocation has not been determined at this time. According to information obtained from the Fire Department, three stations will adequately serve the City. In addition to equipment and sites for stations, another important goal for the fire department is to develop and construct a fire training center that would be used jointly by the City and Washington County. Approximately $300,000 is needed for site preparation and infrastructure. This project would be funded by monies obtained from City, County and State funds. The Commonwealth of Virginia will fund the project in the amount of $325,000, upon completion of the structure.
Landfill

Like many innovative solutions to problems, Bristol’s was born of crisis. In 1989, despite a number of year's involvement with a neighboring county in a joint venture to site a landfill, the City was rapidly running out of air space in our existing facility and was faced with the imminent closure of the site.

Although over 50 potential locations had been identified and more than 20 investigated, all indicated problems, primarily with the region's karst terrain. By the early months of 1989, the process had not advanced even to the point of securing an option on a potential site. With no alternative at hand and no time to secure a permit and develop a facility should a suitable location be procured, the City was confronted with a dilemma of significant proportion. It was apparent that decisive action must be taken and quickly, or the City would be forced to deal with a financial and logistical emergency.

After a number of strategic planning sessions, the City elected to implement an ambitious, challenging and somewhat speculative plan which was predicated upon revisiting an idea which had been advanced by others in the past but abandoned as uncertain at best and cost prohibitive at worst.

Immediately adjacent to the City's existing landfill lay an abandoned limestone quarry site, closed in 1988. Some years prior to the quarry's closure, the owner had investigated the possibility of using the site as a regional landfill and had gone so far as to initiate a preliminary feasibility and marketing study. While the study indicated a favorable marketability of the site, the prospect of successful permitting from the Virginia Department of Health, whom at that time had purview over solid waste matters, seemed remote. Additionally, solid waste was not the focus of owner’s business and this effort was shelved.

Subsequent to their own venture, the owner was approached by a major commercial waste management firm who expressed interest in developing the quarry as a private sector regional facility. A contract was negotiated and the company sought and obtained City cooperation in their effort in the form of favorable zoning and an agreement to participate in return for "host city" status.

The company approached the regulatory body, now the Virginia Department of Waste Management, with an application for a regional solid waste landfill. Their effort consisted primarily of the original Vulcan Materials study and their corporate assurance that they would perform whatever tasks necessary in return for the Department's guarantee of the issuance of a permit. The Department, predictably, declined to offer that guarantee. The company did not pursue the matter and the contract with the quarry owner was allowed to lapse.

Three salient points emerged in the City's planning process that led us back to the quarry. First, the imminent promulgation and implementation of USEPA Subtitle D Regulations, we believed, would render small jurisdiction ownership and management of individual
landfills prohibitively expensive, opening the door for larger, regional facilities. We acknowledged we would be unable to operate even a conventional facility on our own, so regionalism was imperative.

Second, these same regulations were primarily performance rather than specification based and would thus allow greater engineering flexibility than had previous standards.

Third, the prospect of having to totally redirect our solid waste effort from disposal to transfer, with the associated costs, and the unpredictability of being a customer in someone else's market was not particularly appealing the City.

The quarry is approximately 800 by 2100 feet overall, with an average depth of 350 feet, containing approximately 8 million cubic yards of air space. This would certainly solve the volume requirement of the area far into the future. As a result, in January 1990, we purchased an option to buy the quarry and the 137 acres on which it lay from the quarry owner.

The first obstacle that had to be overcome was the scarcity of air space in our existing facility. To address that problem, we secured the services of the consulting firm of Thompson & Litton, Inc. of Wise, Virginia, who designed, applied for and secured a permit for a vertical expansion of the existing landfill in August, 1991.

The revised permit eliminated the requirement for separating sanitary from demolition and debris waste, freeing several previously underutilized acres of debris landfill for use. This relieved the immediate crisis and also brought the working cell into compliance with the Virginia Department of Environmental Quality's 1988 regulations.

We also recognized that we required experienced, professional assistance in pursuing the goal of converting the quarry into a waste disposal facility. We issued a nationally advertised Request for Proposals for a firm with experience in such development to perform feasibility, preliminary engineering and cost analysis of the project and to undertake the permitting process if the study indicated the practicality of the idea. We selected the firm of STS Consultants, Ltd. of Vernon Hills, Illinois from a field of some of the premier engineering firms in the country.

The preliminary study indicated that the project was viable and established the parameters under which it should be prosecuted. In late 1990, the City Council elected to enter into a contract with STS to launch the effort to permit the quarry.

A Part A Landfill Application was prepared and submitted to the Virginia Department of Environmental Quality in May, 1992. The application included a geotechnical and hydrogeological exploration and preliminary engineering design for the landfill. The Part A Permit was issued by VADEQ in September, 1993. Work began immediately on the Part B Final Design Application which was submitted in November, 1994.
As we had foreseen, USEPA Subtitle D was forcing the closure of most local landfills in the area and many localities were in the process of permitting and constructing transfer stations. Two facilities in the immediate area, both privately owned or operated, were postured to begin receiving out of jurisdiction waste and we deemed it prudent to begin building our market share.

The feasibility study had indicated a Phase I requirement of approximately 200 tons of waste per day, including our own, to be a minimum viable operating volume. In July, 1993, we began receiving out of jurisdiction waste and today process approximately 650 tons per day. This forced some increase in the area of our initial construction plan but the revenue stream produced offsets the increased construction cost.

During the course of the VADEQ review of the Part B Application, a number of things occurred which effected our planning. While we had expected the review to be lengthy, we had not foreseen the prolongation of the process to the degree it finally reached.

Additionally, a second air space crisis was imminent by late 1992. Thompson & Litton, Inc. was again employed to secure a second vertical expansion of the existing landfill. We also understood that this expansion alone would be insufficient to meet our needs through what was now recognized to be a prolonged review process.

We purchased and began operating a permitted incinerator in November, 1992 to reduce the bulk of wood waste entering the landfill, help deal with excess volumes of grass and leaves and eliminate the need for any open burning at the site.

We had begun exploring the option of landfill reclamation, or mining as it is frequently called, in late 1991. By July, 1994, we had begun a program of landfill reclamation, coupled with the use of a geotextile cover material to preserve both air space and soil cover sources until the quarry facility could be put into service.

This process is being continued on a limited basis to accommodate items which do not readily lend themselves to baling, for objects which we prefer not to place in close proximity to the side wall liner and as backup space during periods when the balers may be down for service or repair.

All of these operations were included in the vertical expansion permit secured for us by Thompson & Litton in August, 1994. The Part B Final Permit was issued by VADEQ on February 14, 1996. Construction on the facility was begun on September 9, 1996 and completed in mid-February, 1998. The facility opened on March 2, 1998.

The quarry landfill design includes a composite base liner consisting of three feet of compacted on-site clay liner material below a 60 mil high density polyethylene geomembrane. A witness zone and secondary clay liner underlies the composite liner where groundwater quality is monitored. The detection groundwater monitoring system is installed in a groundwater gradient control system that provides complete groundwater monitoring control and samples groundwater quality at six separate locations below the
base of the landfill. The gradient control system also controls the hydrostatic pressure on
the base of the liner through the same groundwater detection monitoring system.

The side wall liner system consists of wire mesh and wire rope draped on the quarry wall
and bolted to the face of the rock, forming a geogrid from which the geosynthetic liner
system is supported. The liner system consists of a geomembrane, geocomposite drains
and geotextile.

Municipal solid waste from the designated service area is processed, sorted and baled
before disposal. At 650 tons per day, the facility will serve the region for 30 plus years.

Some of the benefits and unique design aspects of the project include the fact that almost
no excavation costs were incurred to develop air space capacity.

The base liner is only approximately 6 acres in size to contain the entire 8 million cubic
yards of air space. The quarry's configuration provides a unique economy of scale with its
small footprint compared to its large volume.

The landfill base liner is built almost 200 feet below the local groundwater table and the
gradient control system maintains an inward groundwater flow to protect against any
groundwater contamination.

Landfill gas will be collected during operation from the quarry and the pre-existing
facility, and possibly an additional closed cell, using the leachate and gas collection
systems. Landfill gas will be processed to produce electricity, fire the incinerator or both.

An on-site sewer services the leachate collection system where leachate quality is
monitored. A one half million gallon leachate storage tank is provided to delay the
discharge of leachate and stormwater until induced infiltration from storm flows into
existing sewer lines subsides.

The quarry landfill is the centerpiece of Bristol's Integrated Solid Waste Management
Facility and is adjacent to the pre-existing facility. This location allows the two facilities
to have integrated monitoring systems in which some monitoring activities will be
shared, providing overall cost savings.

In addition to its landfilling operation, the City also composts some yard waste and
diverts its brush, stumps, trees, etc. to the wastewater treatment plant, jointly owned with
Bristol, Tennessee, where it is processed into wood mulch or combined with treated,
dried sewerage sludge to produce a dry compost product.

We operate a Material Recycling Facility (MRF), processing waste tires with a multiple
shredder into usable end products such as a landfill cover additive, an energy fuel source
or as civil engineering construction materials in our landfill construction activities.
Bristol and much of the region will meet long term needs for solid waste capacity in a setting that is ideally suited to solid waste disposal operations. In addition to addressing regional solid waste needs with our Integrated Waste Management Facility, Bristol has also developed a reuse plan for a derelict and inherently dangerous property within our municipal boundary. By filling the existing quarry, we have preserved virgin land that might otherwise have been needed for a landfill, proclaimed a viable land use for the abandoned quarry and provided an additional source of revenue for the City without imposing a financial burden on our citizens.

**Bristol Virginia Sheriff’s Department**

The Bristol Virginia Sheriff’s Office and city Jail were built in 1969 and remains in use today. The Commonwealth of Virginia gave the jail a rated capacity of 67 inmates; however, the inmate population has risen to 90 inmates. In 2001 the maximum number of inmates has been as high as 128. Due to the age and deterioration of the building, the cost of maintenance has continued to rise. With the proposed relocation of the adjoining Police Department, the Sheriff’s Office hopes to expand and renovate their facility. Due to the crowded nature of the facility, the Sheriff’s Department faces problems regarding staff parking and has no secure parking space available for seized property pending the sheriff’s sales. The Bristol Virginia Sheriff’s Department currently has a full-time staff of 50 deputies and support staff.

**Bristol Virginia Public School System**

The Bristol Virginia Public School System is comprised of five feeder schools, which funnel into Virginia High School. The following table reflects student enrollment for the 2001-2002 school year, maximum student capacity, and the square footage of each school building. These schools are shown on Map 7.

**Table 12**

<table>
<thead>
<tr>
<th>Name of School</th>
<th>Student Enrollment 2001-2002 School Year **</th>
<th>Max. Student Capacity</th>
<th>Square footage of School Building</th>
</tr>
</thead>
<tbody>
<tr>
<td>Virginia High School</td>
<td>696</td>
<td>1520 (This number reflects capacity of vocational wing-320)</td>
<td>279,820</td>
</tr>
<tr>
<td>Virginia Middle School</td>
<td>556</td>
<td>800</td>
<td>149,178</td>
</tr>
<tr>
<td>Highland View Elementary</td>
<td>225</td>
<td>350</td>
<td>36,750</td>
</tr>
<tr>
<td>Stonewall Jackson Elementary</td>
<td>285</td>
<td>545</td>
<td>51,700</td>
</tr>
<tr>
<td>Washington Lee Elementary</td>
<td>232</td>
<td>415</td>
<td>43,115</td>
</tr>
<tr>
<td>Joseph Van Pelt</td>
<td>377</td>
<td>850</td>
<td>78,115</td>
</tr>
</tbody>
</table>
Elementary

**The student enrollment does not reflect approximately 60 pre-school age children that will disburse throughout the four elementary schools.**
Source: Bristol Virginia School Board, 2001

According to the goals listed in the School Board’s six-year plan for improvement, upgrading existing facilities to support the educational program is an important objective. Such upgrades include paving parking facilities, sidewalk repair, replacing playground equipment, construction of a central storage building, painting interior and exterior of buildings, window refurbishing, roof replacement, climate control systems, and replacement of existing flooring.

Another important goal listed in the six-year plan for improvement is upgrading the Transportation Department to support the educational program. The School Board plans to purchase two new buses each year through 2003.
CHAPTER NINE

Historic Districts

In 1999 Virginia Department of Historic Resources funded a survey of the Solar Hill and Virginia Hill neighborhoods. This survey identified potential districts boundaries which would meet the criteria for the National Register and contributing structures within these districts. The firm of Thomason and Associates was hired to conduct the survey. The survey began in October of 1999 and was completed in December of 2000.

The following information summarizes the findings of Thomason and Associates.

Solar Hill
Solar Hill is a residential community located north of downtown. It received its name because it was an official United States observation point for the 1869 solar eclipse. This district’s boundary is shown on a map at the end of this chapter and contains 117 primary buildings located along Johnson, Solar, West, King, Cumberland and Sycamore Streets. Of these 117 buildings, 108 (92%) are considered to be “contributing to the character of the district”. There are additional secondary structures that are also considered “contributing” structures.

Solar Hill was officially listed as an historic district on the Virginia Landmarks Register on March 14, 2001. The area was listed as a district with the National Register of Historic Places on July 5, 2001.

Thomason and Associates wrote that Solar Hill is “significant under National Register criteria C for its 19th and early 20th century architecture. Dwellings within the district date primarily from 1871 to ca. 1950. Architectural styles represented include Queen Anne, Neo-Classical, Italianate, Federal and Bungalow designs. The district also includes many Victorian house forms, two apartment buildings, a church and one school. The district is one of Bristol’s largest intact collection(s) of contiguous turn-of-the-century dwellings. These dwellings have not been significantly altered, and the district retains a high degree of its architectural integrity”.

Virginia Hill
Construction of this neighborhood began in the late 1800s while Bristol was growing from a village to a town. The boundary for the Virginia Hill District is shown on a map at the end of this chapter. The majority of the lots in Solar Hill were developed and lots in Virginia Hill became highly prized.

The district contains 114 primary buildings along Moore, Lee, Russell, Spencer, Edmond, West Mary, Clinton, Buchanan and Buckner Streets. Of these buildings, 132 (92%) are considered “contributing” because of their architectural quality and style. According to Thomason and Associates, these structures “date primarily from ca. 1890 to ca. 1950. Architectural styles represented include Queen Anne, Neo-Classical, Colonial Revival
and Bungalow designs. This district is one of Bristol’s largest intact collection(s) of contiguous turn-of-the-century dwellings. These dwellings have not been significantly altered, and the district retains a high degree of its architectural integrity”.

The application to place Virginia Hill on the Virginia Landmarks Register is scheduled to be completed December, 2001. The goal is to place Virginia Hill on the State Register, as well as the National Register of Historic Places.

**Downtown**
The same level of surveying conducted in both Solar Hill and Virginia Hill is, at present, being conducted downtown. Because Bristol’s downtown is split by the state line, and given the complex and varied land uses in the downtown, it is being studied as a separate chapter; in this plan.

Listing on these registers provides property owners generous federal and state tax incentives for rehabilitation. In addition to the register listings, the consultant encourages the City “to take other actions towards the protection and preservation of these neighborhoods. These actions may include the enactment of protective overlays, development of design guidelines, and overall neighborhood promotion to encourage reinvestment and rehabilitation”.

More detailed information regarding the history of these districts and contributing characteristics of the structures may be read in “Architectural Survey Report Solar Hill and Virginia Hill Neighborhoods City of Bristol, Virginia, December, 2000”. A copy may be viewed in the Department of Community Development and Planning and the main branch of the public library.
CHAPTER TEN
NEED FOR AFFORDABLE HOUSING

To fully understand the housing situation in Bristol, a number of factors must be examined. While an inspection of exterior conditions may give one impression, an examination of the interior conditions or the ability of the resident to pay for the unit may yield different pictures. To accurately determine existing housing conditions throughout Bristol, an examination must be made to include housing type, tenure, vacancy rates, age, structural condition, plumbing facilities, and overcrowding.

Housing types can be categorized into single-family detached homes, mobile homes and multi-family units which include apartments, condominiums, townhouses, and other types of housing where more than one residence is located in a single building. Currently there is a local trend toward the use of multi-family housing as an alternative to traditional single-family detached dwellings. This change in housing type has brought the housing mix in the City of Bristol closer to the statewide housing mix. The small number of mobile homes in Bristol is insignificant at this time. Due to strict zoning regulations, we do not expect this to change.

This section describes Bristol’s housing needs and estimates the number and type of families in need of housing assistance relative to cost burden, overcrowding, and housing problems. Included in the description is the nature and extent of homelessness. Consultations have been conducted with representatives of area service agencies providing housing and shelter services so that a full understanding of Bristol’s need can be achieved. Additional information has been obtained from realtors and Census figures.

Persons affected

The categories of persons affected, as defined by the Department of Housing and Urban Development, are based on the Adjusted Median Family Income. The following information has been developed from 1990 Census data. 1990 Census figures have been used consistently throughout this section of the Comprehensive Plan because the 2000 Census data tables were not published at the time this section was written. Household categories, renter and owner, have been defined by HUD as follows:

<table>
<thead>
<tr>
<th>HOUSEHOLD CATEGORY</th>
<th>INCOME PARAMETERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Extremely low-income</td>
<td>Below 30% of area median family income</td>
</tr>
<tr>
<td>Low-income</td>
<td>Between 30 and 50% of area median family income</td>
</tr>
<tr>
<td>Moderate-income</td>
<td>Between 50 and 80% of area median family income</td>
</tr>
<tr>
<td>Middle-income</td>
<td>Between 80 and 95% of area median family income</td>
</tr>
</tbody>
</table>

HUD separates categories into elderly households where the head of the household or spouse is at least 62 years of age; small household, consists of 1 – 4 persons; and large
households consist of 5 or more persons. According to the U.S. Census Bureau, a family is a group of two people or more related by birth, marriage, or adoption and residing together. A household consists of all people who occupy a housing unit and includes both related and unrelated persons. The 1990 Census showed Bristol’s median household income to be $19,226. The median family income was shown to be $24,738. Income breakdown provided by HUD for very low and low-income households is shown below.

Table 14

<table>
<thead>
<tr>
<th>1 Person</th>
<th>2 Persons</th>
<th>3 Persons</th>
<th>4 Persons</th>
<th>5 Persons</th>
<th>6 Persons</th>
<th>7 Persons</th>
<th>8 Persons</th>
</tr>
</thead>
<tbody>
<tr>
<td>$13,500</td>
<td>$15,540</td>
<td>$17,350</td>
<td>$19,300</td>
<td>$20,850</td>
<td>$22,500</td>
<td>$23,950</td>
<td>$25,500</td>
</tr>
<tr>
<td>$21,600</td>
<td>$24,700</td>
<td>$27,800</td>
<td>$30,900</td>
<td>$33,350</td>
<td>$35,800</td>
<td>$38,300</td>
<td>$40,750</td>
</tr>
</tbody>
</table>

The household and family characteristics for Bristol are listed below:

**HOUSEHOLD AND FAMILY CHARACTERISTICS**

- Persons in Household: 18,423
- Total Households: 7,617
- Persons per Household: 2.33
- Persons per Family: 2.82

**FAMILY HOUSEHOLDS**

- Total: 5,165
- Married Couples: 3,861
- Female Householder: 1,076
- Male Householder: 179

**NON-FAMILY HOUSEHOLDS**

- Total: 2,475
- Householder 65 Years and Older: 1,250

**PERSONS IN GROUP QUARTERS**

- Total: 463
- Institutionalized persons: 152
- Others in group quarters: 311

Following is a breakdown of the income characteristics for Bristol. As the numbers indicate, the majority of Bristol, Virginia’s citizens are low or very low income.
Table 15

<table>
<thead>
<tr>
<th>Income</th>
<th>Households</th>
<th>Families</th>
<th>Non-Family</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than $5,000</td>
<td>1,034</td>
<td>395</td>
<td>665</td>
</tr>
<tr>
<td>$5,000 to $9,999</td>
<td>1,023</td>
<td>483</td>
<td>702</td>
</tr>
<tr>
<td>$10,000 to $14,999</td>
<td>955</td>
<td>665</td>
<td>297</td>
</tr>
<tr>
<td>$15,000 to $24,000</td>
<td>1,373</td>
<td>1,062</td>
<td>344</td>
</tr>
<tr>
<td>$25,000 to $34,000</td>
<td>1,119</td>
<td>896</td>
<td>196</td>
</tr>
<tr>
<td>$35,000 to $49,000</td>
<td>1,099</td>
<td>923</td>
<td>160</td>
</tr>
<tr>
<td>$50,000 to $74,000</td>
<td>642</td>
<td>568</td>
<td>69</td>
</tr>
<tr>
<td>$75,000 to $99,000</td>
<td>138</td>
<td>128</td>
<td>10</td>
</tr>
<tr>
<td>$100,000 to $149,000</td>
<td>47</td>
<td>38</td>
<td>9</td>
</tr>
<tr>
<td>$150,000 or more</td>
<td>7</td>
<td>7</td>
<td>0</td>
</tr>
<tr>
<td><strong>Median Income - $$</strong></td>
<td><strong>19,226</strong></td>
<td><strong>24,738</strong></td>
<td><strong>8,439</strong></td>
</tr>
</tbody>
</table>

The current HUD adjusted median family income for the Metropolitan Statistical Area (MSA) of Kingsport, Johnson City, and Bristol TN/VA is $38,600. According to the National Low Income Housing Coalition, the fair market rent in this MSA for a two-bedroom unit is $447. An extremely low-income household (earning 30% of the average monthly income (AMI)) can afford monthly rent of no more than $290. A 3-person household receiving the maximum Temporary Assistance for Needy Families (TANF) grant can afford monthly rent of no more than $70. A minimum wage earner, earning $10,712 annually, can afford monthly rent of no more than $267.80. Fair market rent for a one-bedroom unit is $362. A household on SSI can afford monthly rent of no more than $145. Forty-three percent of renters in the MSA are unable to afford fair market rent for a two-bedroom unit. A worker earning the Federal Minimum Wage ($5.15 per hour) has to work 67 hours per week in order to afford a two-bedroom unit at the area’s fair market rent. This is 167% of the present Federal Minimum Wage. The housing wage (the amount a worker would have to earn per hour in order to be able to work 40 hours per week and afford a two-bedroom unit at the area’s Fair Market rent) in Virginia is $11.88 per hour. According to the Virginia Employment Commission, the average wage in Bristol, Virginia appears to be in the $8.00 to $8.25 per hour range. The median family income is $19,226 ($9.24 per hour). The Census determined 3,636 Bristolians are below poverty level.
## Table 16

<table>
<thead>
<tr>
<th>Classification</th>
<th>% Below Poverty</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Persons</td>
<td>20.6</td>
</tr>
<tr>
<td>Persons 18 years and older</td>
<td>18.4</td>
</tr>
<tr>
<td>Persons 65 years and older</td>
<td>24.7</td>
</tr>
<tr>
<td>Related children under 18 years</td>
<td>28.7</td>
</tr>
<tr>
<td>Related children under 5 years</td>
<td>38.9</td>
</tr>
<tr>
<td>Related children 5-17 years</td>
<td>23.8</td>
</tr>
<tr>
<td>Unrelated individuals</td>
<td>37.5</td>
</tr>
<tr>
<td>All families</td>
<td>16.7</td>
</tr>
<tr>
<td>With related children under 18</td>
<td>25.7</td>
</tr>
<tr>
<td>With related children under 5</td>
<td>38.4</td>
</tr>
<tr>
<td>Female householder families</td>
<td>42.4</td>
</tr>
<tr>
<td>With related children under 18</td>
<td>53.7</td>
</tr>
<tr>
<td>With related children under 5</td>
<td>76.5</td>
</tr>
</tbody>
</table>

### Cost Burden

There are a total of 8,174 residential units in Bristol, Virginia. Approximately 2,781 of these are rental units. The Census shows 7,591 of these housing units are occupied. The approximate overall vacancy rate is 8%. There are 1,404 renter households in the City considered extremely low-income. This number comprises slightly less than 19% of all City renter households. HUD has determined households experience an excessive cost burden if their gross housing costs, including utilities, exceed 30% (overburdened housing cost) or 50% (severe cost burden) of gross income. The following table shows the number of renters in Bristol, Virginia who meet these criteria.

### Table 17

<table>
<thead>
<tr>
<th>Household Type</th>
<th>Total Households</th>
<th>Cost Burden &gt;30%</th>
<th>Cost Burden &gt;50%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elderly (1 and 2 persons)</td>
<td>757</td>
<td>345</td>
<td>181</td>
</tr>
<tr>
<td>Small, Related (2-4 persons)</td>
<td>1,323</td>
<td>479</td>
<td>279</td>
</tr>
<tr>
<td>Large, Related (5 or more)</td>
<td>172</td>
<td>91</td>
<td>47</td>
</tr>
<tr>
<td>All Other Renters</td>
<td>529</td>
<td>147</td>
<td>89</td>
</tr>
<tr>
<td>TOTAL:</td>
<td>2,781</td>
<td>1,062</td>
<td>596</td>
</tr>
</tbody>
</table>

Source: HUD’s Comprehensive Housing Affordability Strategy Report, Table 1C.

In addition to very low-income renters, Bristol has 1,497 very low-income homeowners. It represents the numbers of extremely low-income owners who experience a cost burden in excess of 30 and 50 percent of income in gross housing costs.
Table 18

<table>
<thead>
<tr>
<th>Household Type</th>
<th>Total Households</th>
<th>Cost Burden &gt;30%</th>
<th>Cost Burden &gt;50%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elderly (1 and 2 persons)</td>
<td>721</td>
<td>333</td>
<td>76</td>
</tr>
<tr>
<td>All Other Owners</td>
<td>776</td>
<td>56</td>
<td>34</td>
</tr>
<tr>
<td><strong>TOTAL:</strong></td>
<td><strong>1,497</strong></td>
<td><strong>389</strong></td>
<td><strong>110</strong></td>
</tr>
</tbody>
</table>

Source: HUD’s Comprehensive Housing Affordability Strategy Report, Table 1C.

There are 460 renter households in the City considered moderate-income (between 51 to 80% of area median income). Two hundred thirty of these are small households and 120 are elderly. A total of 5% of this group report a cost burden greater than 50% of their income while 36% have cost burdens greater than 30% of their income. Sixty-two percent of these renters report housing problems.

There are 750 moderate-income homeowners in Bristol. Three hundred forty-three of these are elderly. Eighteen percent claim a cost burden greater than 30%. Only 4% report a cost burden greater than 50%. Twenty-six percent of this population report problems with housing. As stated previously, the major problem is the cost burden and/or physical deficiencies.

According to information found in the Comprehensive Housing Affordability Study Databook, housing needs are greatest among the severely cost burdened elderly and small families with extremely low income, whether renters or owners.

**Overcrowding**

Overcrowding occurs when a housing unit contains more than one person per room, as defined by the U.S. Census Bureau. Bristol, Virginia does not have a major problem with overcrowding. In Bristol, overcrowding is experienced more by renters than owners. When the 1990 Census was taken, for renters 2.5% of all in the 0–30% income group experienced overcrowding, compared to 26.9% for large related families. In the 51-80% income group, 1.1% experienced overcrowding compared to 23.8% of large related families. We believe the numbers are less at this time, but due to unavailability of current information, we cannot make an accurate estimate of the overcrowding percentage.

Although we do not have major problems with overcrowding, we do have a 70% incident rate of extremely low-income rental housing considered to have other problems. Great cost burden and/or physical deficiencies are the major causes of these problems. Following is a chart based on Census data representing renter households with housing problems:
Table 19

<table>
<thead>
<tr>
<th>Renter Households</th>
<th>Total Households</th>
<th>Number with Housing Problems</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elderly (1 and 2 Persons)</td>
<td>839</td>
<td>579 – (69%)</td>
</tr>
<tr>
<td>Small, Related (2-4 persons)</td>
<td>1,000</td>
<td>670 – (67%)</td>
</tr>
<tr>
<td>Large, Related (5 or more)</td>
<td>156</td>
<td>147 – (94%)</td>
</tr>
<tr>
<td>All other Renters</td>
<td>392</td>
<td>196 – (50%)</td>
</tr>
<tr>
<td><strong>TOTAL:</strong></td>
<td><strong>2,387</strong></td>
<td><strong>1,592 – (70%)</strong></td>
</tr>
</tbody>
</table>

Source:  U.S. Census Bureau

As the chart below will show, housing problems in owner households is not quite as high as in rental units. Again, the cost burden and disrepair of these homes are the major concerns of the homeowners.

Table 20

<table>
<thead>
<tr>
<th>Owner Households</th>
<th>Total Households</th>
<th>Number with Housing Problems</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elderly (1 and 2 Persons)</td>
<td>1,041</td>
<td>614 – (59%)</td>
</tr>
<tr>
<td>All other Owners</td>
<td>456</td>
<td>164 – (36%)</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1,497</strong></td>
<td><strong>778 – (59%)</strong></td>
</tr>
</tbody>
</table>

Source:  U.S. Census Bureau

**Substandard Housing**

Substandard housing, as defined by the jurisdiction, is any unit that does not meet building code standards due to one or more serious defects. Any defect that is a potential health hazard or significantly reduces the quality of life is considered substandard housing. Conditions that would allow natural elements or pests and vermin inside the house are also reasons for considering housing substandard. Other problems may be the lack of or problems with electrical or plumbing systems. According to the Department of Environmental Control, approximately 10% of housing units in Bristol are substandard. The majority of these are suitable for rehabilitation (cost of rehab would be 50% or less of estimated or projected value of the unit after rehabilitation) with at least 10 on the “condemn” list. A large number of this substandard housing is located in a low-income target area the City designated last year for rehabilitation and neighborhood revitalization.

Rental units comprise 2,781 of the total housing units in Bristol. Of this number there are approximately 96 considered substandard. Forty-nine of these are too deteriorated for rehabilitation.

**Public Housing Needs**

Bristol Redevelopment and Housing Authority confronts the interrelated problems of declining demand for much of its public housing units and declining investment and maintenance in the privately owned housing adjacent to that public housing. To move
public supply into balance with demand, it must reduce its total number of units; provide more one-bedroom units for an aging population; and make qualitative improvements to its existing units, site, and surrounding neighborhoods.

The BRHA has made significant qualitative improvements to its units and sites since 1990. It has comprehensively renovated 241 of its units. These renovated units are in the older developments and are primarily for families with children. The remaining 240 units of the BRHA include: 36 with lead abatement; 100 with limited improvements of heat pumps, windows, and showers; and 39 that are approved for or have been demolished.

**Disproportionate Needs/Racial and Ethnic Demographics and Concentrations**

Disproportionate needs of racial or ethnic groups arise when a particular segment of the population has a greater need than the population as a whole and must be addressed. An area of low-income concentration is a small block group exhibiting a total percentage of low-income households more than 55%. Low-income concentrations are located in Census Tract 201, block group 2 (57.5%), in Census Tract 202, block groups 3 and 4 (78.72% and 76.98%, respectively), and Census Tract 203, block group 3 (100%). All public housing is located in Census Tract 202, block group 3, which may account for the high percentage of low-income households. The close proximity of Census Tract 202, block group 4 to block group 3 may also account for the high percentage of low-income persons there. Census Tract 203, block group 2 has 61.58% low income, but is a large area and doesn’t fit the context of “concentration” used here.

An area of racial/ethnic minority concentration is a block group exhibiting a total percentage of minority households more than the total percentage for the City. Bristol has a very small African American and ethnic population (6.7% combined, 5.8% of this figure is African American). Racial concentrations do occur, however, in Census Tract 201, block group 2 (10.2%); in Census Tract 202, block group 3 (27.2%); and in Census Tract 203, block group 2.
Table 21

<table>
<thead>
<tr>
<th>Race</th>
<th>Total</th>
<th>% of Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>White</td>
<td>17,240</td>
<td>93.6%</td>
</tr>
<tr>
<td>Black</td>
<td>1,063</td>
<td>5.8%</td>
</tr>
<tr>
<td>Asian</td>
<td>91</td>
<td>0.5%</td>
</tr>
<tr>
<td>Native American</td>
<td>13</td>
<td>0.1%</td>
</tr>
<tr>
<td>Hispanic</td>
<td>64</td>
<td>0.3%</td>
</tr>
<tr>
<td>Other</td>
<td>19</td>
<td>0.1%</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau

There are some disproportionate needs of minorities. A difference of more than 5% is considered disproportionate. Slightly over 54% of all renter minority households and 54.5% of black households are in the 0-30% category of Household Adjusted Median Family Income (HAMFI) compared to only 35% of the total households in that same income group. Owner households of the same income group count 15% black compared to 8.8% of all households.

There are 4,639 white owner occupied housing units in Bristol compared to 131 black. There are 2,560 white renter occupied units compared to 232 black. Obviously this disparity in homeownership levels is extremely disproportionate when examined along racial/ethnic lines. Clearly many segments of the City’s population would benefit from additional opportunities for homeownership.

**Minority Status, Family Type, and Income Levels**

Of the 7,591 households in Bristol, 5,116 of these are family households. Of that number, 1,076 are female-headed households. Approximately 42.4% are below the poverty level (50% MFI). Over half of these below poverty level women have children under 18 years of age while 76.5% have children under 5 years of age. Obviously, this is an area of great concern in Bristol. With nearly half of this population below poverty level, homeownership is nearly impossible. First time homebuyers, especially in this category are faced with the lack of available affordable housing, plus income levels that would almost certainly prevent banks and lending institutions from “gambling” on their abilities to pay. Since the predominant type of housing construction since the late 1970’s has been rental units and most owner-occupied dwellings (43.7%) has been occupied since that time, appropriate housing is often not available within the City even if the first-time or low-income homebuyer could make consistent payments. This category of need represents one of the most critical areas of need in Bristol.

**Populations with Special Needs**

Persons in this category include the elderly and frail elderly, disabled (mentally, physically, and/or developmentally), those returning from institutions, and persons with AIDS and related diseases.
**Elderly**  
Elderly people are defined as those 65 years of age or older. Of Bristol’s 3,455 elderly persons, 24.7% are below poverty level. Up until a short time ago, housing needs of the elderly appeared to have been met. As our younger population continues to migrate out of the area and our population becomes older, elder housing is becoming scarce. Many low- and very-low income seniors live at Bristol Redevelopment & Housing Authority. Others are homeowners who have lived here for years. King Pharmaceuticals is making plans to build an apartment complex for widows only that are very low-income. Not only would this solve housing problems, but transportation would be provided to and from the grocery store, doctors’ offices, etc. Bristol Redevelopment & Housing Authority is also considering the possibility of replacing soon-to-be demolished apartment complexes with elderly housing. The Jefferson School building (West Mary Street) is being renovated and will have 31 housing units for the elderly.

**Disabled (Mentally, Physically, and/or Developmentally)**  
Most mentally disabled citizens of Bristol are served through existing outpatient services. Opportunities Unlimited teaches independent living skills for those with mental disabilities and operates several houses with the community. Rainbow Homes is semi-independent living units for persons who are employed during the day and are either transported to and from their homes by their families or ride local public transportation. There are approximately 95 persons housed in semi-independent living quarters who are physically and/or mentally handicapped in Bristol, Virginia.

**Individuals and Families Threatened with Homelessness**  
As numbers show, Bristol does not have a problem with the number of houses and rental units available. Although some people have lost jobs because of plant lay-offs or relocation, there are some residents who seem unable to either secure or maintain housing because of their lack of financial education. Income limitations are always a problem. However, mismanagement, lack of housing counseling, and simple budgeting skills can have a tremendous impact on many residents if even a small unexpected occurrence should happen. Often, having to pay a small, unplanned expense can cause renters to be late with their rent. This snowballs into them never getting caught up and eventually being faced with eviction.

Even the best-intentioned residents of Bristol – whether renters or owners – can only afford so much for housing. Low wages paired with the “welfare to work” program have left many individuals and families suffering more than they were before. By the time a minimum wage employee pays rent, there is little left for other necessities. Welfare to work programs have steadily decreased assistance to these residents, but at the same time rents stay the same, child care costs now have to be paid. This leaves these persons with more obligations than they had to start with and less resources to make ends meet. A door-to-door survey of public housing residents showed that although there are several affordable/assisted childcare centers in Bristol, there are not enough. Many residents’ jobs require them to work the evening shift. At this time there are no extended-hour childcare facilities in Bristol. Many residents do not have their own transportation and have to
either depend on and/or pay someone to take them to and from work plus pay an individual for child care.

An additional indicator of at-risk households is the City’s Section 8 waiting list. There are currently 605 Section 8 vouchers available with 106 on the waiting list. Fifteen families on the list are African American and 39 are single parent families. Single parent households hold the majority of vouchers with 297. Racial breakdown of Section 8 participants is 544 White and 51 African American. This waiting list reflects a lack of affordable or assisted day care, a lack of adequate transportation, inadequate job training, inadequate paying jobs, and more often than not, mismanagement of money leading to bad credit.

**Priority Housing Needs**

From 1995 through 1999 there were 125 single-family dwellings, 56 duplex units, and 65 townhouse units built in the City. There are vacant apartment units throughout the City and services provided by various agencies help offset the cost of rent. Because of the availability of housing and the less than adequate conditions of many homes, the City feels rehabilitation of existing low-income housing is a great need. Senior citizens and small households are bearing the hardest responsibilities in paying rent or a house payment or in maintaining their homes. Senior housing, as previously discussed, is also in short stock.

In addition to home rehabilitation, the City is constantly working to improve conditions in low-income neighborhoods. Street and sidewalk replacement, demolition activities, and increased services to enhance the appeal of neighborhoods are slowing bringing about revitalization in these areas.

A summary of current housing assistance needs indicates:

- There is a need for rehabilitation of single-family owner-occupied homes.
- There is a need for more elderly and disabled housing.
- There is a need for moderately priced units both to purchase and to rent.
- There is a need for housing to address emergency situations such as fire or other natural disasters.
- There is a need for transitional housing.
- There is a need for neighborhood revitalization that will encourage and invite new rentals and housing purchases.
- There is a need for education in life management skills, budgeting, credit management, etc. and is critical in many situations for renters and home buyers to establish residency and/or prevent homelessness.
- There is a need for more affordable childcare.
- There is a need for extended-day childcare.
Public Housing Strategy

The strategy of Bristol Redevelopment and Housing Authority (BRHA) for addressing its needs consists of two objectives. One objective is to strengthen demand by continuing efforts to improve dwellings, sites, and social environments. Improvement strides have been noted not only by local, state, and federal officials, but also by BRHA residents. The BRHA will continue to completely (comprehensively) renovate all its viable units. It seeks to maintain and expand its educational, social, recreational and security services and to advertise its high quality living environment.

The second objective also involves a continuation of prior actions. It seeks to reduce the supply of units for which there is no demand. The demolition of primarily 2, 3, and 4 bedroom units, which have not been renovated, will help bring supply more in balance with present and anticipated demand. It will also open existing sites for lower densities and some limited replacements. The replacements will be primarily one-bedroom units for which present demand exceeds supply.

The limited replacement of demolished units also creates the potential for BRHA to make investments off its present sites. These investments, when coordinated with City (and hopefully private) efforts, could improve the livability and attractiveness of the older neighborhood surrounding the present public housing. The following table outlines the BRHA changes from 1990 and anticipated by 2010. All units that have not been completely renovated to date and are not to be demolished will be renovated over the next 5 to 7 years. All other specific needs noted above for each development should be addressed within the next 5 years. Recreational and parking improvements for developments 1 and 2 will occupy demolition sites.

Table 22

<table>
<thead>
<tr>
<th>DEVELOPMENT</th>
<th>1990 UNITS</th>
<th>COMPREHENSIVELY RENOVATED</th>
<th>DEMOLITION</th>
<th>PROPOSED DEMOLITION</th>
<th>REPLACE*</th>
<th>2010 UNITS*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rice Terrace</td>
<td>136</td>
<td>122</td>
<td>14</td>
<td>4</td>
<td>126</td>
<td></td>
</tr>
<tr>
<td>Johnson Court</td>
<td>65</td>
<td>43</td>
<td>22</td>
<td>8</td>
<td>51</td>
<td></td>
</tr>
<tr>
<td>Rice Ter. Ext.</td>
<td>140</td>
<td>65</td>
<td>39</td>
<td>36</td>
<td>75</td>
<td></td>
</tr>
<tr>
<td>Mosby Homes</td>
<td>40</td>
<td>11</td>
<td></td>
<td></td>
<td>40</td>
<td></td>
</tr>
<tr>
<td>Stant Hall</td>
<td>50</td>
<td></td>
<td>25</td>
<td>25</td>
<td>50</td>
<td></td>
</tr>
<tr>
<td>Jones Manor</td>
<td>50</td>
<td></td>
<td>25</td>
<td>25</td>
<td>50</td>
<td></td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td><strong>481</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>392</strong></td>
<td></td>
</tr>
</tbody>
</table>

Source: Bristol Redevelopment and Housing Authority

*Not all replacement should be on site, and most replace should be with one-bedroom units regardless of unit size demolished.
CHAPTER ELEVEN

TRENDS OF GROWTH OR CHANGES

Summary of Land Use Trends

It is difficult to make comparisons between land use and zoning primarily because many of the zoning designations in Bristol allow a mixture of land use categories. An example involves the manufacturing districts. These districts (M-1 and M-2) allow not only traditional manufacturing/industrial uses, they allow office/service and retail uses. Another example involves all of the residential and commercial zoning districts. Each of these districts allow public/semi-public uses such as churches, utilities and schools.

Additionally, there is no set ratio for how land should be used in a city. The way a city’s land is used is more of a functional issue than a standard planning mathematical exercise. That is to say the function of a city has a large bearing on the way a locality’s land is used. For example, a “bedroom city” will have a significantly larger percentage of land both zoned and used residentially than a city functioning as either a regional retail or industrial center. A 1983 PAS Memo (American Planning Association Planning Advisory Service Memo 83-5) came to similar conclusions.

Rather than seek a national (or even regional) “standard ratio” it is better to review our own historical data and determine our own appropriate ratio. This will accurately reflect Bristol’s needs and desires. This method of land use review and projection supports the purpose of zoning and subdivision regulations—the primary method of guiding land use. According to City Code the purpose of zoning is:

“…to promote the health, safety, convenience, order, prosperity, and general welfare of the people of the city. The districts shown on the zoning map have been designated after consideration as to the character of each district, its suitability for particular uses, its relation to the general land use plan for the city, and with a view of conserving the value of buildings and encouraging the most appropriate use of land throughout the city to the end that this city may become a better city in which to live.”

The purpose of our subdivision ordinance is:

“…to guide and facilitate the orderly beneficial growth of the community and to promote the public health, safety, convenience, comfort, prosperity and general welfare. More specifically, the purposes of these standards and procedures are to guide the change that occurs when land and acreage become urban in character as a result of development for residential, business or industrial purposes; to provide assurance that the purchasers of lots are buying a commodity that is suitable for development and use; and to make possible the provision of public services in a safe, adequate and efficient manner.”
The following information describes local land use trends and offers conclusions and projections than may be drawn from the data.

**Agricultural Land**
The primary function of Bristol has never been agriculturally-related. Agricultural land serves primarily as a “holding” area for future urban expansion. There is not agricultural trend and none should be anticipated in the future.

**Residential**
In 1956 most residential land was near what is not the center of the city. Thus lots were typical small urban lots accounting for the average of 0.06 acres of residential land per person. By the 1970s, suburbanization was reaching its height of popularity. The average amount of residential land per person was 0.13 acres – more than twice the 1950s average. This amount holds relatively constant since the 1970s as larger lots on the fringe of the city remain popular. It should be expected to do so.

Residential use spread east as the city boundary expanded in that direction. There are few large residential areas threatened by commercial or industrial development to the degree that they are areas in transition. However, one of these areas may be considered the western end of Euclid Avenue. This area is was a residential area. It is now zoned for commercial use and the land use is a mix of residential and commercial use. There are isolated or small areas of such transition. Examples of the lesser threats include Cumberland Street (primarily used residential but zoned commercially), Kings Mill Pike/Pendergrass/Old Airport Road, Lee Highway (north of I-81) and the Commonwealth Extension area. Threats to these areas will remain as services to support the City expand.

Other residential areas are not threatened by commercial or industrial expansion—they are threatened by multi-family development. For example, the Solar Hill community consists of large houses constructed for single family use. Over time, several of these houses were converted from single family to multi-family use. Most of this neighborhood was recently rezoned to permit future conversions to no more than two residential units. Two other areas in the City facing the same threats. Those areas are the Virginia Hill neighborhood (Moore Street/Lee Street) and the Highland/Fairmount area. Virginia Hill remains zoned for multi-family use; however the Highland/Fairmount area was recently rezoned in the same manner as Solar Hill. While financially is may be more feasible for an individual to own one of these larger homes if the home can accommodate more than one residential unit, such conversions from single family to multi-family use may cause problems for the neighborhood and city. Most of these problems center around parking—or lack of parking. The areas noted above are near the center of the city with homes placed on small lots (as referred to earlier). These lots are not capable of accommodating the necessary off-street parking for apartments. Many times these structures have been converted over several years and the conversion occurred without the necessary permitting. Additionally, many units converted years ago have more units than the property should contain resulting in overcrowded living conditions. Nationally (and to a small degree locally) there is a trend for home such as these (particularly those that are
“historically contributing”) to be converted back to single family use. The City should try to facilitate such conversion which will improve the likelihood of the quality of life improving in these neighborhoods. If such measures are not put into place, the City should anticipate future administrative difficulties as these structures convert to multifamily use as well as further diminished quality of life.

**Commercial**

The average amount of commercial land per person has changed little since the 1950s. The number of acres used commercially has increased but the ratio remained fairly constant. The primary change to commercial land use since the 1950s involves Bristol’s function regionally. Since Bristol’s inception it has functioned as a commercial center for the area. Construction of the Bristol Mall furthered that function and occurred at a time when the traditional commercial core (downtown) became unpopular throughout the nation. Bristol has continued to ascertain its function as a commercial center through development at I-81 Exit 7. This area serves as a commercial and service draw for Northeast Tennessee and Southwest Virginia.

At present, Bristol has three commercial “cores”: the Bristol Mall, Exit 7 and downtown (as downtowns have gone full cycle and regained popularity). Although Bristol’s population is not projected to increase by the next Census, the ratio of commercial land per person should be expected to increase as Bristol increases its role as a regional commercial center.

**Industrial**

As stated earlier, Bristol has experienced the same economic shift as many other cities in the nation – from industrial to service-oriented economies. Bristol, like many other cities has realized that traditional or stereotypical industry (heavy manufacturing) is not the industry of the future. Future “industries” are quasi-service industries. This trend toward quasi-service industries should be anticipated to continue. Such industries will create a cleaner environment and be better neighbors (and less threatening to residential areas) for infill development than traditional/stereotypical industry. Such industries will also take full advantage of our local strengths such as fiber optic service.

The shift from heavy manufacturing to service-type businesses has left Bristol with several “brownfield” sites. These are sites that are either vacant or have an unused structure on the site and that either have or are perceived as having developmental problems or issues to overcome. Effort should be made to encourage development of these sites.

**Public/Semi-Public**

Bristol has taken great strides to increase the acres of public/semi-public land per person since the 1950s. These increases are generally reflective of measures to improve quality of life as uses that fall into this category include parks and recreational sites, schools, libraries and cultural amenities. The trend in the past 20 years have been toward increased land and amenities for Bristol’s citizens. Few large-acreage additions to this category should be expected in the near future.
Transportation
Bristol is fortunate to have a transportation network that provides adequate access throughout the City. It is not the function of this document to list individual intersections in need of alteration or repair. Rather it is the function of this document to recommend new streets for the overall network. New connections and/or arterials should not be anticipated. Future transportation-related issues to be addressed involved increased use of mass transit and aesthetic improvement of the entrances into the city.

Vacant Land
The total amount of vacant land in the City is deceiving. The amount appears large; however, most of this land is comprised of isolated/scattered lots. As development pressures increase in the future, the amount of vacant land that is developable, is expected to decrease.
CHAPTER TWELVE

PUBLIC PARTICIPATION

COMMUNITY INVOLVEMENT & PARTICIPATION

IGNITE

In 1997 the two cities of Bristol signed a contract with American Communities Partnership to develop and implement a visioning and strategic plan for Bristol Tennessee/ Virginia. This idea grew into what is now known as IGNITE- Create Bristol’s Future.

Public forums were held to generate ideas throughout the communities. Many strategies were born out of the work sessions and community participation. Five workgroups were formed to address specific goals. Citizens prioritized the goals that are listed below:

1. Community Pride and Involvement
   a. Create a big project, such as Beaver Creek Walk----------------------------30 votes received

2. Culture and the Arts
   a. Capitalize on our music heritage----------------------------------------36 votes received

3. Downtown Redevelopment
   a. Develop Beaver Creek Walk, with the help of private and public sectors, as a navigable urban waterway with lighted walkways on each side of the channel or channels, bisected by arched vehicular and pedestrian bridges and flowing through a central plaza at State Street. Beaver Creek Walk should include entertainment, recreation, commercial and residential spaces to create a unique, romantic, yet energetic, ambiance that will attract new jobs, upscale business, industry, and individuals, and provide a new economic focus and identity for Bristol, making us the “Crown Jewel of Appalachia.”-------------------160 votes received

4. Economic and Tourism Development
   a. Improve teacher screening-----------------------------------------------55 votes received

5. Education
   a. Build a new public library as a historical and cultural arts center-------99 votes received

6. Environment
   a. Develop a city-wide curbside recycling program--------------------------42 votes received
7. Government Services
   a. Establish a twin-city “safe community” committee to develop anti-drug, ant-gang, anti-violence programs.-------------------------------10 votes received

8. Jobs and Training
   a. Establish an ongoing dialogue among representatives of industry, economic development, recruitment and education to identify educational and training needs-----37 votes received

9. Planning, Revitalization and Beautification
   a. Establish a public entity to obtain ownership of the train station (and possibly other buildings worthy of restoration) in order to restore and manage it---------99 votes received

10. Recreation
    a. Develop hiking and biking trails: “theme “ trails, “rails to trails”, nature, historical and architectural trails.-------------------------------46 votes received

11. Social Services
    a. Develop a task force which focuses on the overall goal, with subcommittees to identify specific population segments (i.e. senior housing, medical care and services, activities, and senior centers) and determine needs, map assets, identify gaps, and setup a process to accomplish goals-------------------------------11 votes received

12. Structure of Government
    a. Establish a committee of both city’s officials to accomplish the ideas and themes of the greater Bristol community. Schedule regular meetings between city department heads in both cities. Improve coordination between city councils---------56 votes received

13. Transportation
    a. Develop a not-for-profit regional airline using one or more leased aircraft to provide convenient connections to hubs at cost.------------------------------- 8 votes received

14. Youth
    a. Build a downtown youth center geared to diverse age groups---------28 votes received
High School Government Class

On October 19, 2001, City staff and three planning commission members met with two government classes at Virginia High School. Students were asked, “Will you move back to Bristol after you graduate from college?” “If not, why?”

The objective was to gain their input regarding the type of community in which they want to live, work and raise a family. The following is information gained in these meetings:

1. Encourage college student participation downtown
2. Open businesses downtown that are attractive to youth
3. Nightclubs for college kids
   a. live music/band venue
   b. better music entertainment
4. Better security/safety downtown
   a. better lighting
   b. better utilize police force, such as a bicycle or foot patrol
5. Larger/better businesses/industries
6. More development downtown to attract visitors
   a. entertainment (sports/rec)
   b. better/later hours
   c. amusement park
   d. more coffee houses
   e. art galleries/studio
   f. arts center – music and art lessons
   g. restaurant row
7. Motel/hotel downtown
8. Residential use of property downtown, particularly in upper floors/lofts
9. Diversity of restaurants
10. More consistent/better defined parking – improve signage to parking areas
    a. add parking garage in place of old buildings
11. New library
    a. enlarged computer lab
    b. better/longer hours
    c. book store
    d. inside coffee house
    e. located at Morrison Blvd.
12. Use old library structure as upscale dining or business of some type
13. Bring attractions to town such as Aquarium, IMAX Theatre
14. Stores/businesses in the new Trainstation
15. Bristol signs posted around the world
    a. print small signs stating “xxx miles to Bristol TN/VA” and make them available for persons to post while on their travels
16. Sports team located in Bristol
    a. minor league hockey team
17. Old houses in town renovated primarily for single family use: Mary Street, Solar Street, Lee Street
18. Apartments off campus for VI and King students with discounts to students to encourage participation and place young adults in the community rather than on campus
   a. Better advertisements of Transit, more stops/access (especially in residential areas)
   b. Consolidated City Bus Transit
20. Consolidated City government
21. Updated stores in the Mall
   a. better stores
   b. more stores
   c. food court
22. Too many antique stores, drug stores, warehousing (gives the impression that Bristol caters to the elderly)
23. Careers: medical, financial management, law, psychologist
24. Beaver Creek Walk
   a. Boardwalk
25. Develop property – Hassan Heights side of Exit 7
26. Redevelop Airport Road/Kings Mill Pike
27. Redevelop Hassinger property

Community Forum

ZONING
Consider rezoning Downtown to allow shops, offices or apartments
Be careful with zoning and variances.
Rezone area around Spencer and Edmond from B-3 to a residential district
Rezone R-3 next to Bristol View to R-2
Rezone R-3 along Rhode Island to R-2
Rezone M-1 at Buchanan and Randall St. Expressway to O-I
Rezone Harber property from R-3C-1 to R-1
Rezone Newton Street area from B-3 to Residential District
Keep R-1A area R-1A (Virginia Heights, Briarwood, Spring Garden, Jefferson Park
Rezone area North of B-2 and South of Cumberland from B-3 to R-2
Better zoning laws

BUSINESS/INDUSTRY/INCOME
Better paying jobs
More large businesses/corporations with higher pay.
Big industries to attract more people and supply more money to the City
No industry at Sugar Hollow
Ensure job growth
Don't ever again let the City be dependent on one business/industry.
Lower poverty rate
New high-tech jobs/facilities in immediate downtown area
Focus on adding small businesses (non-manufacturing, less than 50 people)
"Sell" Bristol to attract industries
Maximize assets of region for job potential
Update requirements to specifications of modern industries

**NATURAL, SCENIC AND HISTORICAL AREAS**
Avenues as historic districts to be restored, redeveloped, cleaned
Protect natural and scenic areas and historical areas.
Washington, Moore, Solar and Mary Streets, Highland, Euclid and Lawrence
Hike/bike/walk trail from Sugar Hollow along creek
Add fountains/restrooms at Sugar Hollow
Moore and Mary Streets and Highland Avenue
Historic District downtown area
Historic points of interest direction markers at selected street locations
Restore older buildings
Make area south of Glenway, east of Commonwealth and West of Lee Highway historic
Develop an ongoing plan to preserve architectural and historical Aspects of town
Preserve Cameo, Euclid Avenue
Tear down boarded up houses
Historical museum
Historic look to Cameo & Paramount
Trainstation – historic
Preserve Solar Street older homes

**BEAUTIFICATION**
Beautify anything possible.
Enforce codes for junk cars, weedy property
Implement Cathy Poole's landscape plan
Implement a Beautiful Bridges program
Make gateways more attractive with landscaping
Trees & flowers downtown, ask Garden Clubs & Master Gardeners for advice
Community gardens in vacant lots

**DOWNTOWN**
Revive Downtown Bristol
More restaurants/bars/upscale dining (downtown)
Consider rezoning Downtown to allow shops, offices or apartments
More nightlife downtown
<table>
<thead>
<tr>
<th>Topic</th>
<th>Count</th>
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<tbody>
<tr>
<td>Build a hotel Downtown</td>
<td>3</td>
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<tr>
<td>Construct &quot;shell&quot; buildings on vacant lots and use vacant buildings</td>
<td>2</td>
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<tr>
<td>More focus on high school and college student interests</td>
<td>2</td>
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<tr>
<td>Aggressive demolition of abandoned and rundown buildings</td>
<td>2</td>
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<tr>
<td>Clean up downtown</td>
<td>2</td>
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<tr>
<td>Restore downtown with surpluses and art display</td>
<td>1</td>
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<tr>
<td>Keep Downtown separate from commercial development</td>
<td>1</td>
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<tr>
<td>Occupy all downtown buildings</td>
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<tr>
<td><strong>ATTRACTIONS/FESTIVALS</strong></td>
<td></td>
</tr>
<tr>
<td>Continue with the Rhythm and Roots festival.</td>
<td>3</td>
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<tr>
<td>Annual attractions/more festivals</td>
<td>3</td>
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<tr>
<td>More musical opportunities, such as symphonies</td>
<td>1</td>
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<tr>
<td><strong>LIBRARY</strong></td>
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<tr>
<td>New library with good environment, such as a nice</td>
<td>11</td>
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<tr>
<td>park, more shops and restaurants, more law</td>
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<tr>
<td>enforcement and safety, ample parking</td>
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<tr>
<td>Later library hours</td>
<td>4</td>
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<tr>
<td>Build library in Washington County</td>
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<tr>
<td><strong>SCHOOLS</strong></td>
<td></td>
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<tr>
<td>Upgrade Virginia High Track</td>
<td>8</td>
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<tr>
<td>Tech Prep courses/training at Virginia High</td>
<td>1</td>
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<tr>
<td>Ensure school funding</td>
<td>1</td>
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<tr>
<td>Keep school and municipal buildings attractive</td>
<td>1</td>
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<tr>
<td>Make schools' libraries, gyms, etc. available for public use</td>
<td>1</td>
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<tr>
<td>Improve school system</td>
<td>1</td>
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<tr>
<td>Find new use for Jefferson School</td>
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<tr>
<td><strong>DEVELOPMENT</strong></td>
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<tr>
<td>Art Center</td>
<td>3</td>
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<tr>
<td>Build a science center</td>
<td>3</td>
</tr>
<tr>
<td>Place doublewide trailers on Moore Street for low income/average people</td>
<td>2</td>
</tr>
<tr>
<td>Develop into more of a college town</td>
<td>2</td>
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<tr>
<td>Continue development of Exit 7</td>
<td>2</td>
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<tr>
<td>Improve area around old Jefferson School</td>
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<tr>
<td>Develop warehousing in older buildings</td>
<td>1</td>
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<tr>
<td>Reclaim a warehouse district like Knoxville Old City</td>
<td>1</td>
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<tr>
<td>Buy/develop Old Campbell truckstop</td>
<td>1</td>
</tr>
<tr>
<td>Develop Lee Highway, north of Clear Creek, for industry</td>
<td>1</td>
</tr>
<tr>
<td>Develop farmland, TVA land for industry</td>
<td>1</td>
</tr>
</tbody>
</table>
Reduce apartments in old houses
Build on vacant agriculturally zoned property in the Clear Creek area
Build a 7-11
Horse racing track
Stop giving away land that belongs to taxpayers to developers for the
Purpose of building more restaurants, hotels, etc.
Utilize property where Bristol Steel was located
Fast food between Euclid Avenue and Lee Highway
Develop land on Bonham Road and Clear Creek Road up to Waldo Miles Park
Open businesses in the empty furniture outlet buildings
Open a large bookstore with a lounge
Cafés
Redevelop Kingstown area to make it safer
Use old Goody's building on Euclid Avenue for something like a business,
Museum or library
Complete makeover of subdivision regulations to encourage development of
Single family homes
Keep Lee Highway a two-lane road

INTERSTATE
Extend server up I-81
Another 81 artery to connect to Volunteer Parkway
Artery of I-81 connected with the Beltway around BMS

SHOPPING
More shopping/new businesses/outlet malls
Pet store
More major department stores
Target
Shops centered around Trainstation
Cute shopping stores

PARKING
Free public parking downtown
Less parking lots on State Street, make it one parking garage
Tear down buildings at 700 and 800 block of State for parking
Parking garage near Paramount
More parking downtown
Convert private/reserved parking into public parking
Parking decks for more parking
Free public parking lots on perimeter
**YOUTH**
Better dance clubs 7
More youth oriented places downtown 3
Provide opportunities for our youth 2
More clean and safe attractions for youth 2
Be considerate of the city's youth 1
Educational centers for children 1
Communicate more with college students and get them involved 1

**MISCELLANEOUS**
Less graveyards 2
Connect Mendota Trail with Little Creek 2
More firefighters and lower I.S.O.'s 1
Sound barrier at Highway 381 near Meadow Drive 1
Relocate Lee Highway dry cleaning business 1
Less senior centers 1
Stop making everything for the elderly 1
Identifiable gateway entrances 1
Brewery 1
Look at accomplishments of Greeneville, Tennessee 1
Check past meetings and notes from "Ignite" program 1
Remove "no trespassing" signs 1
More attractive entrances to Bristol 1
Better attractions for race weekend 1
Place more convenience/food stores in the poorer communities that are within walking distance (for those who do not have transportation) 1
Make the community appealing to younger, talented people 1
Improve mass media 1
Restriction of signage before interchanges are developed 1
No fire hydrants in Autumn Ridge 1
Disaster siren at Van Pelt 1
Take possession of run down property and sell/auction 1
Pursue efforts to end moratorium on annexation 1
Better marketing to attract tourists 1
Change state laws to enable the City to clean up areas 1
Tear down old hospital on State Street 1

**PARKS/RECREATION**
Petting zoo 10
Theme/water park (at old New York Carpet site?) 5
Ice skating rink, hockey team 5
More parks 4
Zoo 4
More athletic areas 4
Recreational center/entertainment complex  4
Go-carts, miniature golf w/themes  4
Community park or playground in low traffic area  3
Preserve Sugar Hollow  3
With ample parking, possibly in a neighborhood  3
Bungee jumping, indoor skydiving, rockwall  2
Bike trails  2
Museums  2
Aquariums  1
More recreation  1
Park with benches, playground, basketball court, outdoor recreation  1
Ampitheater  1
Bike paths from exit 7 area subdivisions to downtown  1
Putt-Putt golf course on Lee Highway near Blevins Tire  1
IMAX  1
City park on Bob Morrison Blvd.  1
Recreational area on Bob Morrison Blvd  1
Indoor soccer building for Tennessee & Virginia  1
Keep the soccer field at corner of Old Airport Road and Bonham Road  1
For the residents of the City to use.  1
Utilize recreational facilities, Waldo Miles pool  1

TRAFFIC/TRANSPORTATION
More public transportation/Amtrak  10
Road connecting Bellehaven and Spring Lake areas  4
Better public transportation  3
Widen streets: Valley Drive, Exit 5, Lee Highway  3
Street lights in neighborhoods  3
More fire hydrants  3
Amtrak at trainstation  2
Warning sirens at exit 7  2
More bus stops throughout the City  1
Manage an increase in traffic demands  1
4 lanes from downtown to Super Wal-Mart  1
4 lanes to Abingdon  1
Traffic light at intersection of King Mill Pike and Old Airport Road  1
Improve traffic markings/flow of traffic on Lee Highway near Bonham Road  1
Narrower streets  1
Street out to I-81 from High Meadow  1
a solution to dangerous intersection of Commonwealth, Pinecrest Ext.  1
More police surveillance at I-81 and Commonwealth for speeding  1
Bridge on State Street at Trainstation  1
Improved air service  1
Widen Kingmill Pike  5
Widen Lee Highway from approx. Jefferson Drive  1
to I-81
Widen Valley from Long Crescent to Sioux Road

MALL
Update the Mall, encourage more retail developments
Larger mall
New mall on existing site
Later hours

BEAVER CREEK WALK
Make Beaver Creek Walk a reality
Clean up Beaver Creek
Shops/restaurants along Beaver Creek

BIRTHPLACE OF COUNTRY MUSIC
Bristol is the Birthplace of Country Music
Focus on Birthplace of Country Music

SIDEWALKS
Add sidewalks in neighborhoods
Fix sidewalks

TRAINSTATION
Renovate/preserve the Trainstation
Small quality hotel near Trainstation

WAR MEMORIAL
Use of War Memorial Park and stage

ANTIQUE STORES
Too many antique shops
Eliminate antique stores
Combine antique stores into one

HOUSING
Gear housing toward college students instead of senior citizens
More college level housing (apartments)
Place limits on number of apartments (slumlords)
Convert condemned houses/buildings
<table>
<thead>
<tr>
<th>Scattered public housing</th>
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<tbody>
<tr>
<td>Reduce subsidized housing</td>
<td>1</td>
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<tr>
<td>Affordable housing downtown</td>
<td>1</td>
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</tbody>
</table>

**RESTORATION**

| Restore run down neighborhoods | 2 |

**INSPECTIONS**

| Inspect old apartments and close all that do not meet Codes | 1 |
| Enforce housing codes | 1 |

**INCENTIVES**

| Make money available to improve areas along Moore And Mary Streets and Highland and Euclid Avenues and Kingtown | 5 |
| Offer incentives to property owners to enhance/develop their property | 4 |
| Provide "help programs" to reduce government housing need | 1 |
| Offer tax breaks to private developers to develop property | 1 |

**COMMUNITY MEETINGS/PUBLIC AWARENESS**

| Community center | 3 |
| Hold community meeting every year | 2 |
| Community involvement/communication | 1 |
| Increase public awareness with area events and public services | 1 |
| Make meeting rooms available for neighborhood groups | 1 |

**UPKEEP**

| Clean up Shakesville Road | 2 |
| Better water lines in older areas of city | 2 |
| Make landlords more responsible for their tenants and the upkeep of Their property | 2 |
| Maintain all houses and keep them in good condition | 1 |
| Better voter registration | 1 |
| Clean eyesore objects out of community yards and porches | 1 |
| Clean up Mary Street (old car dump on Slaughter property) | 1 |
| Clean up junkyard on Commonwealth Ext. and Island Road | 1 |
| Improvement needed in the plowing job on Taryn Court | 1 |
| Clean 10-15 feet along fence on King Mill Pike | 1 |
JOINT VENTURES
Expand corporate boundaries by co-oping with county  3
Joint planning commission with Washington County  3
Plan library with Washington County  1
Fighting between two cities stalls projects  1
Request land near agricultural and golf course residential zone from Wash. County and turn into general industrial and intermediate business zones  1
Take over Washington County  1

WILDLIFE
Reserve some areas (woodlands) for animals  1
CHAPTER THIRTEEN

METHODS OF IMPLEMENTATION

The two primary methods of implementing a comprehensive plan are accomplished through zoning and subdivision regulations.

Zoning enables a locality to accomplish objectives beyond what is typically thought of a traditional zoning. Through zoning, a locality can implement overlay zones to address entryways, areas prone to flooding, historically significant areas and areas affected by airports/airtravel.

Subdivision regulations control lot division, street construction standards and stormwater control. It is through these regulations that the City is enabled to ascertain that every newly created lot in the city has proper/adequate waste disposal.

Other methods of implementation are not regulatory. They involve coordination among city agencies, coordination with neighborhood groups and the business community. Other implementation tools include financing methods. Not every project can be funded through the general fund. The city must make an effort to seek alternative financing methods for projects.
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 Registor of Historic Places to list historically contributing structures and districts.
2. Coordinate with neighborhood groups to evaluate local historic zoning.
3. Coordinate with the Birthplace of Country Music Alliance to promote Bristol’s cultural/musical heritage.
4. Establish policies and procedures to protect and improve the aesthetic qualities of Bristol’s gateways/entrances into the City.
5. Implement feasible sections of the landscape plan prepared by the University of Virginia.
6. Coordinate with the Corp of Engineers to finalize the flood study and implement the study after its completion.
7. Evaluate the feasibility of creating more detailed landscape requirements than those currently in City Code.
8. 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 (Environments 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.
<table>
<thead>
<tr>
<th>Year One</th>
<th>Year Two</th>
<th>Year Three</th>
<th>Year Four</th>
<th>Year Five</th>
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</thead>
<tbody>
<tr>
<td>Create a parking ordinance for downtown.</td>
<td>Establish loan pool for downtown property owners to remove facades from buildings. Action could result in buildings becoming &quot;contributing&quot; historically.</td>
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</tr>
<tr>
<td>Better publicize downtown parking lots with signage.</td>
<td>Coordinate with Crime Prevention office to educate downtown property owners about CPTED standards.</td>
<td>Establish loan pool for downtown property owners to remove facades from buildings. Action could result in buildings becoming &quot;contributing&quot; historically.</td>
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<tr>
<td>Demolish old, abandoned houses, 3-4 per year.</td>
<td>Demolish old, abandoned houses, 3-4 per year.</td>
<td>Demolish old, abandoned houses, 3-4 per year.</td>
<td>Demolish old, abandoned houses, 3-4 per year.</td>
<td>Demolish old, abandoned houses, 3-4 per year.</td>
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<tr>
<td>Create more effective maintenance codes for housing.</td>
<td>Consider large area redevelopment, seek funds to redevelop &quot;large&quot; area of the city.</td>
<td>Concentrate planned programs in one area of the city.</td>
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<tr>
<td>Use CDBG and HOME funds to rehabilitate low income homes. Coordinate with BVUB for matching funds.</td>
<td>Use CDBG and HOME funds to rehabilitate low income homes. Coordinate with BVUB for matching funds.</td>
<td>Use CDBG and HOME funds to rehabilitate low income homes. Coordinate with BVUB for matching funds.</td>
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<tr>
<td>Obtain grass roots support for overlay zoning for Downtown district.</td>
<td>Prepare design guidelines for Downtown district.</td>
<td>Begin administration of Downtown district.</td>
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</tr>
<tr>
<td>Acquire a &quot;historic&quot; designation for Euclid Avenue bungalow district.</td>
<td>Obtain grass roots support for overlay zoning for Downtown district.</td>
<td>Prepare design guidelines for Virginia Hill District</td>
<td></td>
<td>Begin administration of Virginia Hill district.</td>
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<tr>
<td>Create an Architectural Review Board</td>
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<tr>
<td>Establish a loan pool or grant program for downtown property owners to enable them to remove facades and potentially enable their building to become &quot;contributing.&quot;</td>
<td>Create &quot;gateways&quot; into historic areas with period signage.</td>
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**Land Use: Historic**
<table>
<thead>
<tr>
<th>Year One</th>
<th>Year Two</th>
<th>Year Three</th>
<th>Year Four</th>
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<tbody>
<tr>
<td>Coordinate with Economic Development to provide incentives</td>
<td>Coordinate with Economic Development to provide incentives</td>
<td>Coordinate with Economic Development to provide incentives</td>
<td>Coordinate with Economic Development to provide incentives</td>
<td>Coordinate with Economic Development to provide incentives</td>
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<td>for developers to develop property that may otherwise</td>
<td>for developers to develop property that may otherwise</td>
<td>for developers to develop property that may otherwise</td>
<td>for developers to develop property that may otherwise</td>
<td>for developers to develop property that may otherwise</td>
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<tr>
<td>remain vacant.</td>
<td>remain vacant.</td>
<td>remain vacant.</td>
<td>remain vacant.</td>
<td>remain vacant.</td>
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<tr>
<td>Coordinate with other city offices and review burden placed</td>
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<tr>
<td>on developers for installing infrastructure, removing debris,</td>
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<tr>
<td>etc.</td>
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<tr>
<td>Learn more about high-tech &quot;hybrid&quot; industry and their</td>
<td>Review the suitability of the code for satisfying this type of</td>
<td></td>
<td></td>
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<tr>
<td>needs.</td>
<td>industry.</td>
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<tr>
<td>Coordinate with Economic Development for appropriate</td>
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<td>locations which may include bike paths, recreation, etc.</td>
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<tr>
<td>Encourage more retail development in downtown.</td>
<td>Encourage more retail development in downtown.</td>
<td>Encourage more retail development in downtown.</td>
<td>Encourage more retail development in downtown.</td>
<td>Encourage more retail development in downtown.</td>
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Land Use: Economic Dev.
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<th>Year Three</th>
<th>Year Four</th>
<th>Year Five</th>
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</thead>
<tbody>
<tr>
<td>Create more stops on the transit route.</td>
<td>Implement a demo transit program extending weekend and evening service.</td>
<td>Continue demo transit program if it is successful.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Design and print more brochures for public transit.</td>
<td>Purchase weather proof schedule posters for transit stops.</td>
<td>Continue the process of retaining grants for para-transit and acquiring capital for operations and labor.</td>
<td>Continue the process of retaining grants for para-transit and acquiring capital for operations and labor.</td>
<td>Continue the process of retaining grants for para-transit and acquiring capital for operations and labor.</td>
</tr>
<tr>
<td>Begin the process of increasing the number of para-transit vehicles by researching possible grant funds.</td>
<td>Continue the process of retaining grants for para-transit and acquiring capital for operations and labor.</td>
<td>Continue the process of retaining grants for para-transit and acquiring capital for operations and labor.</td>
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</tr>
<tr>
<td>Find alternative sources by funding for transit and acquiring capital for operations and labor.</td>
<td>Find alternative sources by funding for transit and acquiring capital for operations and labor.</td>
<td>Find alternative sources by funding for transit and acquiring capital for operations and labor.</td>
<td>Find alternative sources by funding for transit and acquiring capital for operations and labor.</td>
<td>Find alternative sources by funding for transit and acquiring capital for operations and labor.</td>
</tr>
<tr>
<td>Determine the source of payment for transit tokens. Create a token exchange system.</td>
<td>Coordinate transit routes with tourist events and establish a charter system.</td>
<td>Coordinate transit routes with tourist events and establish a charter system.</td>
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<tr>
<td>Work to find areas viable for bike lanes and funding available for project. Establish a bike lane network.</td>
<td>Work to find areas viable for bike lanes and funding available for project. Establish a bike lane network.</td>
<td>Work to find areas viable for bike lanes and funding available for project. Establish a bike lane network.</td>
<td>Work to find areas viable for bike lanes and funding available for project. Establish a bike lane network.</td>
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<tr>
<td>Begin implementing a GIS.</td>
<td>Continue with GIS implementation.</td>
<td>Continue with GIS implementation.</td>
<td>Continue with GIS implementation.</td>
<td>Continue with GIS implementation.</td>
</tr>
<tr>
<td>Create attractive gateways into the city and explore various forms of funding available.</td>
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<tr>
<td>Work with neighborhood groups petitioning for rezoning of Lee and</td>
<td>Coordinate with Economic Development Committee to provide incentives for the reuse of commercial land.</td>
<td>Coordinate with Economic Development Committee to provide incentives for the reuse of commercial land.</td>
<td>Coordinate with Economic Development Committee to provide incentives for the reuse of commercial land.</td>
<td>Coordinate with Economic Development Committee to provide incentives for the reuse of commercial land.</td>
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<tr>
<td>Russell Street area.</td>
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<tr>
<td>Sell city's residual right of way properties to adjoining property owners.</td>
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<tr>
<td>Coordinate with Economic Development Committee to provide incentives for the reuse of commercial land.</td>
<td>Research available funding for brownfield redevelopment and compile a list of brownfield sites.</td>
<td>Research available funding for brownfield redevelopment.</td>
<td>Research available funding for brownfield redevelopment.</td>
<td>Research available funding for brownfield redevelopment.</td>
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<td>Research available funding for brownfield redevelopment.</td>
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<td>Meet with developers regarding a landscaping ordinance</td>
<td>Create a landscape ordinance</td>
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<td>Evaluate zoning and parking ordinance for needed changes</td>
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</table>
APPENDIX I

§ 15.2-2223. Comprehensive plan to be prepared and adopted; scope and purpose

The local planning commission shall prepare and recommend a comprehensive plan for the physical development of the territory within its jurisdiction and every governing body shall adopt a comprehensive plan for the territory under its jurisdiction.

In the preparation of a comprehensive plan the commission shall make careful and comprehensive surveys and studies of the existing conditions and trends of growth, and of the probable future requirements of its territory and inhabitants. The comprehensive plan shall be made with the purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the territory which will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the inhabitants.

The comprehensive plan shall be general in nature, in that it shall designate the general approximate location, character, and extent of each feature shown on the plan and shall indicate where existing lands or facilities are proposed to be extended, widened, removed, relocated, vacated, narrowed, abandoned, or changed in use as the case may be.

The plan, with the accompanying maps, plats, charts, and descriptive matter, shall show the locality's long-range recommendations for the general development of the territory covered by the plan. It may include, but need not be limited to:

1. The designation of areas for various types of public and private development and use, such as different kinds of residential, business, industrial, agricultural, mineral resources conservation, recreation, public service, flood plain and drainage, and other areas;

2. The designation of a system of transportation facilities such as streets, roads, highways, parkways, railways, bridges, viaducts, waterways, airports, ports, terminals, and other like facilities;

3. The designation of a system of community service facilities such as parks, forests, schools, playgrounds, public buildings and institutions, hospitals, community centers, waterworks, sewage disposal or waste disposal areas, and the like;

4. The designation of historical areas and areas for urban renewal or other treatment;

5. The designation of areas for the implementation of reasonable ground water protection measures;
6. An official map, a capital improvements program, a subdivision ordinance, a zoning ordinance and zoning district maps, mineral resource district maps and agricultural and forestal district maps, where applicable;

7. The location of existing or proposed recycling centers; and

8. The designation of areas for the implementation of measures to promote the construction and maintenance of affordable housing, sufficient to meet the current and future needs of residents of all levels of income in the locality while considering the current and future needs of the planning district within which the locality is situated.


§ 15.2-2224. Surveys and studies to be made in preparation of plan; implementation of plan.

A. In the preparation of a comprehensive plan, the local planning commission shall survey and study such matters as the following:

1. Use of land, preservation of agricultural and forestal land, production of food and fiber, characteristics and conditions of existing development, trends of growth or changes, natural resources, historic areas, ground water, surface water, geologic factors, population factors, employment, environmental and economic factors, existing public facilities, drainage, flood control and flood damage prevention measures, transportation facilities, the need for affordable housing in both the locality and planning district within which it is situated, and any other matters relating to the subject matter and general purposes of the comprehensive plan.

However, if a locality chooses not to survey and study historic areas, then the locality shall include historic areas in the comprehensive plan, if such areas are identified and surveyed by the Department of Historic Resources. Furthermore, if a locality chooses not to survey and study mineral resources, then the locality shall include mineral resources in the comprehensive plan, if such areas are identified and surveyed by the Department of Mines, Minerals and Energy. The requirement to study the production of food and fiber shall apply only to those plans adopted on or after January 1, 1981.

2. Probable future economic and population growth of the territory and requirements therefor.

B. The comprehensive plan shall recommend methods of implementation and shall include a current map of the area covered by the comprehensive plan. Unless otherwise required by this chapter, the methods of implementation may include but need not be limited to:
1. An official map;

2. A capital improvements program;
3. A subdivision ordinance;

4. A zoning ordinance and zoning district maps; and

5. A mineral resource map.


§ 15.2-2225. Notice and hearing on plan; recommendation by local planning commission to governing body.

Prior to the recommendation of a comprehensive plan or any part thereof, the local planning commission shall give notice in accordance with § 15.2-2204 and hold a public hearing on the plan. After the public hearing, the commission may approve, amend and approve, or disapprove the plan. Upon approval, the commission shall by resolution recommend the plan, or part thereof, to the governing body and a copy shall be certified to the governing body.


§ 15.2-2226. Adoption or disapproval of plan by governing body.

After certification of the plan or part thereof, the governing body, after a public hearing with notice as required by § 15.2-2204, shall proceed to a consideration of the plan or part thereof and shall approve and adopt, amend and adopt, or disapprove the plan. In acting on the plan or part thereof, or any amendments to the plan, the governing body shall act within ninety days of the local planning commission's recommending resolution.


§ 15.2-2227. Return of plan to local planning commission; resubmission.

If the governing body disapproves the plan, then it shall be returned to the local planning commission for its reconsideration, with a written statement of the reasons for its disapproval.

The commission shall have sixty days in which to reconsider the plan and resubmit it, with any changes, to the governing body.
§ 15.2-2228. Adoption of parts of plan.

As the work of preparing the comprehensive plan progresses, the local planning commission may, from time to time, recommend, and the governing body approve and adopt, parts thereof. Any such part shall cover one or more major sections or divisions of the locality or one or more functional matters.

§ 15.2-2229. Amendments.

After the adoption of a comprehensive plan, all amendments to it shall be recommended, and approved and adopted, respectively, as required by § 15.2-2204. If the governing body desires an amendment it may direct the local planning commission to prepare an amendment and submit it to public hearing within sixty days after formal written request by the governing body. In acting on any amendments to the plan, the governing body shall act within ninety days of the local planning commission's recommending resolution.

§ 15.2-2230. Plan to be reviewed at least once every five years.

At least once every five years the comprehensive plan shall be reviewed by the local planning commission to determine whether it is advisable to amend the plan.

§ 15.2-2230.1. Public facilities study.

In addition to reviewing the comprehensive plan, the planning commission may make a study of the public facilities, including existing facilities, which would be needed if the comprehensive plan is fully implemented. The study may include estimations of the annual prospective operating costs for such facilities and any revenues, including tax revenues, that may be generated by such facilities. For purposes of the study, public facilities may include but need not be limited to water and sewer lines and treatment plants, schools, public safety facilities, streets and highways. The planning commission may forward the study to the local governing body or any other local, regional, state or federal agency that the planning commission believes might benefit from its findings.

(1998, c. 609.)
§ 15.2-2231. Inclusion of incorporated towns in county plan; inclusion of adjacent unincorporated territory in municipal plan.

Any county plan may include planning of incorporated towns to the extent to which, in the county local planning commission's judgment, it is related to planning of the unincorporated territory of the county as a whole. However, the plan shall not be considered as a comprehensive plan for any incorporated town unless recommended by the town commission, if any, and adopted by the governing body of the town.

Any municipal plan may include the planning of adjacent unincorporated territory to the extent to which, in the municipal local planning commission's judgment, it is related to the planning of the incorporated territory of the municipality. However, the plan shall not be considered as a comprehensive plan for such unincorporated territory unless recommended by the county commission and approved and adopted by the governing body of the county.


§ 15.2-2232. Legal status of plan.

A. Whenever a local planning commission recommends a comprehensive plan or part thereof for the locality and such plan has been approved and adopted by the governing body, it shall control the general or approximate location, character and extent of each feature shown on the plan. Thereafter, unless a feature is already shown on the adopted master plan or part thereof or is deemed so under subsection D, no street or connection to an existing street, park or other public area, public building or public structure, public utility facility or public service corporation facility other than railroad facility, whether publicly or privately owned, shall be constructed, established or authorized, unless and until the general location or approximate location, character, and extent thereof has been submitted to and approved by the commission as being substantially in accord with the adopted comprehensive plan or part thereof. In connection with any such determination, the commission may, and at the direction of the governing body shall, hold a public hearing, after notice as required by § 15.2-2204.

B. The commission shall communicate its findings to the governing body, indicating its approval or disapproval with written reasons therefor. The governing body may overrule the action of the commission by a vote of a majority of its membership. Failure of the commission to act within sixty days of a submission, unless the time is extended by the governing body, shall be deemed approval. The owner or owners or their agents may appeal the decision of the commission to the governing body within ten days after the decision of the commission. The appeal shall be by written petition to the governing body setting forth the reasons for the appeal. The appeal shall be heard and determined within sixty days from its filing. A majority vote of the
governing body shall overrule the commission.

C. Widening, narrowing, extension, enlargement, vacation or change of use of streets or public areas shall likewise be submitted for approval, but paving, repair, reconstruction, improvement, drainage or similar work and normal service extensions of public utilities or public service corporations shall not require approval unless involving a change in location or extent of a street or public area.

D. Any public area, facility or use as set forth in subsection A which is identified within, but not the entire subject of, a submission under either § 15.2-2258 for subdivision or provision 8 of § 15.2-2286 for development or both may be deemed a feature already shown on the adopted master plan, and, therefore, excepted from the requirement for submittal to and approval by the commission or the governing body; provided, that the governing body has by ordinance or resolution defined standards governing the construction, establishment or authorization of such public area, facility or use or has approved it through acceptance of a proffer made pursuant to § 15.2-2303.

E. Approval and funding of a public telecommunications facility by the Virginia Public Broadcasting Board pursuant to Article 12 (§ 2.2-2426 et seq.) of Chapter 24 of Title 2.2 shall be deemed to satisfy the requirements of this section and local zoning ordinances with respect to such facility with the exception of television and radio towers and structures not necessary to house electronic apparatus. The exemption provided for in this subsection shall not apply to facilities existing or approved by the Virginia Public Telecommunications Board prior to July 1, 1990. The Virginia Public Broadcasting Board shall notify the governing body of the locality in advance of any meeting where approval of any such facility shall be acted upon.

F. On any application for a telecommunications facility, the commission's decision shall comply with the requirements of the Federal Telecommunications Act of 1996. Failure of the commission to act on any such application for a telecommunications facility under subsection A submitted on or after July 1, 1998, within ninety days of such submission shall be deemed approval of the application by the commission unless the governing body has authorized an extension of time for consideration or the applicant has agreed to an extension of time. The governing body may extend the time required for action by the local commission by no more than sixty additional days. If the commission has not acted on the application by the end of the extension, or by the end of such longer period as may be agreed to by the applicant, the application is deemed approved by the commission.

### STANDARD SYSTEM FOR IDENTIFYING AND CODING LAND USE ACTIVITIES BY NUMBER AND COLOR CODE

<table>
<thead>
<tr>
<th>NUMBER CODE</th>
<th>CATEGORY</th>
<th>COLOR/PRISMATIC PENCIL NUMBER</th>
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<tbody>
<tr>
<td>11</td>
<td>Residential</td>
<td>Yellow/916 [ ]</td>
</tr>
<tr>
<td>12</td>
<td>Single Family Units</td>
<td>Orange/918 [ ]</td>
</tr>
<tr>
<td>14</td>
<td>Multi-Family Residential</td>
<td>Yellow with T/916 [ ]</td>
</tr>
<tr>
<td>15</td>
<td>Mobile Home Parks</td>
<td>Brown/945 [ ]</td>
</tr>
<tr>
<td>21</td>
<td>Transient Lodgings</td>
<td>Warm Gray/964 [ ]</td>
</tr>
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<td>31</td>
<td>Manufacturing</td>
<td>Slate Gray/936 [ ]</td>
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<td>41</td>
<td>Transportation</td>
<td>Purple/931 [ ]</td>
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<tr>
<td>47</td>
<td>Communication &amp; Utilities</td>
<td>Blush/928 [ ]</td>
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<td>51</td>
<td>Commercial</td>
<td>Pink/929 [ ]</td>
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<td>Wholesale Trade</td>
<td>Crimson Red/924 [ ]</td>
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<td>61</td>
<td>Services</td>
<td>Aquamarine/905 [ ]</td>
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<tr>
<td>67</td>
<td>Personal and Professional Services</td>
<td>Indigo Blue/901 [ ]</td>
</tr>
<tr>
<td>71</td>
<td>Cultural, Entertainment, Recreation, Parks</td>
<td>True Blue/903 [ ]</td>
</tr>
<tr>
<td>81</td>
<td>Resource Production and Extraction</td>
<td>True Green/910 [ ]</td>
</tr>
<tr>
<td>89</td>
<td>Agriculture, Forestry</td>
<td>Grass Green/909 [ ]</td>
</tr>
<tr>
<td>91</td>
<td>Undeveloped Land and Water</td>
<td>None</td>
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