

The Fairmount Neighborhood Plan



Fairmount
Neighborhood Plan

Bristol Tennessee
Municipal Regional Planning Commission

Endorsed
June 27, 2011



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Bristol, Tennessee Municipal Regional Planning Commission

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Document Prepared by the
Department of Community Development
Bristol, Tennessee

FAIRMOUNT NEIGHBORHOOD PLAN

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If an additional appendix is necessary, it will be added.

THE FAIRMOUNT NEIGHBORHOOD PLAN

JUNE 2011

1.0 LOCATION AND BACKGROUND

Fairmount Neighborhood Bristol, Tennessee Study Area Location

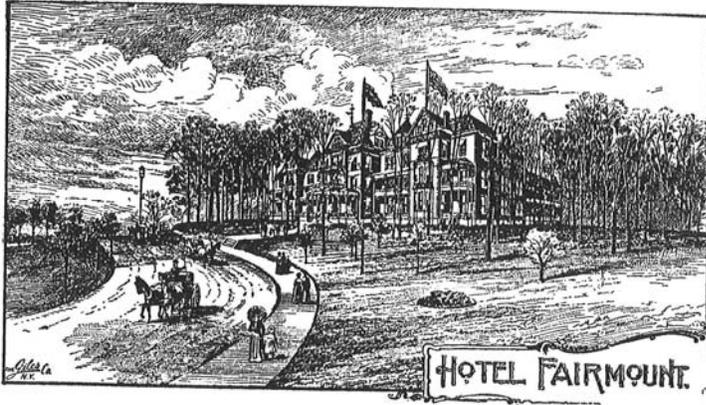
The Fairmount neighborhood is located just south of the Tennessee-Virginia state line, east of the Bristol central business district. The Fairmount Neighborhood Study Area is, as shown in green on the enclosed map, bounded approximately by McDowell Street to the north, the Norfolk Southern Railway and Tennessee Street to the west, Florida Avenue to the east, and Lakeview and Oakwood Streets to the south. North of the Fairmount neighborhood lies a small commercial district, historic East Hill cemetery, the Bristol TN-VA YWCA, multifamily housing, single family residential, and the boundary line between the State of Tennessee and the Commonwealth of Virginia. The Norfolk Southern rail lines form the Western boundary of the neighborhood, which incorporates land utilized industrially since the 1880s. The southern portion of the Fairmount neighborhood includes: the former Cortrim/Aurora manufacturing lumber processing facility, which was on land that at one time contained a recreational lake for the Fairmount area; the Necessary Oil processing and recycling facility located on Georgia and Oakwood Streets; the commercial shopping center with a regional grocery store chain and a pharmacy; and vacant former industrial property at the juncture of Oakwood Street and the Norfolk Southern rail line. The eastern area of the neighborhood is abutted by two large land holders, the First Presbyterian Church and King College. The study area contains approximately 1,100 parcels of land.

Neighborhood Development Background

The Fairmount neighborhood is located within the former Lynwood Plantation, owned by the Bristol Founding King Family of James King III (aka James King, Jr.). Following her husband's premature death in 1875, Mrs. King sold the first portion of the King property in 1876, in order to support her three unmarried children. The division of property resulted in the first lots developed in the area, of which Mr. A.D. Reynolds purchased the largest number of lots, thirteen for \$413 each. The land was developed at that

time, only to the present Taylor Street, according to the research by Bristol historian V.N. Phillips.

According to Phillips in his history, Bristol Tennessee-Virginia: A History, 1852-1900, the Hotel Fairmount was one of the first investments made by Fairmount developers A.D. Reynolds, his brother R.J. Reynolds, General Thomas Ewing, and Col. J.M. Barker. The hotel was established in 1889 as part of the Bristol Land and Improvement Company,



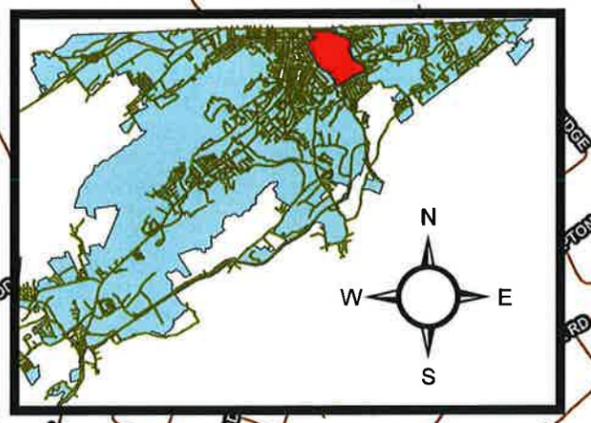
located on a two-block area among Spruce, Cypress and Carolina Streets. South of the hotel, guests and prospective lot purchasers could fish, swim and boat on the ten-acre lake located near the present Lakeview Street, Georgia Avenue and

Beechwood Street. In 1888, the hotel developers founded the first trolley system in the city, the Bristol Street Car Company, and built lines for the horse drawn trolley system to serve their hotel clientele. Unfortunately, the hotel burned to the ground in 1901 and the land remained vacant until Col. J.M. Barker built a large home on the site. The home looks down over Barker/Fairmount Park and continues to serve as a significant landmark within the

Fairmount Neighborhood. Brothers A.D. Reynolds and R.J. Reynolds also built large homes in Fairmount, neither of which survived; the A.D. Reynolds home, on the corner of Spruce and Carolina, having been gutted by fire in the 1980s. The former A.D. Reynolds land was developed into multi-family units in the 1980s.



Though the Hotel Fairmount and the A.D. Reynolds home no longer exist, the Fairmount neighborhood developers' original decisions serve the Bristol community even today--- from the placement of



Location Map

Legend

-  Fairmount Study Area Boundary
-  Fairmount Neighborhood Plan Boundary

City of Bristol Tennessee
Fairmount Neighborhood Plan

Study Area Location



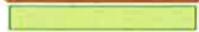
June 21, 2011



City of Bristol Tennessee
Fairmount Neighborhood Plan
Study Area Boundary

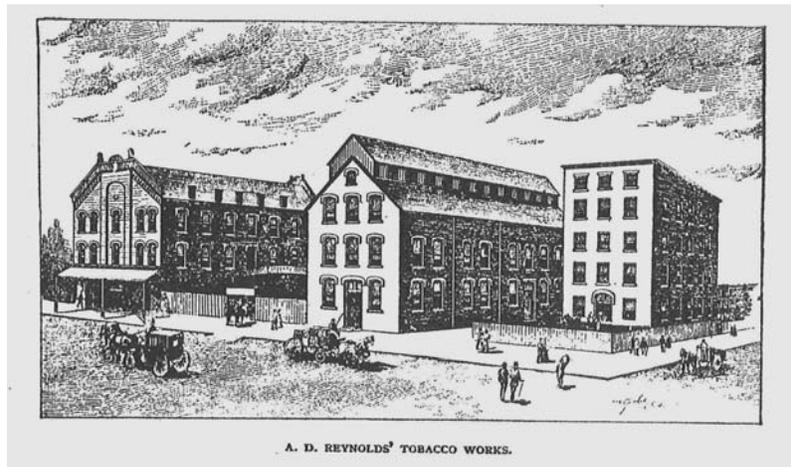


June 21, 2011

- Legend**
-  Fairmount Study Area Boundary
 -  Fairmount Neighborhood Plan Boundary

transportation routes to the selection of industrial sites adjacent to the railroad. The trolley route established in the late 1880s along Pennsylvania Avenue, for example, remains a significant city

thoroughfare in use today as U.S. Route 421 and State Route 34. The founders incorporated a grid pattern layout of the neighborhood to facilitate the trolley system which created excellent connectivity from all



points of the neighborhood to multiple points in the city. (Many of the trolley rails were left under the existing pavement along many of the streets in Fairmount.) The initiative taken to develop the hotel and the trolley system quickly established the Fairmount neighborhood and despite the loss of the Fairmount Hotel in 1901, by 1908, the neighborhood had developed significantly enough to be documented on Sanborn Maps, which show the neighborhood's grid pattern of development as a separate inset feature on the maps. The maps also document the early industrial development adjacent to Fairmount, such as the Simpson Floral Company (greenhouses) on Pennsylvania Avenue, the A.D. Reynolds' Twin City Mills, the Armour Packing Company (meat), and the Morton, Lewis and Willey Lumber Company, (later Cortrim) which was an active lumber and manufacturing site until 2005 when it was razed by fire in November 2006.

Though development of the neighborhood was moderate until after World War I, initially consisting of many large homes with many vacant lots in between, the neighborhood became increasingly attractive as Fairmount was within walking distance of employment and was prepared for development. As discussed in Bristol Tennessee-Virginia: A History, 1852-1900, demand for housing soon lined the streets with homes, ranging from more moderate bungalow styles to elaborate Victorians. The proximity to manufacturing attracted a mixture of residents from lawyers to doctors who had offices in the central business district, to laborers and boarders, many of whom walked to work at

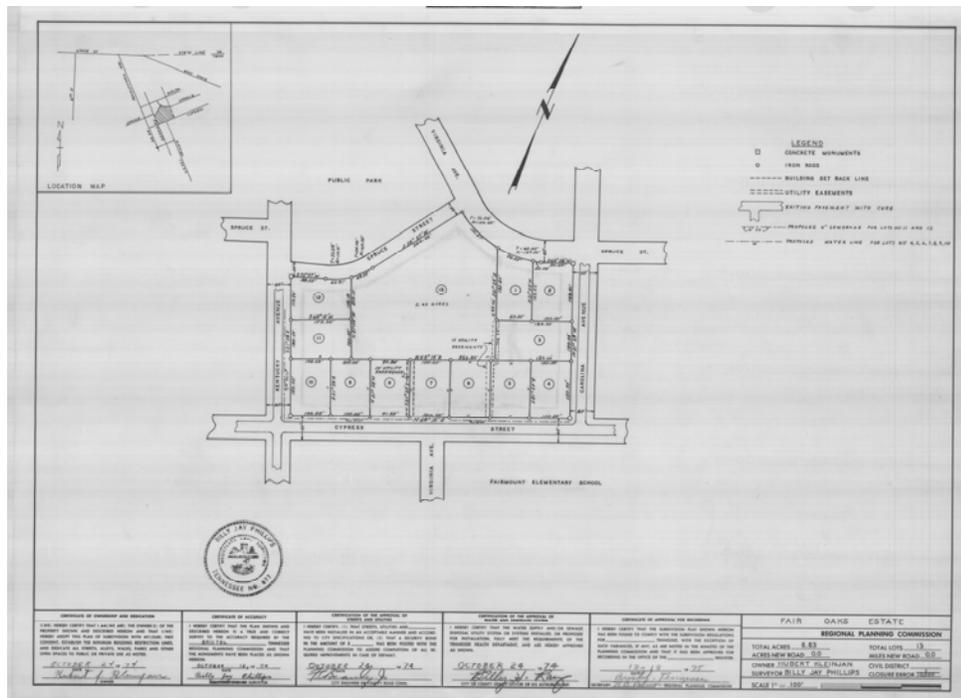
neighboring businesses or to domestic service positions for families who owned larger homes in the neighborhood, as discussed by Phillips in Bristol Tennessee-Virginia: A History, 1852-1900 and the February 27, 2011, *Bristol Herald Courier* article “*Reminder of another era in Bristol’s past*”.

Today the Fairmount area has retained its tree-lined streets, the mixture of architectural styles, and similarly diverse socio-economic demographic. Over the years,

however, Fairmount’s R-3 (Multi-Family Residential) zoning designation has allowed the division of many of the larger, older structures of the neighborhood into apartments. Despite the solidly single family and duplex character of the neighborhood, a significant portion of the neighborhood



and the National Register of Historic Places district is zoned R-3 (Multi- Family Residential) zoning district. As a result, many townhouse groups have been constructed surrounding Fairmount Elementary School. Fair Oaks, north of Fairmount School and South of Barker/Fairmount Park, for example, is the location of the ill-fated Hotel Fairmount and the subsequent historic home of Col. Barker. The property was subdivided, as shown in the subdivision plat in the following paragraph, and multi-family units were built under existing R-3 zoning, which has resulted in the largest concentration of multi-family units in the Fairmount Neighborhood. Other multi-family units in the neighborhood have been created through the construction of apartments in existing single family homes.



Fair Oaks Estate, the location of the Col. Barker Home and the razed Hotel Fairmount, was the subject of a rezoning request which was opposed by the surrounding property owners. The request was tabled without further action. The large property subsequently was subdivided into lots which were developed under the existing R-3 (Multi-Family) zoning designation.

Fairmount National Register of Historic Places District



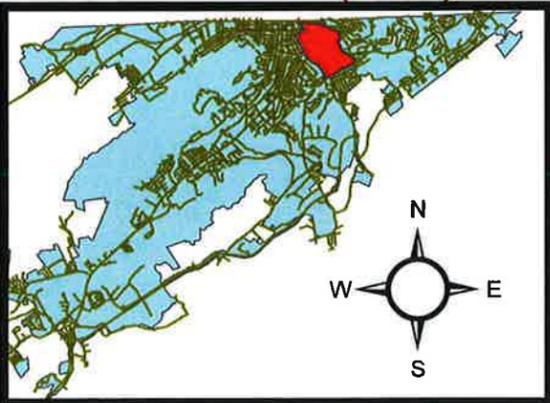
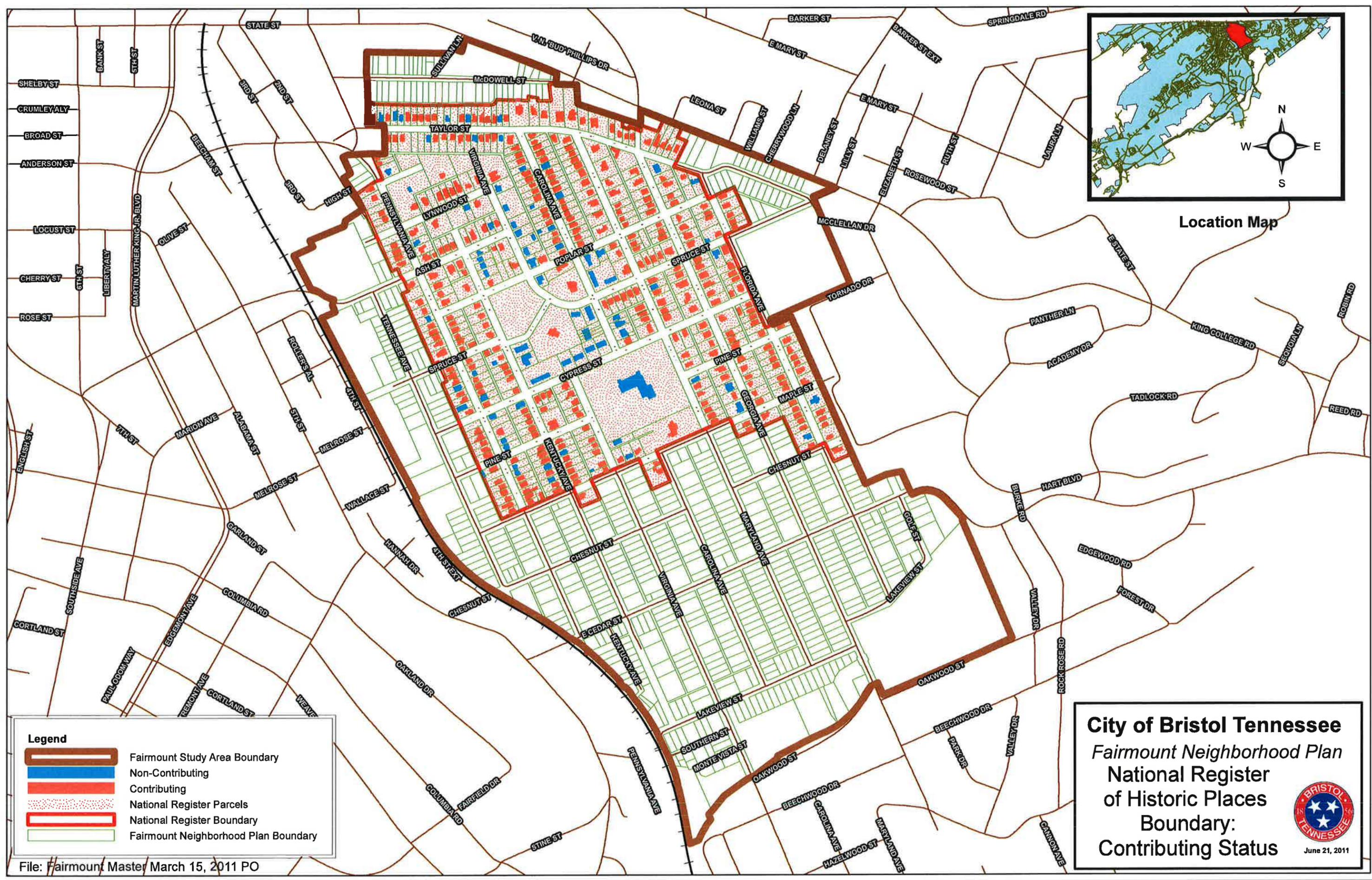
A portion of the Fairmount Neighborhood Study Area has been listed on the National Register of Historic Places, as shown on the enclosed map *Fairmount Neighborhood Study, National Register of Historic Places*. The designation was awarded based upon the history of the neighborhood in the development of the City of Bristol Tennessee, as well as the contributing

architectural character of the homes in the National Register of Historic Places District. The neighborhood provides a wide variety of homes from the over one hundred years of neighborhood development, including Victorian, Bungalow, Dutch Colonial, Four Square, Italianate, and vernacular residential home styles. As a result of the designation as a National Register of Historic Places District, “contributing” structures (shown in red on the enclosed map *National Register of Historic Places Contributing Structures*) that are income

producing and meet the necessary program requirements, may qualify for preservation tax incentives for historic buildings; a program that is administered by the State of Tennessee Historical Commission and the U.S. Department of the Interior National Park Service Cultural Resources through their Heritage Preservation Services.

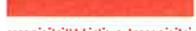
***Fairmount Elementary '07*, by Blackburn, illustrates the second Fairmount Elementary School building. The artwork is displayed in the foyer of the new Fairmount Elementary School; which was built on the same site as the former school building shown below.**





Location Map

Legend

-  Fairmount Study Area Boundary
-  Non-Contributing
-  Contributing
-  National Register Parcels
-  National Register Boundary
-  Fairmount Neighborhood Plan Boundary

City of Bristol Tennessee
Fairmount Neighborhood Plan
National Register
of Historic Places
Boundary:
Contributing Status



June 21, 2011

2.0 EXISTING CONDITIONS

2.1 ZONING

Zoning Background

The land use in the Fairmount area reflects the characteristics of the original neighborhood development and its supporting business and employment enterprises around the exterior of the core. The minutes of the Bristol Tennessee Municipal Regional Planning Commission, a body which organized in 1943, indicate that the initial zoning designations of the neighborhood were R-3 multi-family and R-2 single family and duplex, B-1 neighborhood business and M-1 manufacturing. Staff research resulted in the compilation of the zoning action chronology found on the following two pages. In summary, the Planning Commission throughout the course of its existence has been protective of the residential core of Fairmount Neighborhood, often turning down proposed restaurants in large single family homes, denying the expansion of non-conforming neighborhood business, and holding the line upon encroachment of central business district uses in the vicinity of Pennsylvania and Taylor Street.

The Planning Commission acted early in its history to provide land zoned for manufacturing adjacent to the Norfolk Southern railway, but also in recent years has recognized the impact that adjacent manufacturing uses can have on the Fairmount Neighborhood Study Area by holding current manufacturing to its current uses and boundaries.

Left to Right: Necessary Oil, the Historic Barker Home, First Presbyterian Church, and Pippin Florist



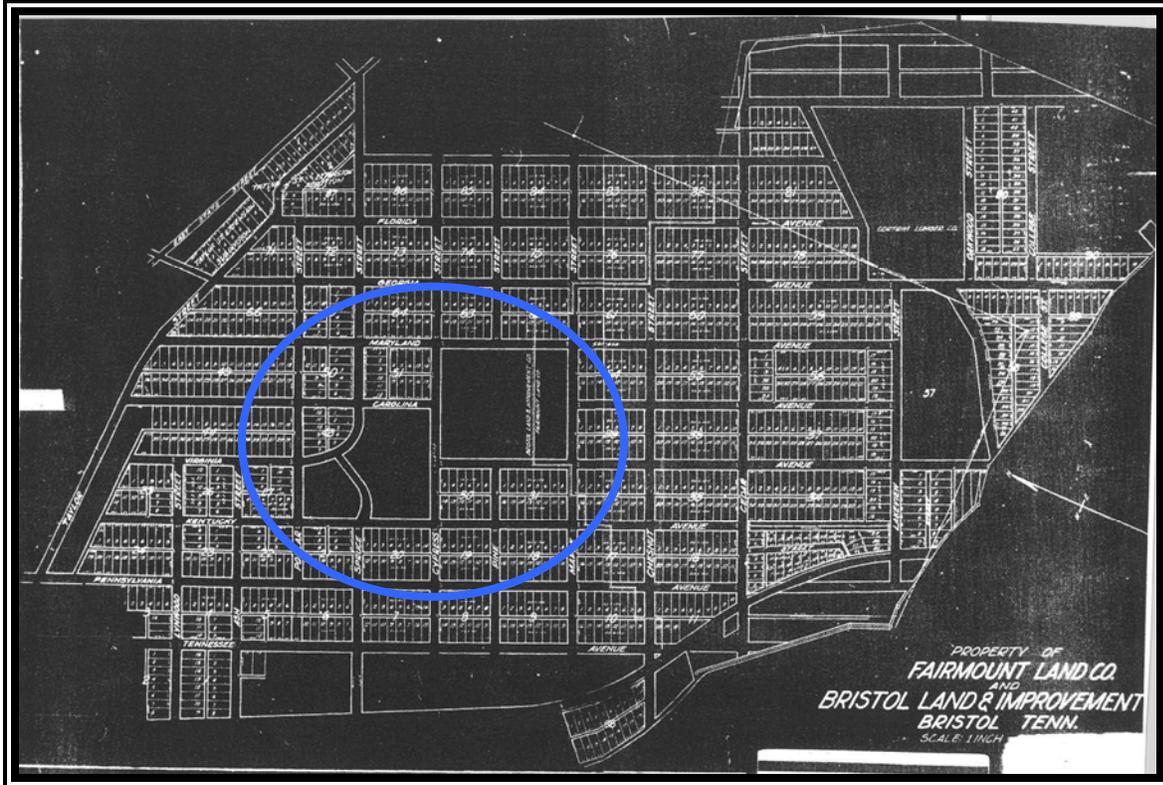
Fairmount Neighborhood Zoning History: Planning Commission Minutes 1943 to 2011

Planning Commission Date	Planning Commission Agenda Item	Planning Commission Action
August 21, 1946	Zoning decision regarding the area south of State Street, Between 3 rd Street, the Southern Railway ROW and Lynwood (Immediately adjacent to Fairmount Study Area)	Zone to M-1 (adjacent to study area)
August 21, 1946	Zoning decision regarding the area between the Southern Railway ROW and 5 th Street south of Lakeview	Zone to M-2 (adjacent to study area)
August 21, 1946	Request to allow business use on the northwest corner of Florida and Cedar Streets	Denied a request for neighborhood business on this corner due to adjacent owner opposition.
August 21, 1946	Map of the Fairmount Land Company and the Bristol Land and Improvement Company’s addition to Bristol, Tennessee	Planning Commission accepted the map as it had not ever been filed for recording in the Registrar’s Office.
November 22, 1950	Rezoning decision to extend the B-2 zone 256 feet from Taylor Street to the alley between Pennsylvania and 2 nd Street and extend the M-1 zone from 3 rd Street to 2 nd Street the same distance.	Rezoned to B-2 and to M-1, no previous zoning classification stated. (adjacent to study area)
June 16, 1958	Major Street and Road Plan Committee action following “careful study” recommended that the “proposed right of way on Pennsylvania Avenue, the connection from Pennsylvania to Virginia Avenue and Virginia Avenue to the City Limits be reduced from 106 feet to 80 feet...as well as where it intersects with the proposed major by-pass route on the Major Road Plan be reduced from 150 feet to 80 feet.”	Reduction of ROW along Pennsylvania and Virginia from 106 feet to 80 feet, changing the Major Road and Street Plan.
December 16, 1963	Reynolds property on the northeast corner of Lynwood and Pennsylvania be rezoned from Residential (R-3) to Business (B-1) Classification.	Rezoning from R-3 to B-1 was not recommended.
August 18, 1969	Request to rezone from R-1 to B-1 the corner lot located at the SE intersection of Virginia Avenue and Lakeview Street, and extension of the existing B-1 zone to the south. (Food City Shopping Center area)	Rezoned to B-1.

May 18, 1970 and referenced June 15, 1970 (cancelled)	Rezoning from R-3 to R-4 (High Density) and B-5 (Limited Business District) for 322 Spruce Street the former Barker Estate (Spruce and Cypress) and the location of the Hotel Fairmount and subsequent Fair Oaks Estate Subdivision. Applicant proposed restaurant and high density multi-family which brought significant neighborhood opposition and a petition of 100 signatures. Barker home and cottage remain and the balance of the block was developed into townhomes, under R-3 zoning, which surround the home.	No action taken regarding the request from R-3 to R-4 and B-5 as it appears the item was abandoned following action postpone. Property developed by subdivision of property under existing R-3 zoning designation.
September 21, 1970	Request to rezone southeast corner of Kentucky and Maple from R-2 to B-1	Rezoned from R-2 to B-1
November 20, 1972	Request to rezone 300 Pennsylvania Avenue from R-3 to B-3 for a used car lot.	Rezoned from R-3 to B-3.
October 15, 1973	Request to rezone the former Morton's Cabinet Shop on the corner of Florida and Cedar from R-2 to B-1. The structure remains as of 2011 and continues to operate as a business as a non-conforming use.	Denied R-2 to B-1.
September 20, 1982	Rezoning request R-2 to B-1 Cedar Street and Pennsylvania Avenue	Rezoned from R-2 to B-1.
July 18, 1983	Special Use request to allow private party houses in R-3 zones. Proposed for the former Barker Estate (see also May 18, 1970/ June 15, 1970 actions) on Spruce Street. Significant opposition from the neighborhood	Voted that the text amendment not be recommended to Council.
July 11, 1984	Rezoning from B-1 and R-2 to B-3 (26 lots) for a shopping center (Food City Shopping Center)	Rezoned from B-1 and R-2 to B-3.
September 18, 1995	Necessary Oil request for 1300 Georgia Avenue from M-1 to M-2. Significant meeting attendance by neighborhood opposition and a petition with 350 signatures.	Denied the rezoning request from M-1 to M-2
October 20, 1997	Rezone 201 Pennsylvania Avenue from R-3 to PBD.	Rezoned from R-3 to PBD.
March 16, 2009	Rezoning from M-2 to R-3 of the Cortrim/Aurora Property	Rezoned from M-2 to R-3
February 21, 2011	Rezoning of Pennsylvania Avenue from Lynwood to Spruce and Ash Street from Tennessee to Pennsylvania from R-3 to R-O.	Rezoning request from R-3 to R-O denied

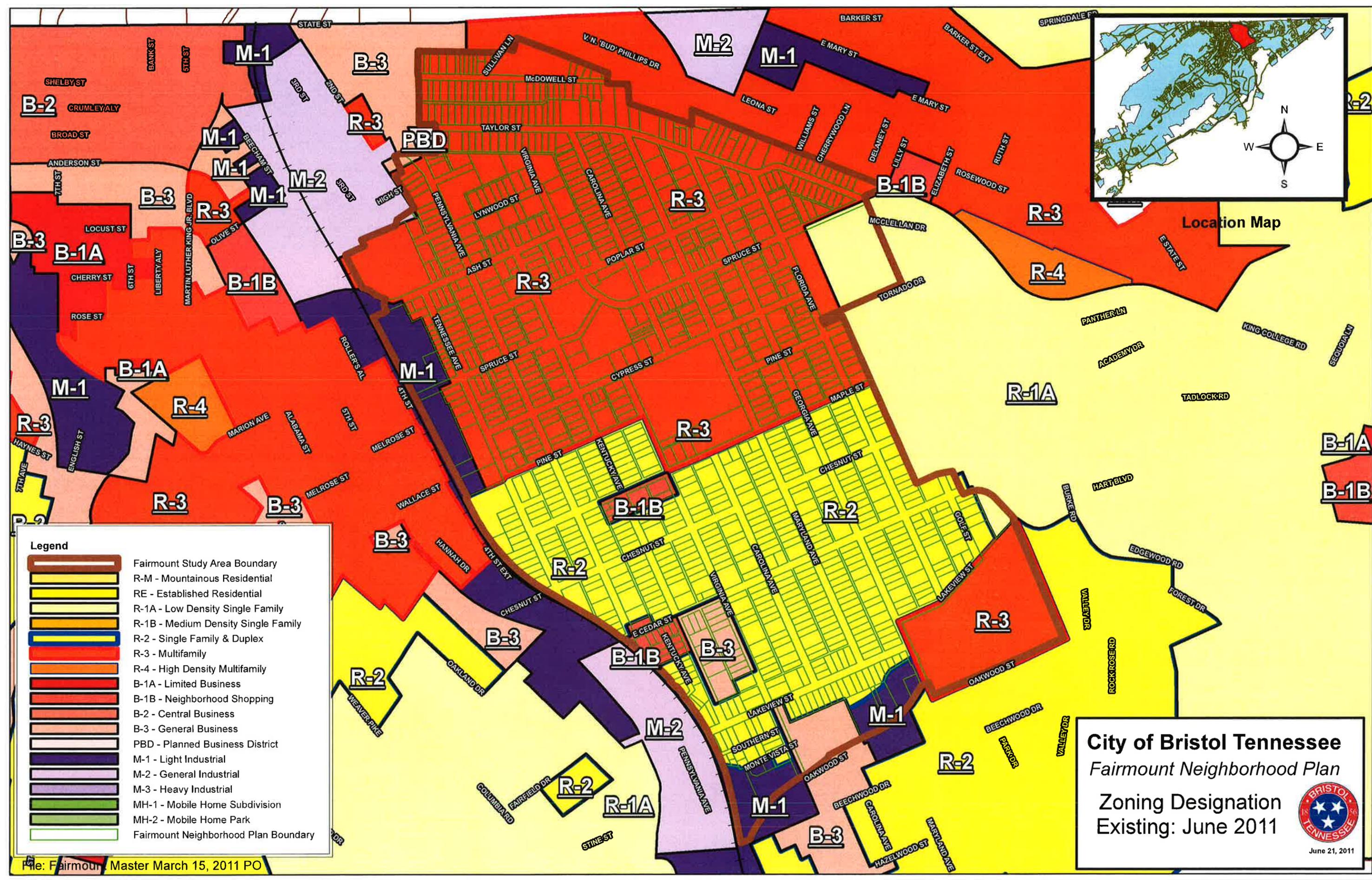
Existing Zoning Designations

The existing zoning in the Fairmount Neighborhood Study Area is reminiscent of the original land use patterns developed during the neighborhood's early development and prior to the introduction of zoning. According to land use patterns indicated by Sanborn Maps, the



neighborhood nearly always included manufacturing to the west, which relied upon the abutting Norfolk Southern railway line; lumber processing to the south which at one time relied upon local natural water sources to float logs the former Cortrim/Aurora lumber processing facility; and the central core of public space in the vicinity of Poplar, Spruce, Kentucky, Cypress and Maple, which originally included the Hotel Fairmount and its open environs, then later Barker Park and Fairmount Elementary School; and the residential parcels surrounding that core, as shown circled on the original subdivision plat above. The Fairmount Elementary School campus, Barker Park, and the Col Barker/Hotel Fairmount property, still form a core for the neighborhood, as they have for over eighty years.

The introduction of zoning divided the residential district into R-3 (Multi-Family) and R-2 (Single Family Duplex). The two primary residential zoning designations remain in place,



Legend

	Fairmount Study Area Boundary
	R-M - Mountainous Residential
	RE - Established Residential
	R-1A - Low Density Single Family
	R-1B - Medium Density Single Family
	R-2 - Single Family & Duplex
	R-3 - Multifamily
	R-4 - High Density Multifamily
	B-1A - Limited Business
	B-1B - Neighborhood Shopping
	B-2 - Central Business
	B-3 - General Business
	PBD - Planned Business District
	M-1 - Light Industrial
	M-2 - General Industrial
	M-3 - Heavy Industrial
	MH-1 - Mobile Home Subdivision
	MH-2 - Mobile Home Park
	Fairmount Neighborhood Plan Boundary

City of Bristol Tennessee
Fairmount Neighborhood Plan
 Zoning Designation
 Existing: June 2011



June 21, 2011

with the northern portion of the neighborhood, from Maple Street north zoned as R-3 (Multi-Family) and from Maple Street south to Lakeview zoned R-2 (Single Family Duplex). The existing zoning for the Fairmount Neighborhood Study Area is shown on the enclosed 2011 Existing Zoning Designation Map.

With the exception of a few existing multi-family townhomes and the recent R-3 (Multi-Family) rezoning of the nearly eighteen acre former Cortrim/Aurora property adjacent to Georgia Avenue and Lakeview Drive, in general, the requirements of residential zoning for the Fairmount Neighborhood Study Area conflict with the typical lot size found within neighborhood, as well as with the documented overall single family duplex land use character of the neighborhood. The mismatch resulting from the location of existing homes, the setback and space requirements of the existing zoning designations, and the overall square footage and narrow width of the standard 50' x 150' lots in Fairmount have required that the Board of Zoning Appeals issue variances for structural additions and new construction to fit within the existing space and area characteristics of the neighborhood. The existing R-3 (Multi-Family Residential) zoning, furthermore, has permitted the introduction of multi-family uses, many which often have not been developed in character with the overall single family and duplex character of the neighborhood or in keeping with the scale of development for a single family/duplex neighborhood with traditionally narrow lots. The multi-family zoning in areas of single family duplex use also created the opportunity to divide existing homes into multiple residences, which in some cases has led to the destruction of the home by fire or has created structural, parking, or overall conditions that are contrary to the character of the neighborhood.

2.2 LAND USE

Residential and Non-Residential Land Use and Zoning Patterns

Community Development Planning Division staff performed parcel by parcel field surveys of the study area in Fall of 2010 to determine land use and the number of units. The data has been entered into an access database and has been analyzed in conjunction with the City of Bristol ArcMap Geographic Information System.

The geographic results of the land use survey are shown on the 2010 Existing Land Use Survey Map, color categorized per the standard Land-Based Classification System (LBCS). The

first table below and the accompanying pie charts indicate the number of dwelling units for the distribution of residential land use parcels and zoning, while the second table indicates the zoning and number of parcels being utilized for non-residential uses. Initial observations indicate that the Fairmount Neighborhood Study Area has remained a neighborhood that is representative of the original single family and duplex home development accompanied by adjacent business enterprises on the outer edges of the neighborhood.

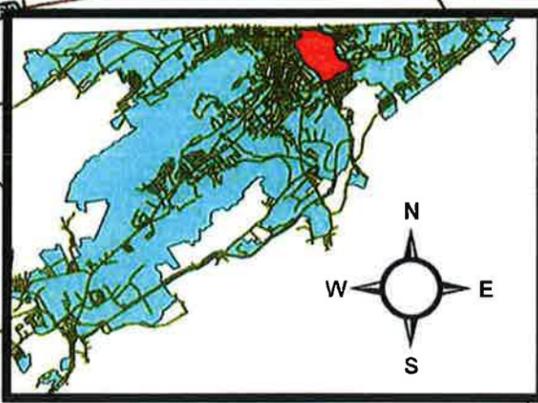
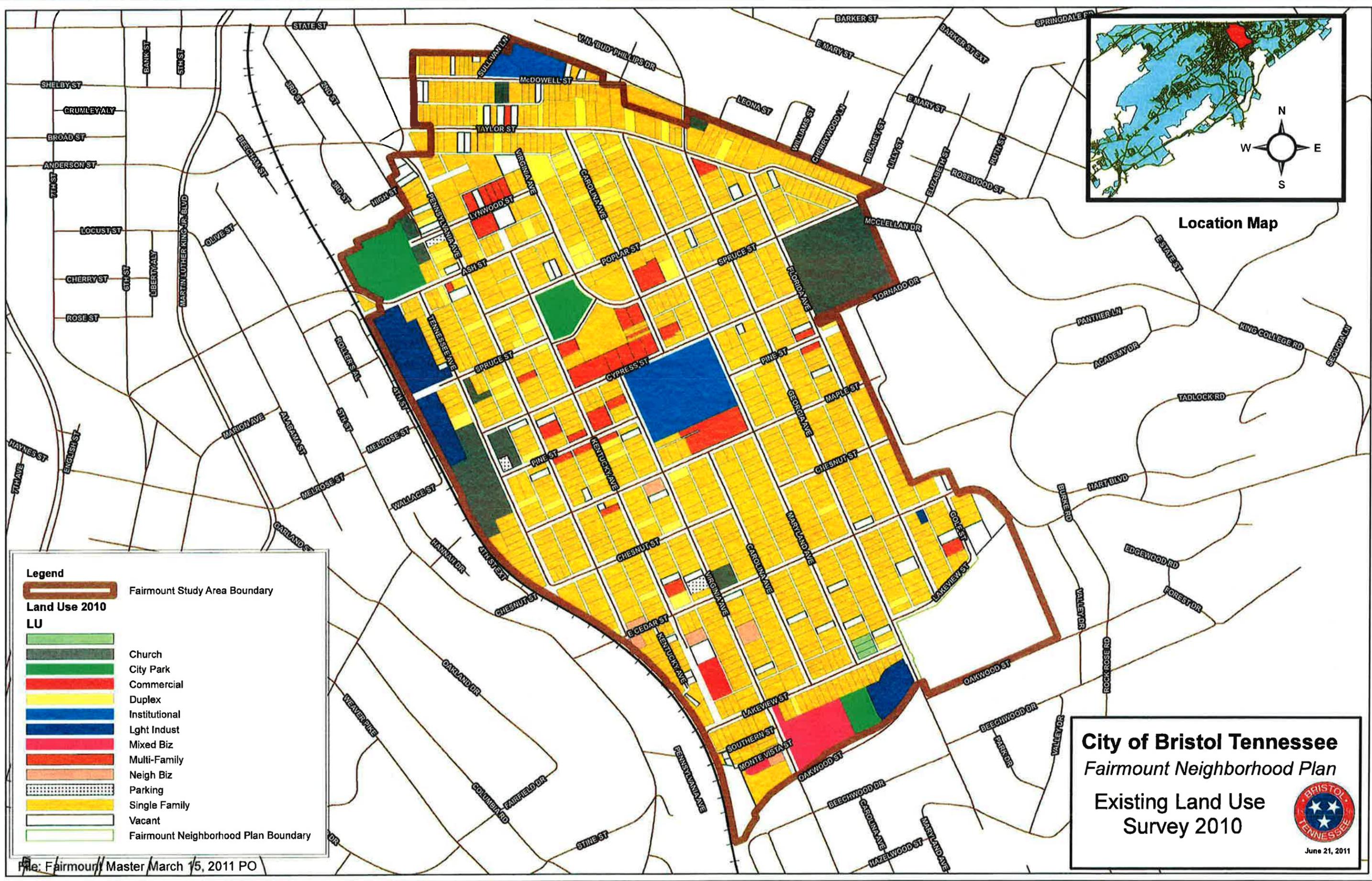
Residential Land Use, Parcels, and Dwelling Units with Zoning Classifications

Residential Land Use Category	Number of Parcels	Number of Dwelling Units	R-2	R-3	B-1B	B-3	PBA	M-1
Single Family	871	871	414	429	13	12	1	2
Duplex	60	120	16	44	0	0	0	0
Multi-Family	36	157	5	31	1	0	0	0
Vacant	70	0	27	37	3	2	0	1
TOTAL	1037	1148						

Non-Residential Uses: Number of Parcels with Zoning Classification

Non-Residential Uses	Number of Parcels	R-1A	R-2	R-3	B-1B	B-3	PBA	M-1
Commercial	15	0	3	0	5	5	0	2
Institutional	2	0	0	2	0	0	0	0
Light Industrial	11	0	1	1	0	0	0	9
Church	17	1	4	12	0	0	0	0
City Park	2	0	0	2	0	0	0	1
Parking	3	0	1	2	0	0	0	0
TOTAL	50							

As seen on the enclosed 2011 Existing Zoning Designation Map, the neighborhood is split into two residential zoning districts, R-3 (Multi-Family Residential) from McDowell Street to Maple Street and R-2 (Single Family Duplex) from Maple Street and Pine Streets south to Lakeview and Monte Vista Street. The a few portions of the study area adjacent to the Norfolk Southern Railway are zoned industrial. South of Lakeview Street, the zoning reflects the industrial and commercial nature of development that has occurred at the base of the neighborhood, including M-1 (Light industrial), B-3 (General Business), and the area of recently



Location Map

Legend

- Fairmount Study Area Boundary
- Land Use 2010**
- LU**
- Church
- City Park
- Commercial
- Duplex
- Institutional
- Lght Indust
- Mixed Biz
- Multi-Family
- Neigh Biz
- Parking
- Single Family
- Vacant
- Fairmount Neighborhood Plan Boundary

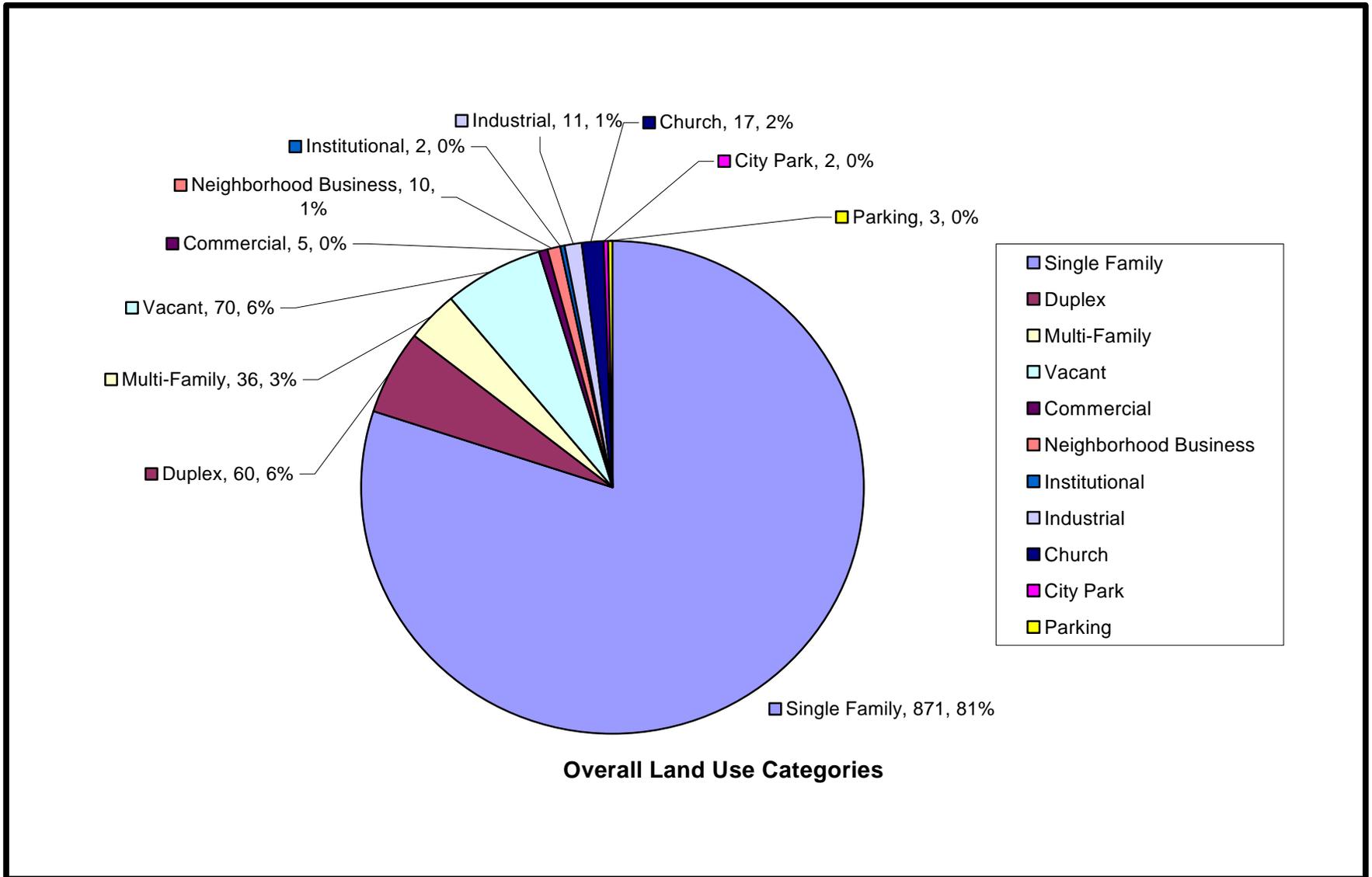
City of Bristol Tennessee
 Fairmount Neighborhood Plan
 Existing Land Use
 Survey 2010



June 21, 2011

rezoned R-3 (Multi-Family Residential) on the site of the former Cortrim/Aurora manufacturing facilities. North of the neighborhood, around the intersection of Pennsylvania Avenue, McDowell Street and Anderson Street, are properties that are zoned B-3 (General Business) and PBD (Planned Business District) which contain commercial and multi-family uses, as well as some vacant properties north of the Anderson Street Bridge.

Very few parcels in the core of the neighborhood have been used for non-conforming business and attempts to introduce business into the primarily residential neighborhood have been rebuffed by neighborhood opposition. Planning Commission records also show that expansion of existing manufacturing to the south of the neighborhood also has been heavily opposed in the past fifteen years. Recently, the Bristol Tennessee Municipal Regional Planning Commission and City Council have rezoned former manufacturing properties to residential zoning designations in order to provide opportunities for redevelopment in a manner that will be compatible with the existing neighborhood. The introduction of additional residentially zoned areas will provide additional housing options in Fairmount



Multi-family land uses occurred through the development of townhomes on vacant parcels, the adaptive reuse of the first Fairmount School on Kentucky Avenue, as well as the subdivision of single family homes into apartments. The impact of multi-family residential uses in the neighborhood can vary in its impact upon the neighborhood in that while some townhomes have been well maintained, have placed parking to the rear, and have been constructed along similar front yard setbacks as the existing homes in the neighborhood, other townhome developments not been well maintained, have inadequate parking, and do not match the prevailing setback pattern due to the construction of large paved parking lots in the front of structures placed on the rear of the lot; all of which conflict with the character and quality of life of the neighborhood. Multi-family apartments also have been created in once single family homes. When the former A.D. Reynolds home was razed following a fire, multi-family units were developed in October of 1989. The Board of Zoning Appeals provided a front yard variance for the project to allow the structures to be placed closer to the street and the parking to be placed at the behind the structures. One of the more compatible apartment facilities the adaptive reuse of the former Fairmount School structure on Kentucky Avenue, one block from the existing Fairmount School.

2.3 BUILDING AND STRUCTURAL CONDITIONS

Over all the Fairmount Neighborhood has fared much better than some of the older neighborhoods over the years in maintaining properties in fairly good condition. As shown on the enclosed map, Fairmount Neighborhood Plan 2010 Existing Building Condition, the structures are primarily in “Good” or “Fair” condition. “Poor” structures tend to be found grouped fairly closely together indicating that deteriorating structures and premises contribute greatly to the decline of a particular area or street. Generally speaking, it is commonly understood that structures that were once single-family and now converted to multi-family are in much worse condition than owner occupied single family homes. Many of the structures which were classified as “Fair” or “Poor” are owned by absentee owners. Structures built as multi-family residences often do not follow the pattern of decline and are generally in average to good condition for their respective ages.

The Community Development Codes Division Staff gathered specific field data concerning the conditions of the neighborhood during Fall 2010; which when combined with code enforcement case history generates a more complete summary of property conditions. Since the departmental

policy generally is to act upon complaints received by the office, it is worth noting that more heavily trafficked and visible areas tend to generate more complaints than less traveled ones. As a result, the areas showing code enforcement activity and actions should not be evaluated using only criteria of frequency or number of cases but also combined with the overall condition findings for a specific property or group of properties.

The June 9, 2011, Fairmount Neighborhood Plan Open House Featured a Poster with Frequently Asked Questions about Code Enforcement and the Better Property Board Process

Property Maintenance Enforcement Process

Frequently Asked Questions: Code Enforcement

How do I report a problem?

- **Dustin Blackburn, Code Enforcement Officer - 989-5711**
- Use the City of Bristol's Action Line Request Service: <http://www.egovlink.com/bristol/action.asp>

Can I make an anonymous complaint?

- Yes; you are not required to give your name.

What type issues does Code Enforcement handle?

- Overgrowth
- Junk & Debris
- Inoperable & Unregistered Vehicles (private property)
- Repairable Structures
- Structures Needing Demolition
- Building Permits

How long does it take to resolve an issue?

- Depending on the type complaint, property owners have different timetables to resolve the issues:
- Overgrowth & debris:
10 days from the receipt of the notice. The process usually takes a total of 3-6 weeks to complete.
- Unregistered, inoperable vehicles:
20 days from receipt of the notice. The process usually takes from 4-8 weeks to complete.
- Repairable structures:
30 - 60 days, depending on what has to be done. More time is given if progress is being made.
- Structures Needing Demolition:
120-160 days, generally. All structures recommended for demolition are referred to the Better Property Board for an order to demolish.

What type problems are generally handled by the Better Property Board?

- Structures recommended for demolition
- Repairable structures where code enforcement staff are not able to gain acceptable progress
- Trash and debris cases where suitable progress is not being achieved

May I call in to check on the status of a complaint?

Yes, call **Dustin Blackburn, 989-5711**. You may remain anonymous when requesting an update.

Better Property Board

1. Trash and Debris
2. Structures

I. Initiation of Process

1. Petition by City; or
2. Petition by 5 residents; or
3. Board's Own Initiative

II. Preliminary Investigation

Board Finds:

1. No reasonable basis [case is closed]
2. Reasonable basis found [goes to public hearing]

III. Public Hearing

1. Board finds:
 - A. Property not detrimental or dangerous [case is closed]
 - B. Property is detrimental or dangerous
2. Board issues order:
 - A. Trash and debris: Order to remove
 - B. Structure
 1. Order to repair, or
 2. Order to demolish

IV. Compliance

1. Progress Reports to Board
2. If compliance, case closed
3. If no compliance within 60 days, City may cause compliance with the cost to be a lien on the property



Legend

Fairmount Study Area Boundary

Building Condition

- Lot Only
- Average
- Excellent
- Fair
- Good
- Poor

City of Bristol Tennessee
Fairmount Neighborhood Plan

Building Condition
 Existing: 2010



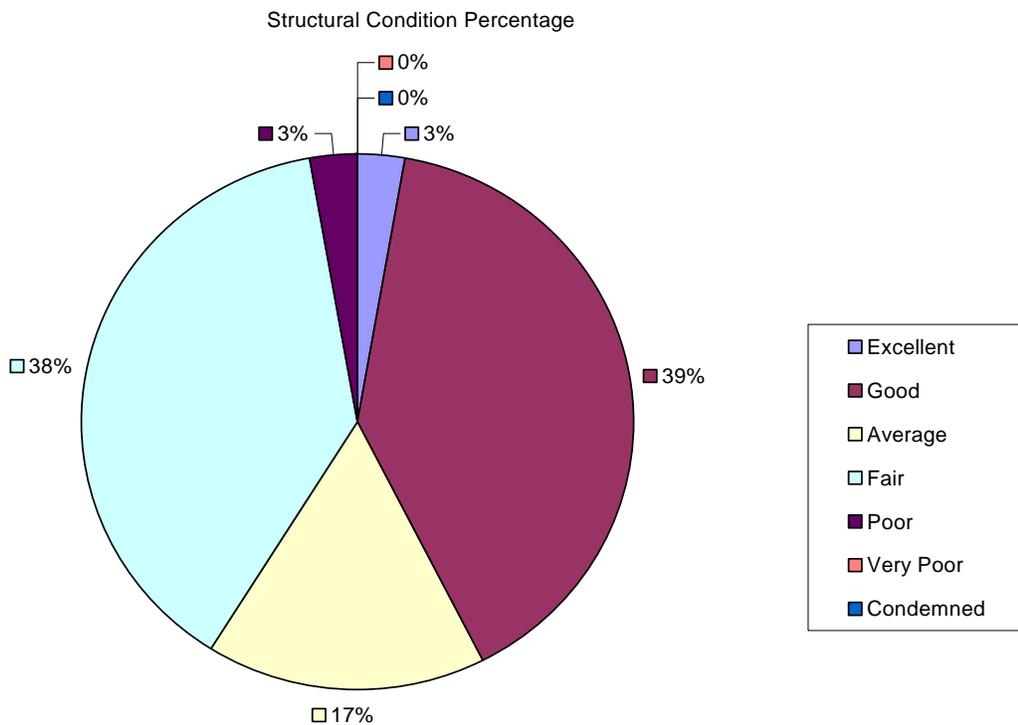
June 21, 2011

The Fairmount Neighborhood Study Area was surveyed by Code Enforcement Division staff for property conditions at the same time as the Planning Division staff surveyed for land use categories and number of units. Code Enforcement used the following criteria to rate properties, as shown in the following chart:

City of Bristol Tennessee Property Condition Ratings

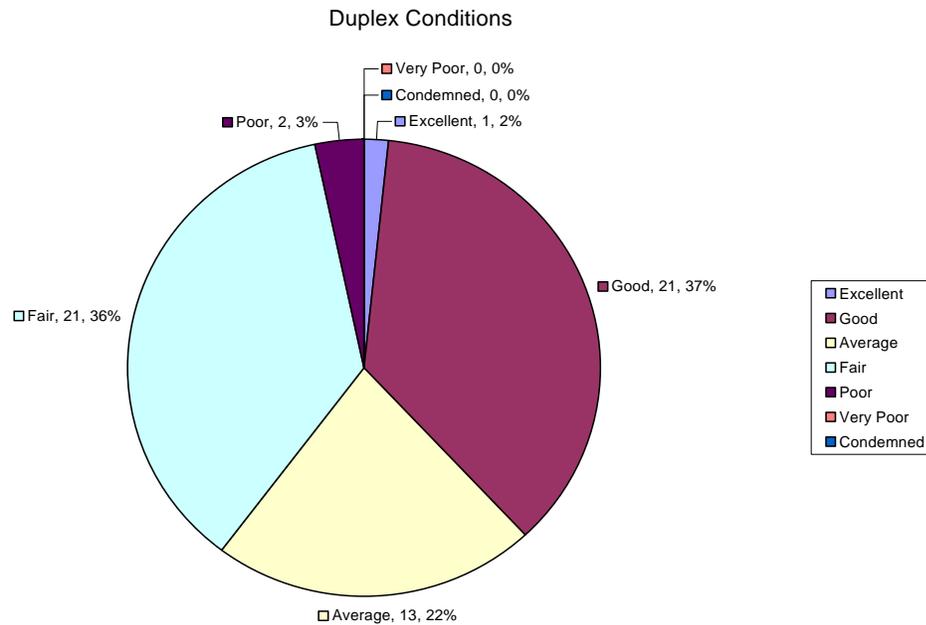
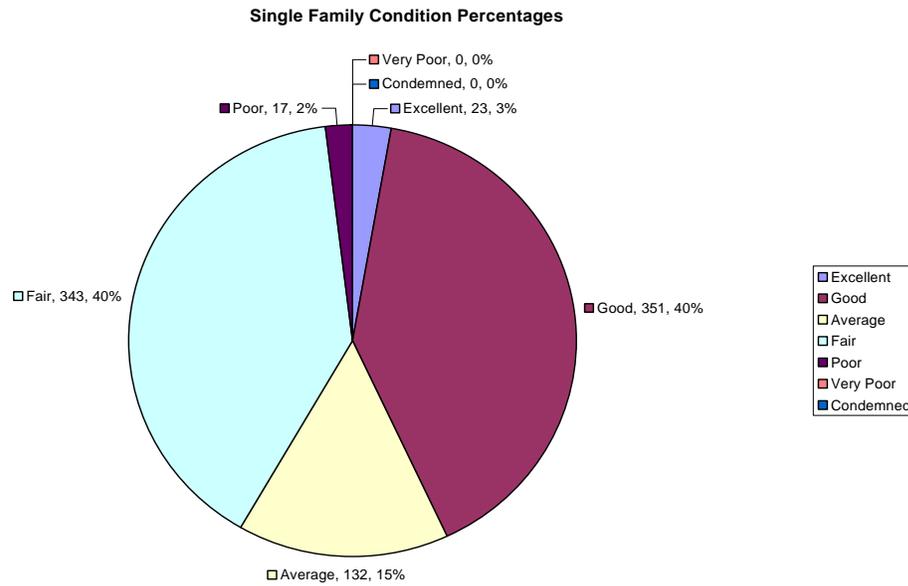
Condition Rating	Explanation of Characteristics
Excellent	The structure is in near perfect condition. It is very attractive and is highly desirable. Generally, any item that could be or would be normally repaired or refurbished has been corrected. There are generally no functional inadequacies of any consequence and all of the short-lived items are in like new condition.
Good	Minor deterioration visible in the building. It is more attractive and more desirable than the average building of its chronological age. Generally, all items are well-maintained and many have been overhauled and repaired as they have shown signs of wear. There is very little deterioration or obsolescence evident and there is a high degree of functional utility in the parcel and in the structure.
Average	Normal wear and tear is apparent in the building. It has average attractiveness and desirability. There are typically minor repairs that are needed along with some refinishing. In this condition, most of the major components are still viable and are contributing to the overall utility and value of the property.
Fair	Marked deterioration is evident in the structure. It is rather unattractive or undesirable but still quite useful. This condition indicates that there are a substantial number of repairs that are needed. Many items need to be refurbished, overhauled or improved. There is deferred maintenance that is obvious.
Poor	Definite deterioration is obvious in the structure. It is definitely undesirable or barely usable. Extensive repair and maintenance are needed on painted surfaces, the roof and the electrical, plumbing and heating systems. There may be some functional inadequacies or substandard utilities. There is extensive deferred maintenance.
Very Poor	Conditions in the structure render it unusable. It is extremely unfit for human habitation or use. The structure needs major reconstruction to have any economic value.
Condemned	Conditions in the structure render it unsafe and is in need of demolition only.

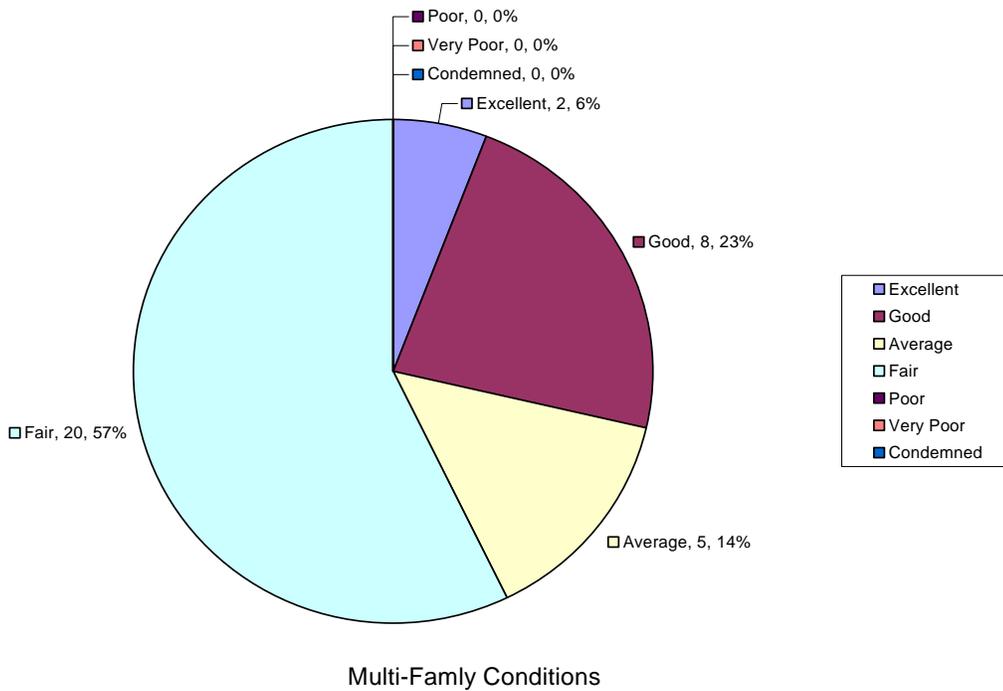
The field data provides the following information for the structure condition categories in the Fairmount Neighborhood Study Area, Excellent: 29, Good: 404, Average: 170, Fair: 391, Poor: 28, and none were either Very Poor or Condemned. The pie chart below shows the percentage for overall condition in the study area, as follows: Excellent 3%, Good 39%, Average 17%, Fair 38%, and Poor 3%. The two largest percentages were only one percentage point apart and when combined, 77% would be considered Good or Fair, while only 17% were considered Average. The categories of Excellent and Poor comprised the smallest percentage, each having 3% of the total. None were categorized as Condemned or Very Poor



Further analysis produced a comparison of condition levels by residential land use, as shown in the three following charts for single family, duplex, and multi-family. The largest percentage of single family was shown to be split equally as 40% each between Good and Fair, which is the same for duplex uses, respectively as 37% and 36%. Multi-family uses did not follow the same pattern, however, as 57% of the total was considered Fair, while a lower percentage of 23% were considered Good. Though properties classified as “Fair” or “Poor” were distributed throughout the entire study area, properties near the Norfolk-Southern Railroad and existing manufacturing areas were in worse

condition, as shown in the Fairmount Neighborhood Plan 2010 Building Condition Fair and Poor map. Concentrations of “Fair” to “Poor” conditions may be found on Tennessee Street, Kentucky Avenue, McDowell Street, Taylor Street, Carolina Avenue, Pennsylvania Avenue, and Monte Vista Street. Information for each condition category is shown in the pie charts that follow.





Fire Incidences in the Fairmount Neighborhood Study Area

The City of Bristol Tennessee Fire Department researched records from December of 2002 to present for the properties within the Fairmount Neighborhood Study Area. During that time frame, the Fire Department answered fifty-four calls that were reported as structure fires. Nine of those, however, were directly related to damage from the Cortrim fire of 2006. Following a check of each of the fire response call locations, only three vacant lots were found, therefore the Fire Department feels that it is likely that the balance of the other structures to which they responded suffered heavy fire damage or total loss but were probably restored or rebuilt between during that time period.

Transitional Neighborhood Areas

The Fairmount Neighborhood Study Area has a number of areas which are in a state of transition due to the impact of property conditions or land uses upon surrounding properties or the properties themselves. These areas have been highlighted for discussion below.

- Lynwood Street and a portion of Ash Street The street has a number of single family homes which have been converted into multi-family. Many of the multi-family homes and their surroundings have been neglected. Only three of the thirteen structures on Lynwood Street are owner occupied and the remaining nine have been converted into multi-family

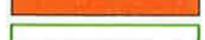


City of Bristol Tennessee
Fairmount Neighborhood Plan
Building Condition
Fair and Poor 2010



June 21, 2011

Legend

-  Fairmount Study Area Boundary
-  Building Condition Poor
-  Building Condition Fair
-  Fairmount Neighborhood Plan Boundary

residences. One has sustained significant fire damage. The homes on either side of these properties have been well maintained generally, one having had extensive renovation recently, and have been placed at a disadvantage as a result of the neglect of some of the adjacent multi-family properties. Ash Street, immediately south of Lynwood, also has one a block that has been neglected, from Kentucky Avenue to Virginia Avenue. Lynwood Street and the upper portion of Ash Street both are relatively short streets with little through neighborhood traffic. The homes are generally in average condition, however the general use and environment of the area has caused a decline on these blocks.

- Western sections of McDowell and Taylor Streets: The condition of homes and appearance of vacancy along portions of McDowell Street and Taylor Street continue to diminish the stability of neighboring properties. Some home revitalization has occurred, however, commercial pressures from Pennsylvania Avenue on the western end of McDowell and Taylor have caused declines in the condition and quality of life for residential areas closest to the commercial arterial area. Homes are generally in the average condition. Seven homes are in poor condition and are scattered throughout these two streets. There are some larger, architecturally significant homes in this area which appear to have been the earlier homes built in this area. Smaller homes have been added as in-fill over the years as lots were subdivided into smaller parcels. These houses tend to be smaller and constructed of lesser quality materials and construction techniques. As indicated previously concerning traffic flow and complaints volumes, McDowell and Taylor Streets experience increased traffic flows and complaints of property conditions in this area have been higher and more closely concentrated than other areas of the neighborhood.
- Lakeview Street: Homes on Lakeview Street and in the vicinity serve as a boundary between the former Cortrim/Aurora manufacturing facility vacant site and the operating Necessary Oil manufacturing facility. The homes are built close together and the homes in the area indicate that the owners care about the condition and appearance of their homes. The area will be significantly impacted by land use changes to Necessary Oil, which is immediately behind the residences along Lakeview as well as the vacant site of the former Cortrim/Aurora manufacturing site. A study of the vacant former Cortrim/Aurora manufacturing site was performed by the City in 2009, which led to the rezoning of the

property to R-3 (multi-family residential) to allow for more appropriate redevelopment of the property. Planning Commission minutes indicate that the neighborhood has voiced significant opposition regarding any expansion of or intensification of operations at Necessary Oil.

- Golf Street: Golf Street, adjacent to Lakeview Street and the vacant former Cortrim/Aurora manufacturing site, is in transition on the edge of the neighborhood. West Cedar Street wraps around the eastern side of the neighborhood and the King College campus. The vacant parcels at the southeast corner of Golf street could provide an opportunity to connect the King College campus area with Lakeview Street and the vacant Cortrim/Aurora site.
- Areas impacted by the proposed modifications to Highway 421 beginning along Pennsylvania Avenue: Pennsylvania Avenue and other proposed routes would be impacted by any widening and realignment of Highway 421. These plans should be examined to determine how to best serve the neighborhood with zoning classification assignments. Location of the route should consider the impact on the neighborhood and the highest and best use of properties impacted by the project when selecting the route.
- Study Areas Zoned R-3: Properties in the Fairmount Neighborhood Study Area which are zoned R-3 (Multi-Family Residential) have allowed multi-family uses and density within the R-3 zone which has placed the lower density single family and duplex character at risk.
- Pennsylvania Avenue: The initial gateway into the Fairmount neighborhood from Anderson Street bridge to Lynwood has become neglected and the land uses conflict with one another. Redevelopment of the vacant lots and rehabilitation of structures could be helped by the assignment of a more suitable zoning designation for the area between Anderson Street and Lynwood. Pennsylvania Avenue is a prominent and heavily traveled area which generates a higher volume of complaints. Homes in this area tend to be more significant in size and of a higher quality construction. There are numerous examples of homes in excellent and good condition in this area. There are pockets in the 200, 300, 400 and 700 blocks that are not being maintained and are readily visible along this route. These homes in this area are the subject of active code enforcement cases at the time of this report.
- Monte Vista Street and Oakwood Street: Vacant former manufacturing properties and abandoned rail siding properties south of Monte Vista and west of Virginia Avenue have

potential for redevelopment adjacent to the commercial shopping area along Virginia Avenue, particularly in light of potential Highway 421 realignment options. If the property is used industrially, the proximity of the property to the residences would impact the residents negatively. It will be important to consider the impact of proposed uses and proposed transportation projects upon the existing residential properties to ensure that they do not adversely impact the quality of life and property for these residents. The former industrial property and current commercial property behind Monte Vista and adjacent to Oakwood remains unkempt and a detraction to the neighborhood.

- Neighboring manufacturing properties along the Norfolk Southern Railway: Future use of the industrially zoned properties along the Norfolk Southern Railway will impact the neighborhood greatly due to the close proximity of the parcels to single family residential homes along Tennessee Avenue. Many of the industrial properties are underutilized or vacant. Future land use considerations and zoning assignment should direct the use of the land in a more productive, proactive manner.

2.4 COMMUNITY FACILITIES

Community Facility Land Use



Central to the quality of life in the Fairmount Neighborhood are community facilities such as Barker/Fairmount Park and Rotary Park, Fairmount School and the Slater Center; the latter two are discussed below.

The current Fairmount Elementary School is the third structure to house the school. The original Fairmount Elementary School, however, was not located on the present site. Instead, it was located one block west of the current school campus in a structure on Kentucky Avenue; which now contains multi-family apartments. According to the Bristol Historical Association, in 1926, approximately 300 students moved from the Kentucky Avenue

location to the former brick, Georgian structure. The school was expanded in 1950, 1960, and 1966, and renovated completely in 1972. The Fairmount Elementary School served the community until the construction of the present school in 2009, which was designed to serve the combined school population of the former Central Elementary and Fairmount Elementary Schools. The school remains a central focus around which the community is built. The construction of the new school has the potential to attract families to the neighborhood who wish to have a pedestrian friendly environment with a traditional neighborhood school for their children. As a result, Fairmount Elementary School, its green spaces and outdoor recreational areas will be a neighborhood revitalization catalyst.

Slater Center

The Slater Center, housed in a former school structure, is located between McDowell Street and State Street. The facility was renovated for use by the City of Bristol Tennessee, including facilities for senior citizens, City Council meeting chambers, training classrooms, and Park and Recreation and Police Department uses. The center is used heavily by a wide variety of Bristol constituents and departments throughout the year.

2.5 TRANSPORTATION

Modifications to Highway 34/421

Traffic in the Fairmount Area is dominated by two corridors. The first of these is State Route 34 and U.S. Highway 421, which consists of portions of Anderson Street, Pennsylvania Avenue, Maple Street and Virginia Avenue. This highway carries a traffic load beyond its capacity and the Tennessee Department of Transportation has recommended the elimination of the two ninety degree turns at Maple Street between Pennsylvania and Virginia Avenues. Pennsylvania Avenue (State Route 34/U.S. Highway 421) is classified as an arterial. The State Route designation begins at the Tennessee-Virginia line, having continued from U.S. Highway 421 in Virginia. The route continues through the Fairmount neighborhood to a junction with State Highway 394, then to the North Carolina state line.

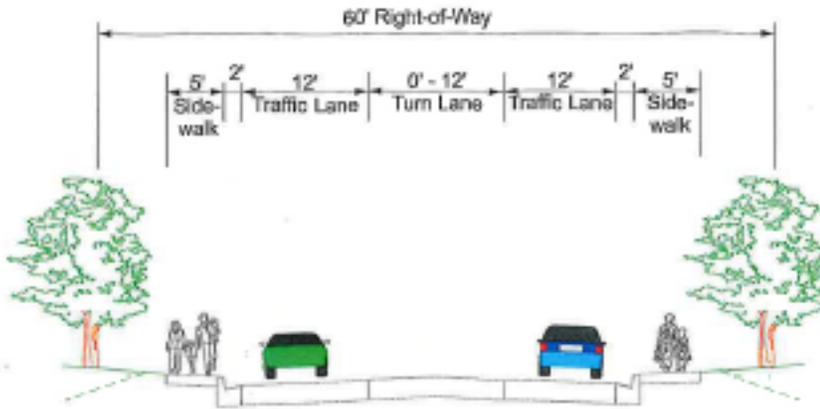
Such arterial streets are positioned very high in the street hierarchy; one classification below interstate highways. Arterials provide connectivity by moving traffic through an area. The lesser

street classifications are collectors and local street. Collector streets move traffic to and from arterials to local streets. Local streets allow access to adjacent properties and discourage through traffic. As a result of the heavier amount of traffic carried on arterials and their primary function as a conduit for traffic between city centers and often an interstate system, the environment is unfavorable for single family residences.

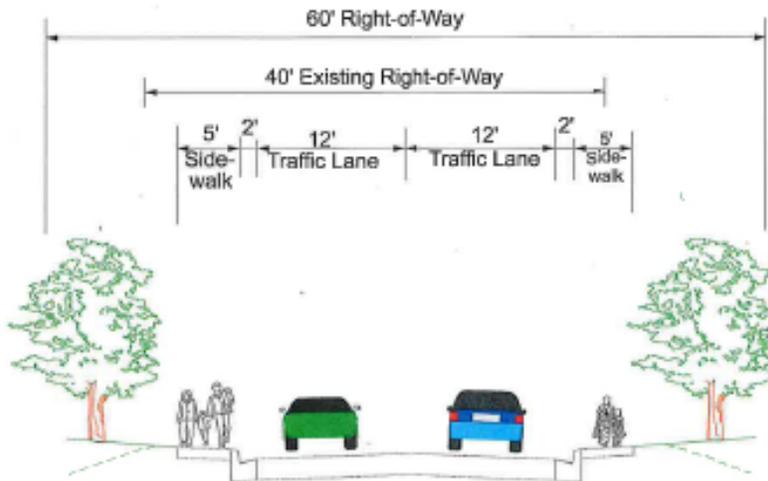
A January, 2010 study of State Route 34 between Anderson Street and State Route 394 conducted by the State of Tennessee Department of Transportation lists five options for correcting the acknowledged problems which serve to limit State Route 34. Four of these options involve straightening the obstruction to traffic on this highway posed by the two ninety degree turns at Maple Street. Unfortunately, straightening this Maple Street obstruction also means the reduction in the number of structures in the Fairmount area. Straightening this obstruction to traffic on Maple Street may also lessen some amount of “traffic calming” that is necessitated by the slowing of traffic for these two ninety degree turns; thereby resulting in increasing the speed of traffic through the Fairmount Area. This project to improve traffic flow on State Route 34 would also improve the intersection with East Cedar Street and a reduce traffic congestion on East Cedar Street. At this time, the project is proposed, but unfunded.

Modifications to East Cedar Street

East Cedar Street is the second arterial thoroughfare in the Fairmount neighborhood. Located south of the State Route 34/U.S. Highway 421 route, it bisects the neighborhood two blocks south of Fairmount School. It is a key route, as it carries traffic from 5th Street, through the Fairmount Neighborhood, to the King College campus, and intersects with King College Road to link with the Old Jonesboro Road area. The route has experienced traffic congestion and slow traffic in the area of East Cedar Street and State Route 34. The Bristol Metropolitan Planning Organization proposed improvements of East Cedar Street, from 5th Street to King College Road, for the FY 2011-2014 Transportation Improvement Program. Improvements include street reconstruction, roadway realignment, and modifications to intersections, as well as railroad crossing improvements. The preferred design option is shown in the images enclosed on the pages that follow.



OPTION B2
East Cedar Street Typical Section
From 5th Street to Rock Rose Road



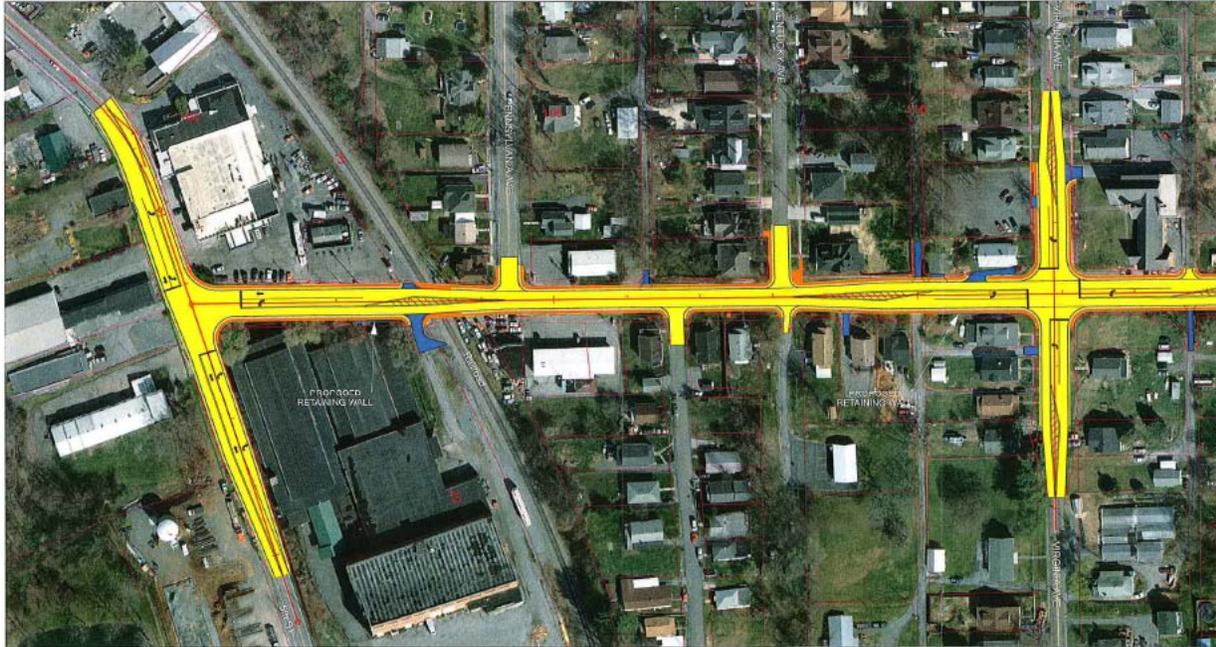
OPTION B2
East Cedar Street Typical Section
From Rock Rose Road to King College Road



LEGEND			
	Proposed Right-of-Way		Proposed Blue Lane
	Proposed Improvements		Proposed Driveway Improvements
	Proposed Fill Slope		Lines of Access
	Proposed Cut Slope		Proposed Retaining Wall
	Proposed Curb & Gutter		
	Proposed Sidewalk		

EAST CEDAR STREET IMPROVEMENTS

Option B2
(Sheet 1 of 4)

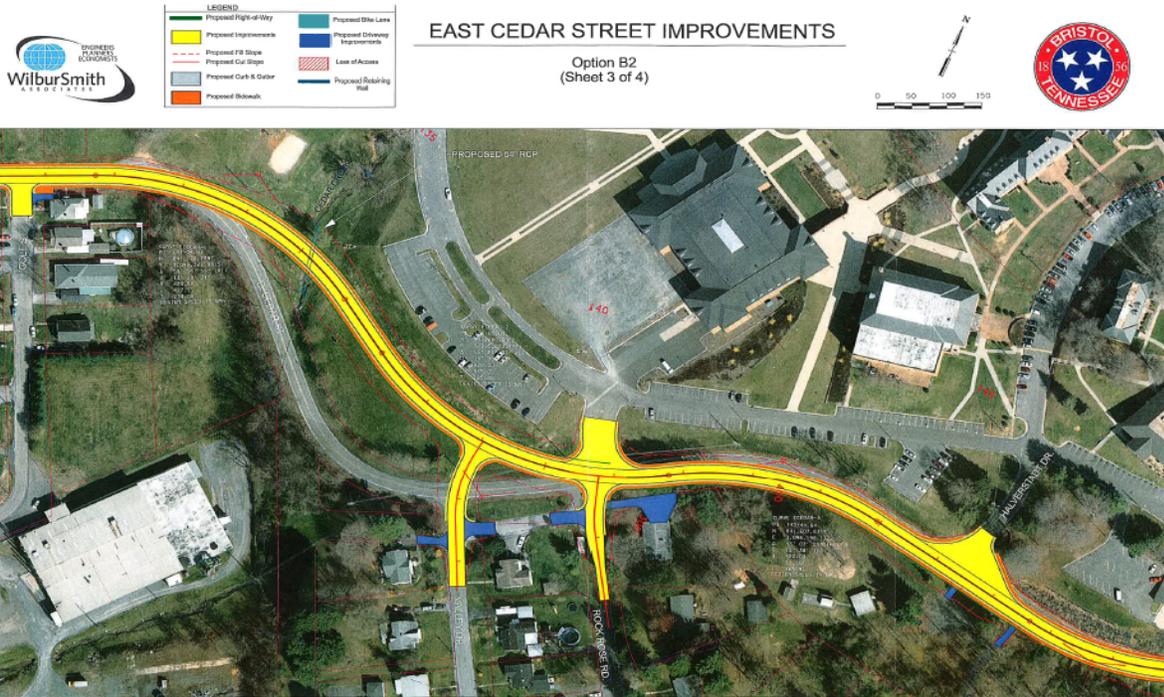


LEGEND			
	Proposed Right-of-Way		Proposed Blue Lane
	Proposed Improvements		Proposed Driveway Improvements
	Proposed Fill Slope		Lines of Access
	Proposed Cut Slope		Proposed Retaining Wall
	Proposed Curb & Gutter		
	Proposed Sidewalk		

EAST CEDAR STREET IMPROVEMENTS

Option B2
(Sheet 2 of 4)

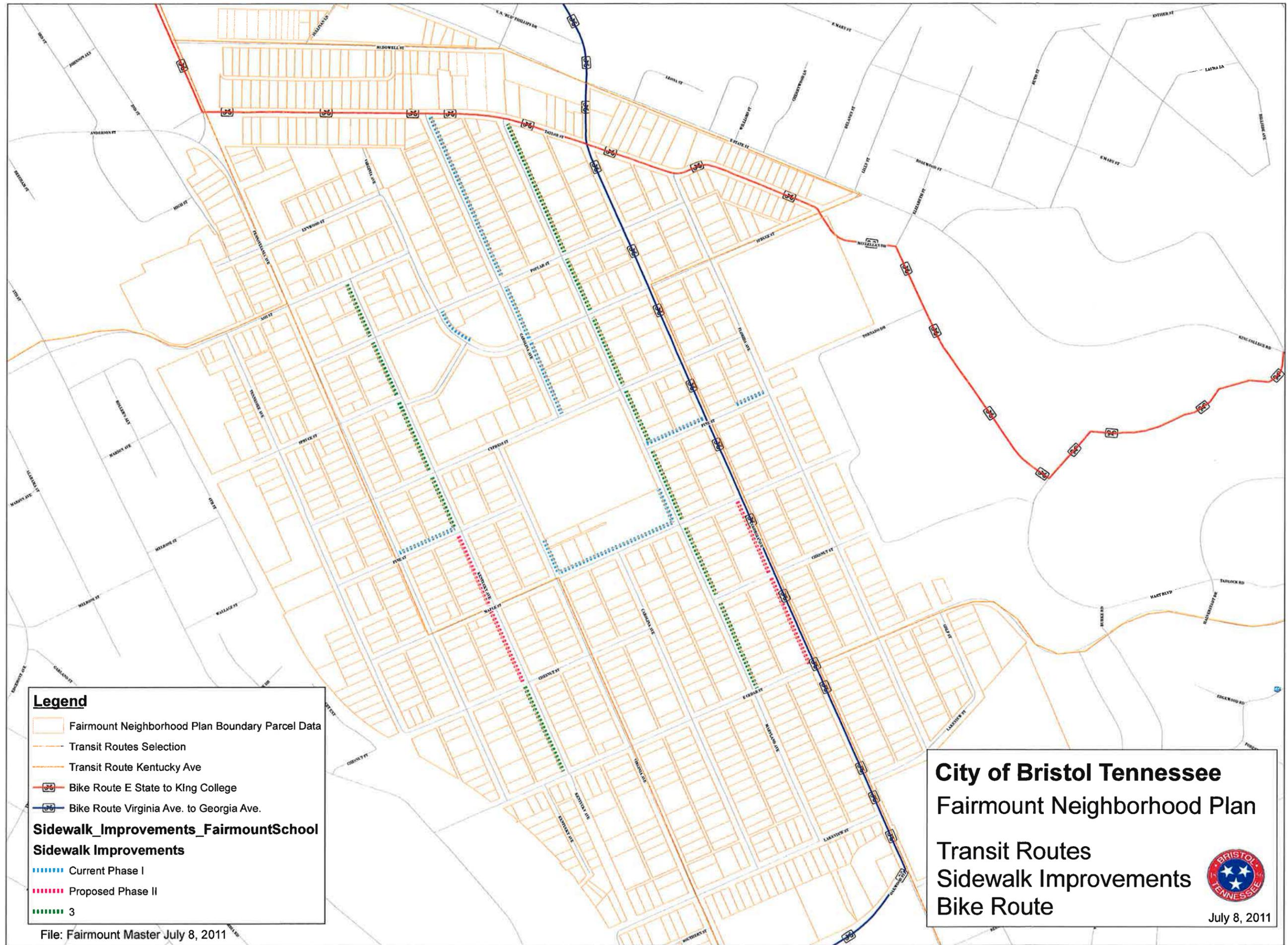




Pedestrian Access and Sidewalks

Sidewalk replacement is occurring in the Fairmount Neighborhood Study Area, some of which is funded by City of Bristol Tennessee Public Works funding and another portion which is funded through the U.S. Department of Transportation’s Federal Highway Administration (FHWA) Office of Safety. When water system upgrades were performed on Georgia Avenue, sidewalks were replaced in the same area. When additional sections of the water system are improved along Georgia Avenue in the Fall of 2011, those sidewalks also will be updated. In addition to the public works sidewalk infrastructure upgrades, a multi-year FHWA Safe Routes to School (SRTS) sidewalk program has been approved for Phase I and Phase II funding. The application for Phase III is in progress. Sidewalk improvements for Phase I of the program have received funding resources and will be able to begin construction along Carolina Avenue. Phase II has been approved and the bid phase will begin in fiscal year 2011-2012. The 2011 Transportation Network Map has been enclosed, which illustrates the targeted sidewalks for the Safe Routes to School project, which are in addition to sidewalk upgrades constructed by the Public Works Department.

Fixed Bus Route Transportation



Legend

- Fairmount Neighborhood Plan Boundary Parcel Data
- Transit Routes Selection
- Transit Route Kentucky Ave
- Bike Route E State to King College
- Bike Route Virginia Ave. to Georgia Ave.
- Sidewalk Improvements_FairmountSchool**
- Sidewalk Improvements**
- Current Phase I
- Proposed Phase II
- 3

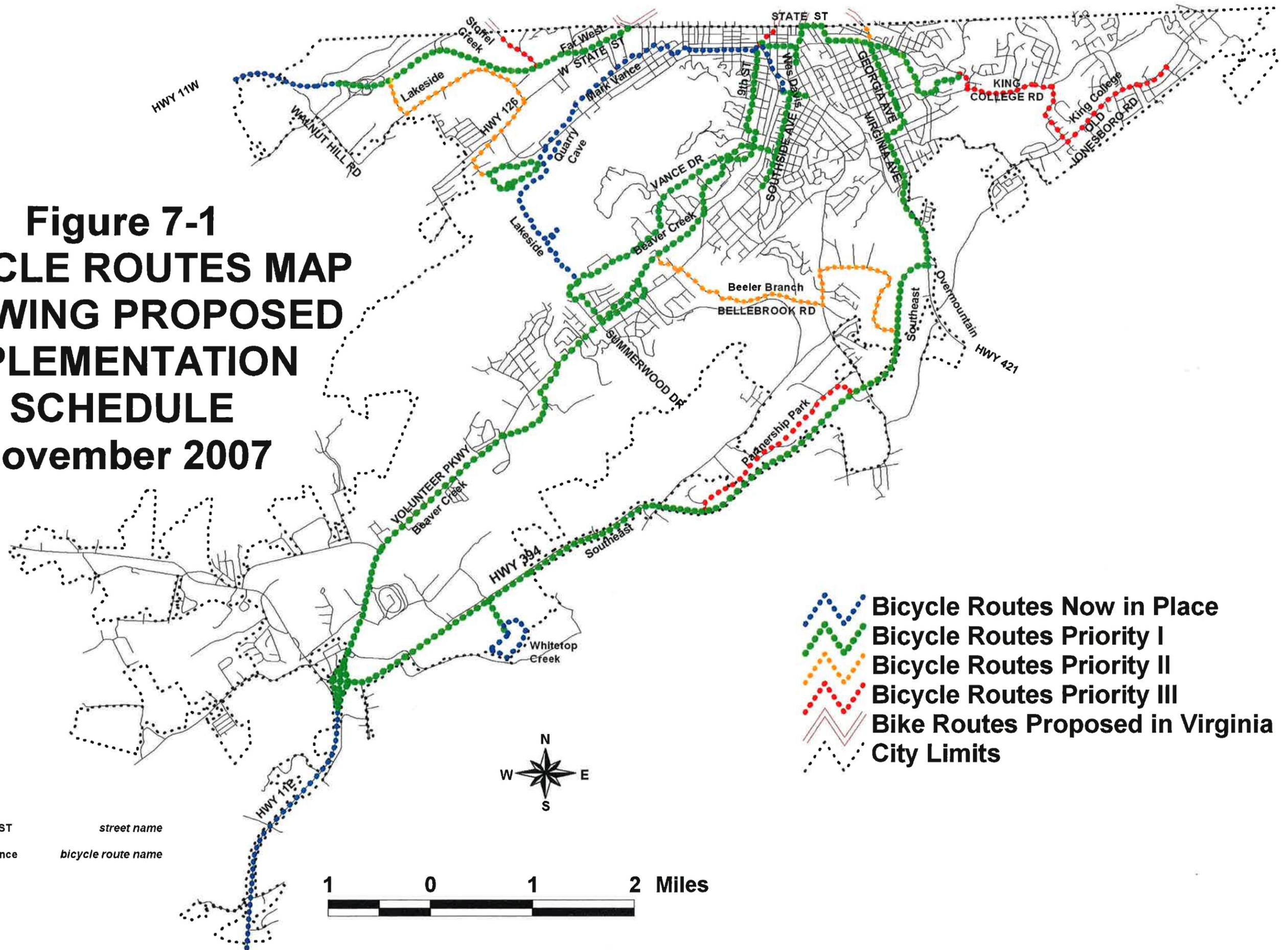
File: Fairmount Master July 8, 2011

City of Bristol Tennessee
Fairmount Neighborhood Plan
 Transit Routes
 Sidewalk Improvements
 Bike Route



July 8, 2011

**Figure 7-1
BICYCLE ROUTES MAP
SHOWING PROPOSED
IMPLEMENTATION
SCHEDULE
November 2007**



- Bicycle Routes Now in Place
- Bicycle Routes Priority I
- Bicycle Routes Priority II
- Bicycle Routes Priority III
- Bike Routes Proposed in Virginia City Limits

STATE ST street name
Mark Vance bicycle route name



The Fairmount Neighborhood Study Area is served by the Penn-Hickory Route, as shown on the map Existing Transportation Networks and Services. Service within the Fairmount Neighborhood Study Area includes the following streets, McDowell Street, East State Street, Spruce Street, Georgia Avenue, and Pennsylvania Avenue. The fixed route bus service operates from a downtown transfer station in the 800 block of State Street. Service is provided to commercial and residential areas, as well as medical/hospital campuses and educational institutions. Transit service is offered on weekdays from 6:15 AM to 6:15 PM.

Bike Routes in the Fairmount Neighborhood

Transportation planning also has included bike routes, in addition to sidewalks, and public transit services. One bike route runs through the neighborhood from Taylor Street, down Maryland Avenue, and then crosses at Lakeview to Virginia Avenue. Another route follows Taylor to connect with King College Road and the King College campus, though the portions along King College Road and the ultimate connection to Old Jonesboro Road are considered future routes. The routes are marked by bike route signage. The enclosed map from the City of Bristol Tennessee Bicycle and Pedestrian Plan, from November 2007, shows the routes as planned at that time.

2.4 WATER SERVICE

The Fairmount neighborhood water system, which is over one hundred years old in some areas, is undergoing a planned water system upgrade. Water lines which are 4" in diameter are being increased to at least 6", and in some locations 8", to provide improved water distribution and pressure. Water improvements have been made during fiscal year 2009-2010 along Georgia Avenue, which has upgraded sections of the line to 8". Work along Georgia Avenue is slated to continue during the fall of 2011 from Maple Street to East Cedar Street, as budgeted in the fiscal year 2010-2011. Water line service to the Cortrim/Aurora property located on Lakeview Street is considered adequate, having served the heavier requirements of manufacturing facility; therefore, no upgrades are scheduled. Development of multi-family residential on the former Cortrim/Aurora property would have adequate water service for an R-3 (Multi-Family Residential) level of development.

3.0 PUBLIC PARTICIPATION

Public participation was a critical component of the Fairmount Neighborhood Plan. In order to ensure that a variety of participants were able to provide their input, the City of Bristol Tennessee Department of Community Development collected opinions from neighborhood residents through a survey, as well as through public meetings held within the neighborhood at Fairmount Elementary and the Slater Center. Citizens also were invited to send any open ended comments to a city e-mail address created specifically for the project or to the city offices by mail.



Fairmount
Neighborhood Plan

The City of Bristol Tennessee utilized a variety of outlets to publicize the meetings, including interviews on local television stations WJHL-TV, WCYB-TV, and the City of Bristol Tennessee television station BTV-16. The Bristol Herald Courier News provided articles announcing the events, as well as news coverage of the events. The Department of Community Relations, in addition to the coordination of the media outlets discussed above, managed public announcements for the City of Bristol Tennessee Twitter and Facebook accounts. In order to

ensure that Fairmount households were notified about the public meetings, flyers were delivered by hand by staff and volunteers in the neighborhood as well.

3.1 PUBLIC MEETING INPUT

The first public meeting was held April 21, 2011, at Fairmount School. Following a brief introduction about the project and the goals for the evening, participants were asked to break into focus groups to discuss their responses to the following questions: “What do you like about the Fairmount neighborhood?”, “What do you want to see less of in the Fairmount neighborhood?”, “What would you wish to see happen in your neighborhood?”, “What do you think could harm the neighborhood?” Approximately sixty participants responded to the questions in the focus groups led by City of



Bristol Tennessee Department of Community Development, Planning and Code Division staff and Bristol Tennessee Municipal Regional Planning Commissioners.

Following the April 21, 2011, public input meeting, staff compiled a database to categorize, condense, and summarize the comments recorded from the four main input questions discussed earlier in the document. Next, staff created the comment prioritization sheets for the May 12, 2011, meeting from the condensed April 21st comment database.

The second meeting, held May 12, 2011, opened with an introduction and overview of the comments from the April 21, 2011, meeting. Staff also explained the voting process that would be used to prioritize the comments from the last meeting. Each participant was given a packet which contained three stickers in four different styles, for a total of twelve stickers. Three stickers were to be used for each of the four questions from the April 21, 2011 meeting, thus allowing participants to vote by placing their three stickers beside their top priority or priorities. The participants broke into six groups which were led through the process by the City of Bristol Tennessee Community Development staff and Bristol Tennessee Municipal Regional Planning Commissioners. Following the sticker voting, each table was asked to



choose their very top priority, which following group discussion, often was not the item with the most number of votes. Each group shared their top priority with the entire participant group that evening. Approximately forty citizens attended the event; many of whom remained after the meeting to complete the Fairmount Neighborhood Plan Survey or took copies with them to provide to neighbors who were unable to attend.

Following the May 12, 2011 meeting, the votes indicated by the stickers on the comment prioritization sheets and the top four priorities for each of the six focus groups were calculated. The documents contained in the pages that follow, show the summarized overall subjects from the April 21, 2011, the top priorities as chosen by the six groups during the May 12, 2011 meeting, and the top three total votes from the four questions on May 12, 2011. Please note that the May 12, 2011, full results of the voting may be found in Appendix A, sorted by the vote tally per question by subject area.

The third of four meetings was held June 9, 2011, in an open house format in the Slater Center cafeteria. Department heads and staff from the City of Bristol Tennessee included Public Works, Parks and Recreation, Community Development, Metropolitan Transportation Planning Organization, and the Police Department. Participants were able to visit with staff at five stations to discuss the Goal and Action Items



and to pick up printed materials related to that department or division. The Goal and Action Item stations included Zoning and Land Use; Neighborhood Appearance and Maintenance; Neighborhood Organization, Neighborhood Safety and Neighborhood Watch; Parks and Recreation; Transportation Planning; and Public Works. The targeted goals and action items are provided later in this document in Section 4.0 Goals and Action Items.

**Fairmount Neighborhood Plan
Meeting Input Comment Summary
Overall Subjects**

April 21, 2011

Absentee Ownership

- Promote owner occupied housing

Alleys

- Maintain alley access.
- Stop loitering in the alley between Taylor and McDowell
- Maintain the alleys and clarify who is responsible for maintenance
- Take down trees in the alleys.
- Move the utilities to the alleys.

Animal Control

- Increase animal control: barking dogs.
- Control wildlife skunks, raccoons, groundhogs, etc.
- Eliminate the dog waste problem: sidewalks, parks.

Transportation

- Add bike/walking trails and routes.
- Maintain city bus service and access.

Business Conditions

- Encourage businesses to keep properties clean and in good appearance and if possible, remodel and update.

Code Enforcement

- Eliminate junked and non-serviceable vehicles.
- Ensure that yards that are well maintained and houses do not have junk/trash stored outside.
- Enforce codes and fully remedy violations.
- Improve the condition of homes that are in disrepair and/or that have been abandoned.
- Require that multi-family residences be well maintained and managed so that they do not detract from neighboring properties and the neighborhood overall.

Drainage

- Assist with storm water drainage concerns in the neighborhood.

Drugs

- Eliminate drugs and drug sales in the neighborhood

- Protect children from drug dealing and traffic in the neighborhood.

Neighborhood Character:

- Maintain the historic character of the neighborhood.
- Respect and maintain older and historic homes and sites.
- Promote, preserve and publicize the history of the neighborhood through a walking tour, a historic marker, and a collection of historic memorabilia.
- Encourage additional homeowners, renters, and property owners on a street or a block to take pride in their homes and the neighborhood to produce a domino effect of improvement.
- Strive to keep housing affordable and maintain the variety of housing sizes in the neighborhood as houses are renovated and the neighborhood improves.
- Keep civic spaces, services and shopping close and convenient to the neighborhood.
- Reduce and eliminate adjacent manufacturing noise and odor.
- Maintain and further the neighborhood's character as a diverse and friendly community of residents who look out for one another, appreciate and maintain the older feel of the neighborhood and its properties, help maintain the peace and quiet, add to its unique charm, and keep it an attractive, safe, and good place to live and grow up.
- Keep and expand the walkability of the neighborhood with sidewalks and trails that makes it safe for children walking to school, people walking to see friends and do errands, King College students walking to campus, families using strollers, and residents on the way to parks and community spaces.
- Promote what is great about the neighborhood to encourage residents to move to Fairmount who will support the success of the neighborhood and keep it a great place to live.
- Host events for the community such as block parties, community picnics, and ghost story evenings throughout the year to build communication and a supportive network among neighbors.
- Create a communication network of neighbors helping neighbors, checking in on one another.

Parks and Green Space

- Improve and expand park and recreation opportunities, including additional park space with equipment for children that is located away from manufacturing sites and Rotary Park improvements such as bleachers, shrubbery control, and better parking.
- Develop a city-wide dog park.
- Eliminate the dog waste problem on sidewalks and in the parks.
- Keep the large number of trees, flowers and shrubs in the parks and around the neighborhood that makes everything so green and welcoming.
- Create community gardening spaces.
- Provide more neighborhood community gathering places and spaces.

Parking

- Prevent parking on both sides of the street which currently blocks traffic and buses.
- Require and enforce parking requirements for multi-family and rental units.
- Do not permit parking on front lawns and sidewalks.

Public Safety

- Create an effective community watch group.
- Provide more patrol of alley areas to prevent problems with loitering, alcohol and drugs.
- Reduce the noise from emergency vehicles in the early morning hours.
- More patrol from midnight to dawn.
- Keep the neighborhood safe.
- Provide more speeding enforcement to end the routine speeding problems.

Public Works, except sidewalks

- Increase the availability of recycling facilities.
- Improve water pressure
- Use the street sweeper to keep the neighborhood looking clean.
- Cut trees located in the right of way and in alleys that are in danger of falling on homes and cars

School

- Promote the quality and excellence of Fairmount School to encourage new residents to purchase property in the neighborhood.

Sidewalks

- Repair sidewalks so residents, particularly children, will have a safe place to walk and play.
- Ensure there are sidewalks to shopping areas and schools, such as a sidewalk on Virginia Avenue since so many people walk to Food City.

Traffic

- Prevent skateboarding and driver conflicts, particularly on Georgia Avenue.
- Ensure that the U.S. Highway 421 road improvements do not disrupt or damage the neighborhood and that the neighborhood is kept well informed of the plans and options.
- Control the amount of traffic and the speed of traffic through the neighborhood. Speed is excessive throughout the neighborhood, especially when drivers cut through the neighborhood.
- Eliminate parking on the right of way.
- Improve the ease and control the traffic situation around the schools during opening and closing times.

Transient Population

- Provide guidance for the transient and homeless individuals to avoid having them loiter in and around the neighborhood and leaving trash in the neighborhood.

Vacant

- Use vacant lots in a way that benefits the community.
- Make vacant lots affordable and attractive for owner occupied housing.
- Reduce the number of vacant and abandoned homes.

Zoning and Land Use

- Keep existing business mix and do not increase business presence in the neighborhood.
- Maintain the residential character of Pennsylvania Avenue.
- Have an option for business in a home.
- Prevent further conversion of more single family homes into multi-family.
- Require that the existing multi-family residences have enough parking.
- Do not permit the development of additional multi-family properties in the neighborhood; those properties with more than two units.
- Redevelop the former Cortrim/Aurora manufacturing property into housing and park space.
- Prevent the encroachment of manufacturing into other parcels within and near the residential neighborhood.

Top Three Total Votes from the Four Questions:
Prioritized on May 12, 2011 by citizen participants

What do you LIKE?

18 The walkability of the neighborhood

16 The green spaces, park areas, and the amount of trees, flora, and fauna.

12 The older historic homes and the historic character of the neighborhood.

What do you want to see LESS of?

20 Speeding

17 Sidewalks which need repair and sidewalks which have been removed

11 Neglect of homes and lack of adherence to building, electrical, and other codes.

What would you wish to SEE HAPPEN?

24 Fix the sidewalks and make them continuous

19 Do something about the amount of traffic and the speed of traffic through the neighborhood

10 Fix abandoned properties and make grants available to do that

10 Improve the availability of recycling

What would you feel could HARM the neighborhood?

14 Properties that are not maintained or abandoned

14 Business in residential areas

13 Lack of code enforcement

13 Traffic speeds and cutting through the neighborhood.

11 Options for future plans for U.S. Highway 421 through the neighborhood

Top Priorities
Chosen by the Six Citizen Participants Groups
May 12, 2011

What do you LIKE? (Each group selected their single top priority.)

Group Number

1. The green spaces, park areas, and the amount of trees, flora, and fauna.
2. The older historic homes and the historic character of the neighborhood.
3. The pride shown in a well maintained home.
4. The green spaces, park areas, and the amount of trees, flora, and fauna.
5. The sidewalks, where available and those in good condition.
6. Good community character: sheltered, quiet, close knit, unique, family friendly, good place to grow up, good neighbors.

What do you want to see LESS of? (Each group selected their single top priority.)

Group Number

1. Sidewalks which need repair and sidewalks which have been removed.
2. Neglect of homes and lack of adherence to building electrical and other codes.
3. Development of multi-family housing: duplex is fine, but expansion of multi-family is not.
4. Speeding
5. Keep business where it is and do not expand into the neighborhood.
6. Neglect of homes and lack of adherence to building electrical and other codes.

What would you wish to SEE HAPPEN? (Each group selected their single top priority.)

Group Number

1. Fix the sidewalks and make them continuous
2. Fix abandoned properties and make grants available to do that
3. Do something about the speed and amount of traffic through the neighborhood and the traffic during school opening and closing times.
4. Do something about the speed and amount of traffic through the neighborhood and the traffic during school opening and closing times.
5. Fix the sidewalks and make them continuous
6. Fix the sidewalks and make them continuous

What do you think could HARM the neighborhood? (Each group selected their single top priority.)

Group Number

1. Options for future plans for U.S. Highway 421 through the neighborhood.
2. Lack of code enforcement
3. Properties that are not well maintained or are abandoned.
4. Drug dealing in the neighborhood.
5. Traffic speeds and cutting through the neighborhood.
6. Tree trimming and topping that kills the trees in the neighborhood.

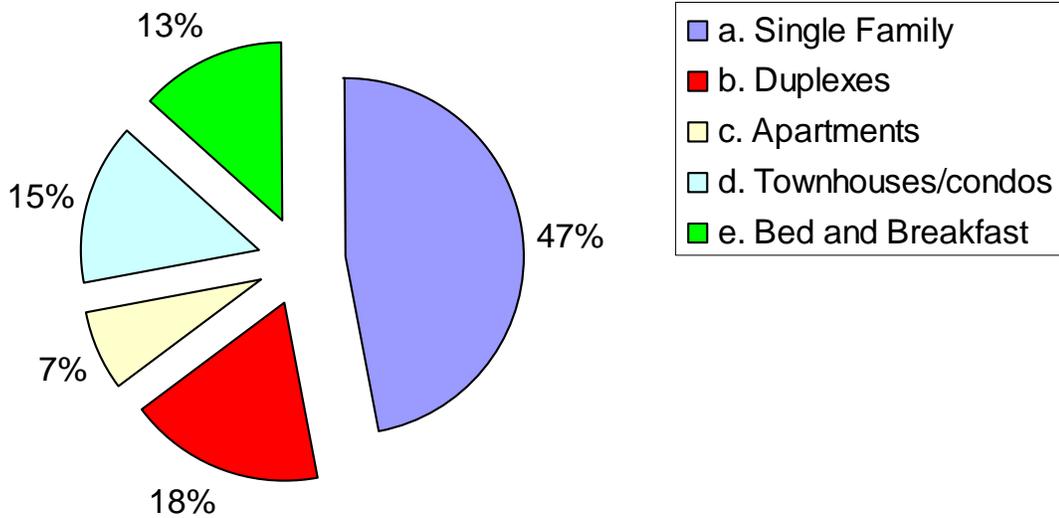
3.2 FAIRMOUNT NEIGHBORHOOD SURVEY AND RESULTS

A multiple choice survey was an additional component of the Fairmount Neighborhood Plan input efforts. The survey was available at the public input meetings in April and May, at the office of the Department of Community Development, by mail upon request, and on the City of Bristol Tennessee web site. It was designed to assess a variety of subject areas including:

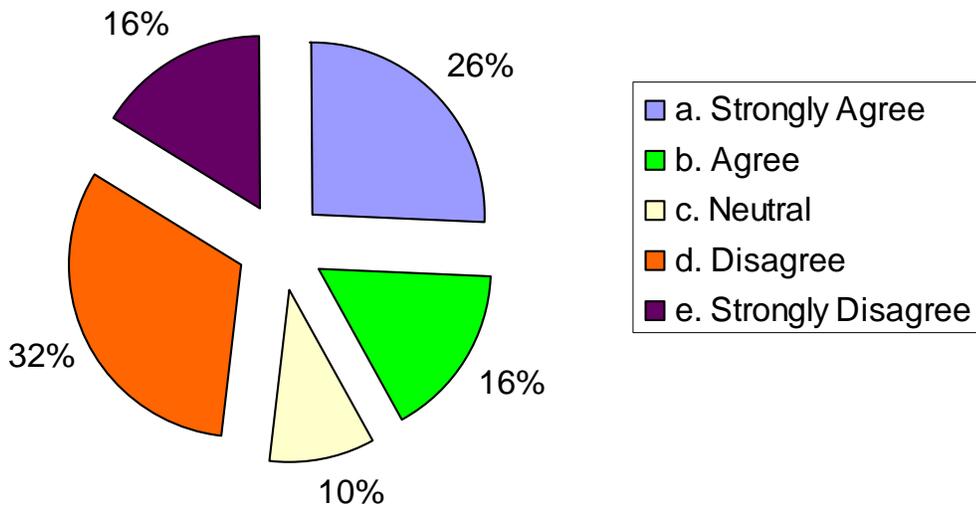
- the general demographic of the participants and their household, the level of home ownership, how long the participant had lived in the neighborhood
- opinions about zoning, land use, and housing choices such as density, rental versus ownership, businesses in the neighborhood, industrial proximity, parks and their use, and future land use.
- levels of satisfaction for transportation infrastructure and conditions such as public transportation, bike routes, sidewalks, traffic, and road conditions
- quality of life perceptions, including safety, livability, appearance and maintenance of homes and yards, and willingness to participate with neighbors in civic efforts.

Many of the survey responses echoed the themes found in the public participation meeting input comments such as the speed and the amount of traffic, the need and desire for sidewalks in good condition, and the desire to maintain the single family duplex character of the neighborhood. All of the participants owned their home and a little over half had lived in the neighborhood over twenty years. The quality of life portion of the survey, questions 28a through 28l, was designed as a matrix, which allowed respondents to state their degree of agreement with the particular statement. Examined as a whole, a picture of the perceived overall quality of life emerges. Ninety-seven percent of the respondents agreed or strongly agreed that their neighborhood was a good place to live. Ninety-four percent agreed or strongly agreed that their neighborhood was a good place to raise children. Eighty-four percent agreed or strongly agreed that their neighborhood was safe. However, forty-two percent disagreed with the statement that residents in my neighborhood keep their homes well maintained; twenty four of the respondents chose a neutral position, while thirty-one percent agreed, and none strongly agreed with the statement. Seventy-seven percent agreed or strongly agreed that their neighborhood was moving in a positive direction. The featured questions detailed in the graphics on the pages below provide additional survey response information.

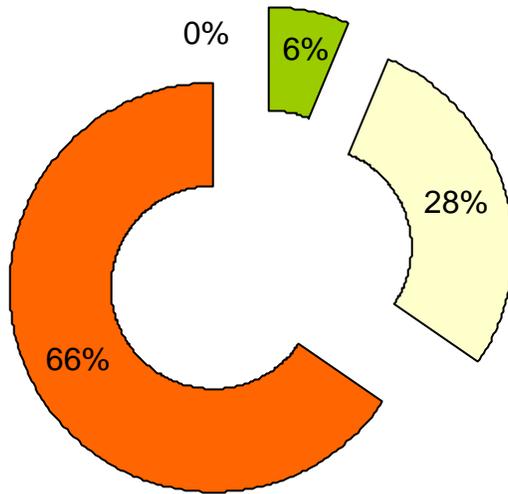
Appropriate Housing Type for the Neighborhood



I have few concerns about traffic.

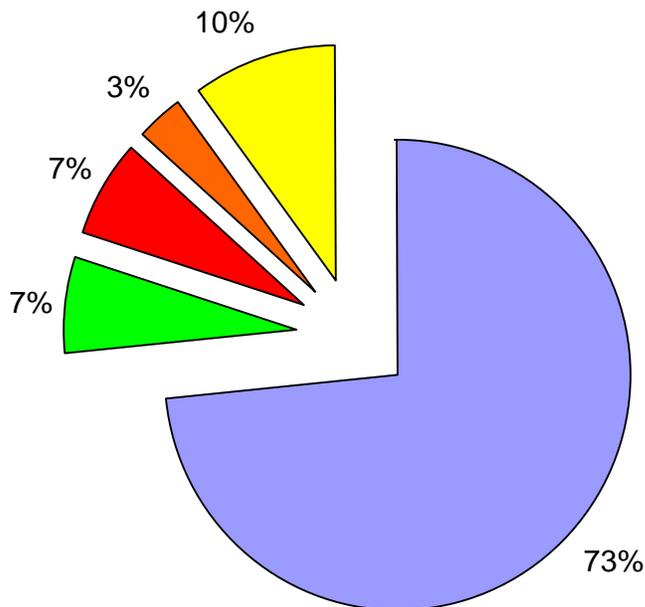


Sidewalk Condition Satisfaction



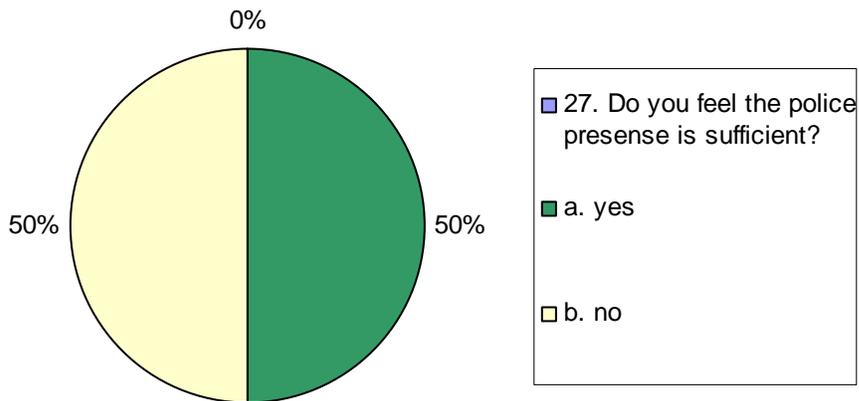
- a. Satisfied (sidewalks are in good condition)
- b. Somewhat satisfied (sidewalks are in average condition)
- c. Somewhat dissatisfied (Sidewalks are in fair condition)
- d. Dissatisfied (sidewalks are in poor condition)

Commercial Land Uses in the Neighborhood

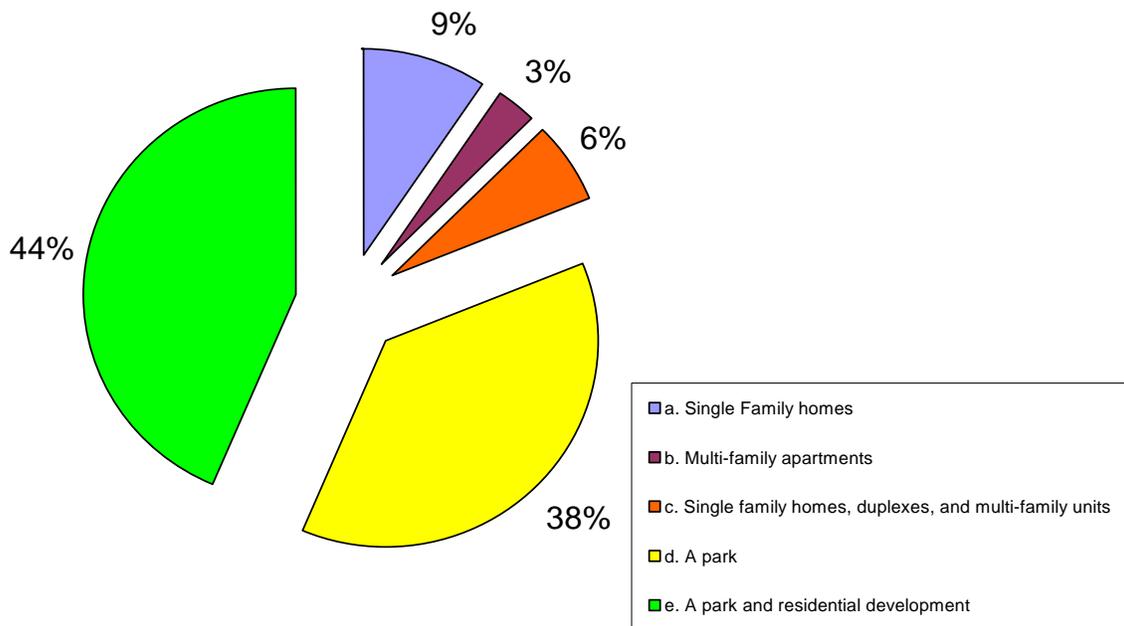


- a. No commercial in residential areas
- b. Commercial and residential in the same structure
- c. Residential uses & only commercial home occupations
- d. Residential with commercial at intersections
- e. Residential separated from small areas of commercial at major intersections

Sufficiency of Police Presence

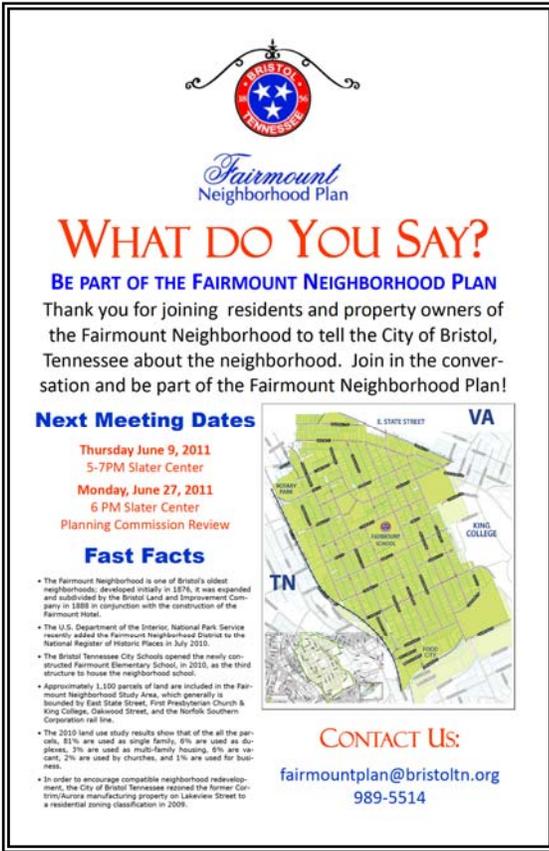


Redevelopment Preference for Cortrim Property



The pie charts above illustrate only a portion of the information that is available in the complete survey and responses table, which has been included in Appendix A.

4.0 GOALS AND ACTION ITEMS




Fairmount
 Neighborhood Plan

WHAT DO YOU SAY?

BE PART OF THE FAIRMOUNT NEIGHBORHOOD PLAN

Thank you for joining residents and property owners of the Fairmount Neighborhood to tell the City of Bristol, Tennessee about the neighborhood. Join in the conversation and be part of the Fairmount Neighborhood Plan!

Next Meeting Dates

Thursday June 9, 2011
5-7PM Slater Center

Monday, June 27, 2011
6 PM Slater Center
Planning Commission Review

Fast Facts

- The Fairmount Neighborhood is one of Bristol's oldest neighborhoods, developed initially in 1876. It was expanded and subdivided by the Bristol Land and Improvement Company in 1888 in conjunction with the construction of the Fairmount Hotel.
- The U.S. Department of the Interior, National Park Service recently added the Fairmount Neighborhood District to the National Register of Historic Places in July 2010.
- The Bristol Tennessee City Schools opened the newly constructed Fairmount Elementary School, in 2010, as the third structure to house the neighborhood school.
- Approximately 1,100 parcels of land are included in the Fairmount Neighborhood Study Area, which generally is bounded by East State Street, First Presbyterian Church & King College, Oakwood Street, and the Norfolk Southern Corporation rail line.
- The 2010 land use study results show that of all the parcels, 81% are used as single family, 6% are used as duplexes, 3% are used as multi-family housing, 6% are vacant, 2% are used by churches, and 3% are used for business.
- In order to encourage compatible neighborhood redevelopment, the City of Bristol Tennessee rezoned the former Con-trin/Aurora manufacturing property on Lakeview Street to a residential zoning classification in 2009.



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The Goals and Action Items were developed by examining the public participation comments in the Fairmount Neighborhood, the Fairmount Neighborhood Survey responses, the field data collected by the Department of Community Development Planning Division and Codes Division, and staff discussion and analysis. The City of Bristol Tennessee assessed how it would be able to take action to assist with the needs of the Fairmount Neighborhood to target specific Goals and Action Items. The strategic categories include the following: Zoning and Land Use; Neighborhood Appearance and Maintenance; Neighborhood Organization, Neighborhood Safety and Neighborhood Watch; Parks and Recreation; Transportation Planning; and Public Works.

Citizens reviewed the Goals and Action items with departmental representatives during the June 9, 2011, open house held at the Slater Center Cafeteria. The fourth and final public input opportunity and public presentation was scheduled for the June 27, 2011 during the regular meeting of the Bristol Tennessee Municipal Regional Planning Commission. The following pages show the Goals and Action Items, which are listed by strategic category.



**FAIRMOUNT NEIGHBORHOOD PLAN
GOALS AND OBJECTIVES
2011**

ZONING AND LAND USE

GOAL: Maintain the single family and duplex residential character and prevent additional multi-family uses.

Action Item: Rezone R-3 areas of the Fairmount Neighborhood to RE (Established Residential)

GOAL: Allow existing multifamily, however, prevent additional multi-family uses.

Action Item: Rezone R-3 areas of the Fairmount Neighborhood to RE (Established Residential), while maintaining some R-3 in the vicinity of Fairmount School for a concentrated group of existing multi-family units.

GOAL: Create land use transition between business and residential uses as well as encourage redevelopment and elimination of vacant and blighted properties along Pennsylvania, between Anderson Street and Lynwood Street.

Action Item: Rezone the western side of Pennsylvania Avenue from Anderson Street to Lynwood Street to B-1A (Limited Business).

GOAL: Restrict additional commercial uses from locating in residential areas.

Action Item: Rezone Pennsylvania Avenue property RE (Established Residential).

GOAL: Redevelop the former Cortrim/Aurora manufacturing property into housing and green space.

Action Item: The rezoning from M-1 (manufacturing) to R-3 (Multi-family residential) is complete. The property currently is privately owned.

Action Item: Strive to include a linear park or bikeway through the Cortrim property along the existing creek in non-developable land areas.

GOAL: Prevent the encroachment of manufacturing into the neighborhood.

Action Item: Rezone M-1 zoned properties adjacent to Monte Vista and Southern Street to B-3 (General Business).

GOAL: Ensure that infill housing is compatible with the neighborhood.

Action Item: Rezone the R-3 areas of Fairmount Neighborhood to RE (Established Residential) to allow for compatible setbacks and lot sizes.

PUBLIC WORKS

GOAL: Repair and replace sidewalks as necessary.

Action Item: Provide information to property owners about how sidewalk replacement can occur.

Action Item: Continue to work with the MPO to plan, procure, and coordinate sidewalk projects and funding.

Action Item: Regularly evaluate and map the Fairmount sidewalk conditions, replacement, and repair needs.

Action Item: Review the City of Bristol policy on property owner participation with sidewalk repair.

GOAL: Continue to upgrade water lines in the neighborhood.

GOAL: Keep alleys safe, clean, and available for auto access to homes in the neighborhood.

Action Item: Review the alley maintenance policy.

Action Item: Clarify and communicate with property owners about who is responsible for alley maintenance.

Action Item: Remove trees in the alleys.

GOAL: Cut trees located in the right of way and in alleys that are in danger of falling on homes and cars.

Action Item: Clarify and communicate with property owners about who is responsible for tree care and trimming in the right of way and alleys.

NEIGHBORHOOD APPEARANCE & MAINTENANCE

GOAL: Promote the overall quality of housing conditions and the stability of the neighborhood and property values.

Action Item: Use CDBG and HOME Consortium funds to rehabilitate or reconstruct dilapidated structures.

Action Item: Use HOME Consortium funds to assist first-time homebuyers.

Action Item: Use CDBG and THDA Emergency Rehab Program for the Elderly to address emergency repairs.

GOAL: Increase Awareness of the Code Enforcement Process and Reporting Options

Action Item: Provide citizens with easy to understand materials about the Code Enforcement process.

Action Item: Review public notification process for hearings before the Better Property Board.

GOAL: Eliminate structural neglect and violation of building, electrical and other codes.

Action Item: Identify and focus enforcement actions on structures owned by absentee owners which have code violations.

GOAL: Encourage well-maintained exteriors and yard areas to improve the appearance of the neighborhood.

Action Item: Enforce codes and fully remedy violations regarding structures, vehicles, and yard areas.

GOAL: Require that multi-family residences and commercial properties be well maintained and managed so that they do not detract from neighboring properties and the neighborhood overall.

Action Item: Identify and focus enforcement actions on structures owned by absentee owners which have code violations.

Action Item: Encourage Keep Bristol Beautiful to provide information about awards and the Great American Clean Up events.

GOAL: Strive to reduce the number of vacant and abandoned homes.

Action Item: Identify vacant properties and abandoned homes.

Action Item: Provide options to use vacant lots in a way that benefit the community.

Action Item: Examine opportunities to reduce liens on vacant lots and sell at market rate for home building.

Action Item: Focus code enforcement efforts on ensuring vacant and abandoned properties meet minimum maintenance codes.

Action Item: Use Community Development Block Grant funds for demolition of condemned homes.

GOAL: Address parking overcrowding around multi-family and rental units.

Action Item: Provide information about filing a code enforcement complaint and about zoning ordinance parking requirements.

TRANSPORTATION PLANNING

GOAL: Ensure that the U.S. Highway 421 road improvements do not disrupt or damage the neighborhood and that the neighborhood is kept well informed of the plans and options.

GOAL: Keep and expand the walkability of the neighborhood.

Action Item: Implement Phase 3 of the Safe Routes to School Program when funding becomes available.

Action Item: Plan sidewalks in conjunction with Public Works efforts and any available funding.

Action Item: Have the MPO continue to work in conjunction with Park and Recreation for the development of walking and bike trails.

Action Item: Complete the final design for the reconstruction of East Cedar Street.

Action Item: Review traffic signal versus stop signs at Georgia Avenue and East Cedar Street.

NEIGHBORHOOD SAFETY

GOAL: Investigate and implement strategies to address the routine excessive speeding and cut through traffic.

Action Item: Provide more speeding enforcement to address the routine speeding problems in select areas.

Action Item: Utilize Neighborhood Watch resources to help track speeding violations.

GOAL: Eliminate drugs and drug sales in the neighborhood and protect residents from the impact of such activities.

Action Item: Create an effective Neighborhood Watch group.

Action Item: Provide more patrol of alley areas to prevent problems with loitering, alcohol and drugs.

Action Item: More patrol from midnight to dawn.

Action Item: Stop loitering in the alley between Taylor and McDowell.

NEIGHBORHOOD ORGANIZATION

GOAL: Build Community within the neighborhood.

Action Item: Join the Neighborhood Watch Program.

GOAL: Respect, Maintain, and Preserve the older historic homes and the historic character of the neighborhood.

Action Items: Provide information about the National Register of Places boundary and the benefits of the program.

Action Items: Provide information about Preservation Tax Credits for income producing properties through the National Register of Historic Places and the Tennessee Historical Commission.

GOAL: Encourage additional homeowners, renters, and property owners on a street or a block to take pride in their homes and the neighborhood.

Action Item: Provide information to the neighborhood about Keep Bristol Beautiful Program.

Action Item: Provide information about the code enforcement process.

PARKS AND RECREATION

GOAL: Improve and expand park and recreation opportunities.

Action Item: Add park space which has equipment for children and is located away from manufacturing sites.

Action Item: Keep the large amount of trees and vegetation in the park areas.

Action Item: Identify properties with potential for greenway and trails, such as along the Norfolk Southern Railway and through the former Cortrim property. Create trails and greenways to connect with existing networks.

Action Item: Complete the renovation of Rotary Field.

Action Item: Summer playground program at Fairmount Elementary School.

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Appendix A

Fairmount Neighborhood Plan Survey

<u>Questions</u>	<u>Totals</u>
1. How many people live in your household?	
a. 1-2	21
b. 3-5	7
c. 5-8	1
d. more than 8	0
2. Please indicate the number of people in each age group in your household:	
a. under 5 years old	2
b. 5 to 12 years old	5
c. 14 to 17 years old	3
d. 18 to 24 years old	4
e. 25 to 34 years old	4
f. 35 to 54 years old	17
g. 55 to 64 years old	13
h. 65 to 74 years old	7
i. 75 years or older	3
3. Do you own or rent your home in the Fairmount Neighborhood (Choose One)	
a. own	29
b. rent	0
4. How long have you lived in the Fairmount Neighborhood? (Choose One)	
a. Less than one year	0
b. 1-2 years	4
c. 3-5 years	1
d. 6-10 years	4
e. 11-15 years	5
f. 16-20 years	2
g. More than 20 years	16
h. I do not live in the Fairmount Neighborhood but do own property there.	0
5. Please indicate your preference concerning commercial land uses in the neighborhood: Choose One	

a. No commercial within residential areas	20
b. Commercial uses and residential uses in the same structure	2
c. Residential uses with only commercial home occupations	2
d. Residential areas with commercial located at intersections	1
e. Residential uses that are clearly separated from small areas of commercial at major intersections	2
6. What types of housing do you feel are appropriate for the Fairmount Neighborhood?	
a. Single Family	29
b. Duplexes	11
c. Apartments	4
d. Townhouses/condos	9
e. Bed and Breakfasts	8
7. Where in the Fairmount area should duplexes be allowed (Choose One)	
a. Nowhere	8
b. In designated locations	18
c. Everywhere	2
8. Where in the Fairmount neighborhood should apartments be allowed	
a. Nowhere	13
b. In designated locations	13
c. Everywhere	2
9. Where in the Fairmount neighborhood should condos/townhomes be allowed (Choose One)	
a. Nowhere	8
b. In designated locations	20
c. Everywhere	1
10. What type of business would you like to have in the neighborhood? (Choose all that apply)	
a. Grocery	9
b. Pharmacy	8
c. Gift Store	3
d. Restaurants	6
e. Laundry	1
f. Coffee Shop	4

g. Convenience Store	4
h. Card Shop	2
i. Ice Cream Shop	7
j. Dessert Shop	2
k. Farmer's Market	8
l. Deli/Sandwich shop	4
m. Bakery/Donut Shop	6
n. Professional Offices	3

11. How would you rank the existing condition of housing in the Fairmount Neighborhood as a whole? (Choose One)

a. Excellent	1
b. Good	12
c. Average	11
d. Fair	5
e. Poor	0
f. Very Poor	0

12. What would you like to see built on the former Cortrim site? (Choose one)

a. Single Family homes	3
b. Multi-family apartments	1
c. A mixture of single family homes, duplexes, and multi-family units	2
d. A park	10
e. A park and residential development	13

13. What would you like to see on vacant properties adjacent to the Norfolk Southern Railway, Monte Vista, and Oakwood Streets?

a. single family homes	6
b. multi-family units (apartments)	0
c. A mixture of single family homes, duplexes, and multi-family units	0
d. Industrial uses	1
e. Commercial uses	1
f. Greenway or bikeway	12

14. If you use the Fairmount neighborhood parks, which is your favorite? (Choose one)

a. Fairmount/Barker Park (Spruce Street)	26
b. Food City Park (Oakwood Street)	0

15. Are there enough parks in the neighborhood?	
a. Yes	6
b. No	20
16. If you feel that more parks are needed, what type? (Choose all that apply)	
a. With play equipment for children	12
b. With play equipment for young adults	4
c. Without play equipment	5
d. multi-purpose, including picnics and community gathering events	18
e. With game areas (croquet, bocce, horseshoes, etc)	6
17. Rate your satisfaction with the condition of sidewalks of the Fairmount neighborhood: (Choose one)	
a. Satisfied (sidewalks are in good condition)	0
b. Somewhat satisfied (sidewalks are in average condition)	1
c. Somewhat dissatisfied (Sidewalks are in fair condition)	9
d. Dissatisfied (sidewalks are in poor condition)	19
18. Do you walk in the neighborhood?	
a. Yes	26
b. No	3
19. If you walk, please choose all that apply to you or someone in your household.	
a. Walk to work	0
b. Walk for exercise	25
c. Walk to the park	7
d. Walk to and from school	2
e. Walk to shops and restaurants	2
f. Walk to visit others in the neighborhood.	16
20. Do you use the city's public transportation service?	
a. Yes	1
b. No	28
21. Do you believe that public transportation is accessible and convenient in the neighborhood?	
a. Yes	18
b. No	8

23. Do you, or someone in your household, bike?	
a. Yes	15
b. No	15
24. If you or someone in your household bikes, please indicate any of the following that apply:	
a. Bike to work in the neighborhood or through the neighborhood	2
b. Bike for fun or exercise	16
c. Bike to school	1
d. Bike to shopping or restaurants	2
e. Bike on trails or greenways in Bristol that connect to Fairmount	5
25. How satisfied are you with the condition and the quality of the streets? (Choose one)	
a. satisfied (Streets are in Good condition)	5
b. Somewhat satisfied (Streets are in average condition)	13
c. Somewhat dissatisfied (Streets are in fair condition)	9
d. Dissatisfied (Streets are in poor condition)	2
26. How safe do you feel in the Fairmount neighborhood (Choose one)	
a. Very safe	12
b. Somewhat safe	16
c. Unsafe	1
27. Do you feel the police presence is sufficient?	
a. yes	15
b. no	14
28a. My neighborhood is a good place to live	
a. Strongly Agree	17
b. Agree	10
c. Neutral	0
d. Disagree	1
e. Strongly Disagree	0
28b. My neighborhood is a good place to retire	
a. Strongly Agree	14
b. Agree	13
c. Neutral	1

d. Disagree 0
 e. Strongly Disagree 0

28c. My neighborhood is a good place to raise children

a. Strongly Agree 12
 b. Agree 14
 c. Neutral 1
 d. Disagree 1
 e. Strongly Disagree 0

28d. My neighborhood is safe

a. Strongly Agree 6
 b. Agree 17
 c. Neutral 3
 d. Disagree 2
 e. Strongly Disagree 0

28e. My neighborhood is clean

a. Strongly Agree 4
 b. Agree 11
 c. Neutral 9
 d. Disagree 3
 e. Strongly Disagree 0

28f. I have few concerns about traffic in my neighborhood

a. Strongly Agree 8
 b. Agree 3
 c. Neutral 3
 d. Disagree 9
 e. Strongly Disagree 5

28g. There is enough parking in my neighborhood

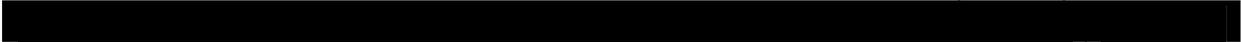
a. Strongly Agree 5
 b. Agree 8
 c. Neutral 8
 d. Disagree 5
 e. Strongly Disagree 1

28h. The residents in my neighborhood keep their home well maintained

a. Strongly Agree 1

	b. Agree	6
	c. Neutral	7
	d. Disagree	12
	e. Strongly Disagree	0
28i. I am happy with the way my neighborhood looks		
	a. Strongly Agree	1
	b. Agree	10
	c. Neutral	5
	d. Disagree	10
	e. Strongly Disagree	0
28j. I am proud of my neighborhood		
	a. Strongly Agree	10
	b. Agree	10
	c. Neutral	3
	d. Disagree	2
	e. Strongly Disagree	1
28k. I would like to work together with my neighbors on community projects		
	a. Strongly Agree	8
	b. Agree	14
	c. Neutral	4
	d. Disagree	0
	e. Strongly Disagree	0
28l. I feel my neighborhood is moving in a positive direction overall		
	a. Strongly Agree	9
	b. Agree	11
	c. Neutral	3
	d. Disagree	4
	e. Strongly Disagree	0
29. Please circle the best way for you to receive information from the City of Bristol Tennessee (Choose One)		
	a. Newspaper	12
	b. Radio	1
	c. Websites	3
	d. E-mail	11

e. Print newsletters	8
f. Posters, flyers or church bulletins	3
g. Word of mouth	2
h. Text message	2
i. Recorded phone message	2
j. Facebook	2
k. TV (write in)	1



RANKING TALLY
Prioritized on May 12, 2011 by citizen participants

What do you LIKE?

- 5 Alley access
- 1 Good access to the City of Bristol Tennessee Bus Services
- 2 Residential character of Pennsylvania Avenue
- 8 Pride in well maintained home
- 10 Diversity: a mixture of residents “real people” from professional to blue collar.
- 12 The older historic homes and the historic character of the neighborhood.**
- 4 The domino effect of people fixing up homes.
- 2 A wide variety of housing sizes and styles and the variety of price ranges.
- 3 The reasonable price of housing.
- 11 Good community character: sheltered, quiet, close-knit, unique, family friendly, good place to grow up, good neighbors.
- 16 The green spaces, park areas, and the amount of trees, flora, and fauna.**
- 4 Low crime rate, feels safe with good police and fire protection
- 8 The sidewalks, where available and those in good condition.
- 0 Bus service
- 3 Convenience to shopping and community services
- 5 The new Fairmount School building and the way it will attract people to the neighborhood.
- 1 The new Anderson Street bridge
- 4 The trees in the neighborhood.
- 7 Those properties that are well maintained
- 18 The walkability of the neighborhood**

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What do you want to see LESS of?

- 3 Problems in the alleys: maintenance, loitering, drugs and alcohol in some areas
- 7 Animal nuisances: ground hogs, barking dogs, too much dog waste in parks and on sidewalks.
- 6 Keep business where it is, do not expand into neighborhood.
- 4 Inoperable or unregistered vehicles in yards.
- 11 Neglect of homes and lack of adherence to building, electrical, and other codes.**
- 7 Homes that have been converted into multiple units that: might not meet codes or zoning requirements and are not well maintained.
- 6 Drainage problems with storm sewers and storm runoff
- 2 Drug use and distribution
- 3 Alcohol and substance abuse and disturbances as a result
- 0 Fences
- 7 Development of Multi-family housing: Duplex is fine, but expansion of multi-family units is not.
- 1 Multi-family housing that is not well maintained
- 1 Manufacturing noise, odor and residue
- 1 Manufacturing noise from King Pharmaceuticals
- 2 Parking on both sides of the street.
- 17 Sidewalks which need repair and sidewalks which have been removed**
- 20 Speeding**
- 4 Parking on sidewalks and yards
- 4 Crumbling walls along sidewalks
- 2 Repeatedly condemned homes
- 9 Trash in yards, on porches, and around the house
- 1 Skateboarding and driver conflicts
- 6 The large amount of traffic in the neighborhood.
- 4 Transient individuals and the debris that is left behind.

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What would you wish to SEE HAPPEN?

- 5 Improvements to parks and more park space
- 2 Community gathering events such as block parties and ghost story evenings
- 1 Have more community gathering spaces
- 0 Have more animal control for wild animals
- 1 Promote the history of Fairmount through a collection of historic items, a neighborhood tour, and a historic marker.
- 3 Sidewalks all around Fairmount School
- 3 Have community gardens
- 0 Change the helicopter flight path
- 1 Improve vacant lots and reduce the liens so they are affordable.
- 6 Maintain the alleys and take down trees in the alleys
- 1 Restore the paths and gardens on the former Reynolds home site.
- 6 Add bike routes and trails
- 2 Add a sidewalk along Virginia Avenue for those who walk to Food City.
- 19 *Do something about the amount of traffic and the speed of traffic through the neighborhood, as well as the traffic during school opening and closing times.***
- 2 Improve homes in the neighborhood but keep it an affordable place to live.
- 6 Keep what is good about the neighborhood; the community character of the neighborhood.
- 1 Spray for mosquitoes once a week
- 24 Fix the sidewalks and make them continuous**
- 4 Have a neighborhood watch
- 5 Improve water pressure
- 9 Increase police patrol from midnight to dawn
- 1 Improve the cleanliness and appearance of neighborhood business
- 4 Solve the dog waste problem on sidewalks and in parks
- 1 Sweep the streets with a street sweeper
- 10 Fix abandoned properties and make grants available to do that**
- 10 Improve the availability of recycling**

- 2 Have some business allowed in homes
- 2 Remove the heavy traffic from Pennsylvania Avenue
- 5 Reduce the amount of traffic cutting through the neighborhood.

What could HARM the neighborhood?

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8 Development of the Cortrim/Aurora property in a way that would conflict with the neighborhood.

4 Bullying of children

11 Options for future plans for U.S. Highway 421 through the neighborhood

9 Drugs and drug dealing in the neighborhood

13 *Lack of code enforcement*

6 Manufacturing noise, fumes, residue, and emissions.

0 Uncontrolled animal populations

14 Business in residential areas

6 Absentee ownership

3 Skateboarder and driver conflicts

6 Tree trimming and topping that kills trees in the neighborhood.

2 Lack of communication among residents

13 *Traffic speeds and cutting through the neighborhood.*

1 Allowing buildings to be built that conflict with the neighborhood “feel”

4 Reduction or lack of police or fire protection

0 Tennant occupied housing

1 Non-owner occupied commercial buildings

14 Properties that are not maintained or abandoned

3 Drug rehabilitation centers that are not licensed by the State of Tennessee

4 Residents who do not care about the neighborhood, its properties, and character.

2 Drainage that is not repaired

**Subject Groupings of
Votes from the Four Questions
Prioritized on May 12, 2011 by citizen participants**

Zoning and Land Use

- 14 Business in residential areas would harm the neighborhood
- 2 Have some business allowed in homes
- 2 Like the residential character of Pennsylvania Avenue
- 6 Keep business where it is, do not expand into neighborhood.
- 7 Development of Multi-family housing: Duplex is fine, but expansion of multi-family units is not.
- 6 Absentee ownership
- 1 Non-owner occupied commercial buildings
- 0 Tennant occupied housing
- 8 Development of the Cortrim/Aurora property in a way that would conflict with the neighborhood.
- 3 Drug rehabilitation centers that are not licensed by the State of Tennessee
- 1 Allowing buildings to be built that conflict with the neighborhood “feel”

Code Enforcement

- 11 Neglect of homes and lack of adherence to building, electrical, and other codes.
 - 10 Fix abandoned properties and make grants available to do that
 - 14 Properties that are not maintained or abandoned
 - 13 Lack of code enforcement will harm the neighborhood would be harmful
 - 9 Trash in yards, on porches, and around the house
 - 7 Like those properties that are well maintained
 - 4 Like the domino effect of people fixing up homes.
 - 4 Inoperable or unregistered vehicles in yards.
 - 2 Repeatedly condemned homes
 - 7 Homes that have been converted into multiple units that: might not meet codes or zoning requirements and are not well maintained.
 - 1 Multi-family housing that is not well maintained
 - 4 Crumbling walls along sidewalks
 - 1 Improve the cleanliness and appearance of neighborhood business
- Manufacturing

- 1 Manufacturing noise, odor and residue
- 1 Manufacturing noise from King Pharmaceuticals
- 6 Manufacturing noise, fumes, residue, and emissions.

Neighborhood Community

Diversity

- 10 Diversity: a mixture of residents “real people” from professional to blue collar.
- 2 A wide variety of housing sizes and styles and the variety of price ranges.

Events

- 2 Community gathering events such as block parties and ghost story evenings

Historic

- 12 The older historic homes and the historic character of the neighborhood.
- 1 Promote the history of Fairmount through a collection of historic items, a neighborhood tour, and a historic marker.
- 1 Restore the paths and gardens on the former Reynolds home site.

Overall Character

- 11 Good community character: sheltered, quiet, close-knit, unique, family friendly, good place to grow up, good neighbors.
- 6 Keep what is good about the neighborhood; the community character of the neighborhood.
- 8 Like the pride in well maintained home
- 4 Residents who do not care about the neighborhood, its properties, and character.
- 3 The reasonable price of housing.
- 4 Bullying of children would harm the neighborhood
- 2 Lack of communication among residents would harm the neighborhood
- 1 Improve vacant lots and reduce the liens so they are affordable.
- 2 Improve homes in the neighborhood but keep it an affordable place to live.
- 3 Convenience to shopping and community services

Parks and Green Space

- 16 Like the green spaces, park areas, and the amount of trees, flora, and fauna.
- 6 Tree trimming and topping that kills trees in the neighborhood harms.
- 4 Like the trees in the neighborhood.
- 6 Add bike routes and trails
- 5 Need improvements to parks and more park space
- 1 Have more community gathering spaces
- 3 Have community gardens

Public Safety—see Traffic also

- 9 Drugs and drug dealing in the neighborhood
- 2 Drug use and distribution
- 9 Increase police patrol from midnight to dawn
- 4 Low crime rate, feels safe with good police and fire protection
- 3 Alcohol and substance abuse and disturbances as a result
- 4 Have a neighborhood watch
- 4 Reduction or lack of police or fire protection would be harmful
- 4 Transient individuals and the debris that is left behind is harmful

Traffic

- 20 Speeding
- 19 Do something about the amount of traffic and the speed of traffic through the neighborhood, as well as the traffic during school opening and closing times.
- 13 Traffic speeds and cutting through the neighborhood.
- 6 The large amount of traffic in the neighborhood.
- 5 Reduce the amount of traffic cutting through the neighborhood.
- 2 Remove the heavy traffic from Pennsylvania Avenue
- 2 Parking on both sides of the street.
- 4 Parking on sidewalks and yards
- 1 Skateboarding and driver conflicts
- 1 Like the new Anderson Street Bridge
- 3 Skateboarder and driver conflicts
- 11 Options for future plans for U.S. Highway 421 through the neighborhood

Public Works-See sidewalks also

- 6 Drainage problems with storm sewers and storm runoff
- 10 Improve the availability of recycling
- 1 Sweep the streets with a street sweeper
- 6 Maintain the alleys and take down trees in the alleys
- 1 Spray for mosquitoes once a week
- 5 Improve water pressure
- 2 Drainage that is not repaired

Sidewalks

- 24 Fix the sidewalks and make them continuous
- 17 Sidewalks which need repair and sidewalks which have been removed
- 18 The walkability of the neighborhood is important.
- 9 The sidewalks, where available and those in good condition.
- 3 Sidewalks all around Fairmount School
- 2 Add a sidewalk along Virginia Avenue for those who walk to Food City.

School

- 5 Like the new Fairmount School building and the way it will attract people to the neighborhood.

Animal Control

- 7 Animal nuisances: ground hogs, barking dogs, too much dog waste in parks and on sidewalks.
- 0 Have more animal control for wild animals
- 4 Solve the dog waste problem on sidewalks and in parks
- 0 Uncontrolled animal populations

Misc

- 0 Fences

0 Change the helicopter flight path

Alley Access

5 Alley access

3 Problems in the alleys: maintenance, loitering, drugs and alcohol in some areas

Public Transportation

1 Good access to the City of Bristol Tennessee Bus Services

0 Bus service