



Loudon-Melrose/ Shenandoah West

**NEIGHBORHOOD
PLAN**

Adopted by City Council
December 19, 2002

**ROANOKE
VIRGINIA**

Addendum Adopted by
City Council
August 16, 2010

Contents:

Addendum:

Plan Update	1
Priority Initiatives	4
Recommendations	15
Implementation	19

Loudon Melrose/ Shenandoah West Plan

Introduction	22
Priority Recommendations	23
The Neighborhoods	25
Community Design	27
Residential Development	32
Economic Development	35
Infrastructure	38
Public Services	44
Quality of Life	46
Recommendations	48
Implementation	53
Acknowledgements & Appendix	56



Planning Building & Development

Loudon-Melrose

Neighborhood Plan Addendum (Update)

Adopted by City Council
August 16, 2010 as an addendum to update the
Loudon-Melrose/Shenandoah West
Neighborhood Plan.

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Loudon-Melrose Neighborhood Plan Update

Neighborhood Planning and the Implementation of the 2002 Loudon-Melrose Neighborhood Plan

Neighborhood plans are City Council adopted components of Vision 2001-2020, the City's comprehensive plan. Neighborhood plans follow the policy framework of Vision 2001-2020, while incorporating the unique factors and citizen input of each neighborhood. Like Vision 2001-2020, each plan is a long-range policy guide. Many items in a neighborhood plan are reactive, while others are proactive. Neighborhood plans are not tied directly to capital improvements or any funding mechanism; however they guide such decisions by the City administration. Residents and City staff alike will refer to this document in the future when faced with decisions regarding zoning and land use, public facilities, and infrastructure needs. Its intent is to guide Loudon-Melrose in a manner consistent with City policy, improving identified areas of need, while maintaining the positive attributes of the neighborhood and recognizing its individual characteristics.

In 2002 City Council adopted the first Loudon-Melrose/Shenandoah West Neighborhood Plan. In 2008, with adopted neighborhood plans for each neighborhood in the City consistent with Vision 2001-2020, Planning staff began to update the older plans, with Loudon-Melrose one of the first identified. Public meetings were held at the offices of Allied Waste (then doing business as BFI) in 2009 where the Loudon-Melrose Neighborhood Organization meets regularly. The public input from those meetings, combined with the policies of the previous Loudon-Melrose Neighborhood Plan and Vision 2001-2020, form the foundation for the recommendations of this plan.

Since City Council adopted the first Loudon-Melrose/Shenandoah West Neighborhood Plan in 2002, numerous goals have been achieved. For that reason, and simply due to its age, the 2002 plan has become obsolete. An implementation table from that plan is included in the Implementation chapter of this plan with a column added to show the status of each item that was recommended.

This is an addendum to the Loudon-Melrose/Shenandoah West Neighborhood Plan adopted by City Council on December 19, 2002. This addendum only applies to the Loudon-Melrose neighborhood, and does not address Shenandoah West. Information, policies and recommendations in this addendum will replace any counterparts that were included in the original plan. In future considerations of Loudon-Melrose this addendum should be referred to for initial direction, and the information of the original plan for reference.

The 2002 plan included four priority recommendations:

Zoning: Amend the zoning ordinance to allow a greater variety of commercial uses in the existing industrial districts, and to ensure that new residential development is compatible with existing structures in terms of setbacks and lot coverage.

Housing: Establish this plan as a framework for more specific revitalization plans, to be considered in future allocations of Community Development Block Grant (CDBG) funds, stressing the potential for infill development on vacant parcels and the rehabilitation of substandard structures.

Code Enforcement: Continue to target the neighborhood for all code violations and maintain the rental inspection program on designated properties.

Infrastructure: Improve streetscapes by providing or repairing sidewalks and curb and gutter where needed, improving areas with storm water management problems, and possibly incorporating greenways and alternative transportation corridors for pedestrian and bicycle usage.

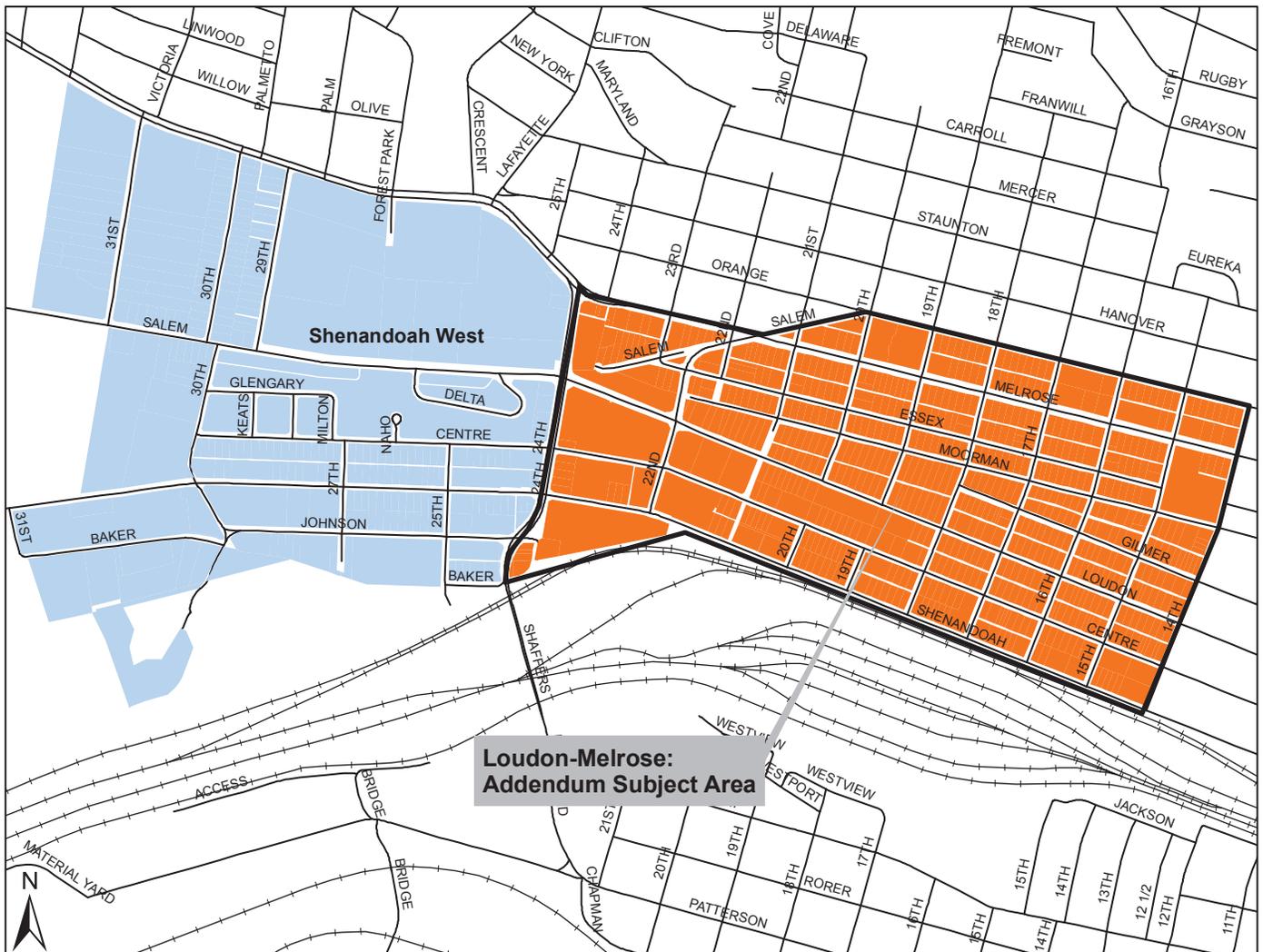


Neighborhood sign at the corner of Melrose and Orange

Of these items, the first has been completed, while the third is ongoing and remains an issue. The other two have seen some progress, but have not experienced a significant amount of investment. The update of the zoning ordinance in 2005 limited the density of housing units, and implemented the Neighborhood Design District in the neighborhood to improve design compatibility. In addition, the Residential Pattern Book was endorsed by the Planning Commission in 2008 and provides guidance to homeowners and contractors on the various housing styles in the City. While the zoning changes are a significant regulatory change, and there has been some construction of new housing units in the neighborhood, the overall quality of housing still needs to be improved.

The Transportation and Infrastructure chapter contains an update of priority streetscape and curb, gutter and sidewalk improvements. Some infrastructure work has been completed in the neighborhood over the past eight years, but there remains a significant backlog. Code enforcement remains a high priority for the neighborhood. Since the adoption of the first plan the staff has been bolstered and has increased its efficiency.

Overall, while several recommendations of the 2002 Loudon-Melrose Neighborhood Plan have been implemented, some of the crucial issues remain. City Council selected the neighborhood along with five others as the highest priorities for focusing Federal grant funds in 2002. Since then, three neighborhoods have been selected as focus areas, but Loudon-Melrose has not been one of them. The need for such investment remains and residents would like to see their neighborhood selected.



Loudon-Melrose and Shenandoah West neighborhoods.

Plan Update Priority Initiatives



Melrose Park

Plan Update Priority Initiatives The following priority initiatives are based on the recommendations of the 2002 Loudon-Melrose Neighborhood Plan, changes since that time, and recent resident input. In public workshops, residents cited numerous code violations throughout the neighborhood. Code enforcement remains a top priority. Most of the other priority initiatives relate to code enforcement as they pertain to redevelopment of the neighborhood. Housing improvement is not stated as a priority initiative per se, however it is implicit in the recommendation for using federal grant funds. City Council's current policy devotes up to 75% of the City's annual allotment of Housing and Urban Development (HUD) funds to improving housing.

These initiatives are the focus of this plan update, and will replace those in the previous plan.

Code Enforcement: Continue the Rental Inspection Program (RIP) and emphasize regular code enforcement action to reduce nuisance violations.

Zoning and Land Use: Per the Future Land Use map, maintain the current residential and commercial zoning districts, while considering Urban Flex uses in the industrial districts.

Brownfield Redevelopment: Acquire and market Brownfield grant funds to be used to redevelop eligible properties in the industrial districts.

Melrose Park: Recognize Melrose Park as a vital community asset and increase police presence, as well as scheduling community activities. Create a master plan and/or prioritize improvements to the park.

Federal Grant Funds: Consider Melrose Avenue in conjunction with Orange Avenue and the Melrose-Rugby neighborhood as a potential focus area for future Housing and Urban Development grant funds.

Bicycle/Pedestrian Amenities: Evaluate potential pathways and infrastructure improvements to increase opportunities to walk and bike, with particular emphasis on connections to 10th Street and the greenway network. Refer to the Potential Bicycle & Pedestrian Improvements map for priority streets.

Code Enforcement

Code enforcement remains a high priority for the neighborhood. The neighborhood shares these same problems with other older neighborhoods around it. To address this, the City hired two additional code compliance inspectors in 2008. The additional inspectors have allowed the department to disperse staff around the neighborhoods in smaller zones. As a result each inspector has more time to devote to a smaller area and can work more with property owners, residents and neighborhood organizations.

In addition, in 2007 the City created the Code Team, an interdepartmental team of city staff devoted to addressing properties that have multiple recurring offenses. The Code Team has members from the Police, Fire-EMS, Planning, Code Enforcement, Health Department and Social Services departments. The team coordinates various enforcement measures where it has identified overlapping problems.

Loudon-Melrose has its share of code violations. Illegal dumping of tires and other waste has been a recurring problem in the Shenandoah Avenue corridor. Although each area has its individual issues, the process and strategy for code compliance is much the same in each neighborhood. This plan simply recognizes that it remains a top priority for the neighborhood, and resources should not be diminished towards it if at all possible. A strong history of communication with the neighborhood has helped inspectors perform their duties. Continued communication between the code compliance staff, Police and the Loudon-Melrose Neighborhood Organization is essential to reducing violations.



Old dumpsters in a vacant lot along Loudon Avenue.

Zoning and Land Use

The 2002 plan notes the incompatibility of land uses and lack of transition between the industrial corridor along Shenandoah and Centre Avenues and the residential area to the north. The juxtaposition of these different land uses poses problems in that properties in each zoning district were either built for or evolved into their current land use. This area also has developed problems with illegal dumping and other code violations as noted above. Since this industrial district is for the most part still a viable business corridor, improvement of it as such should be the focus. A higher occupancy rate of these properties should promote more responsible maintenance and fewer code violations. In essence, improving the industrial district should improve the transition to the residential areas.

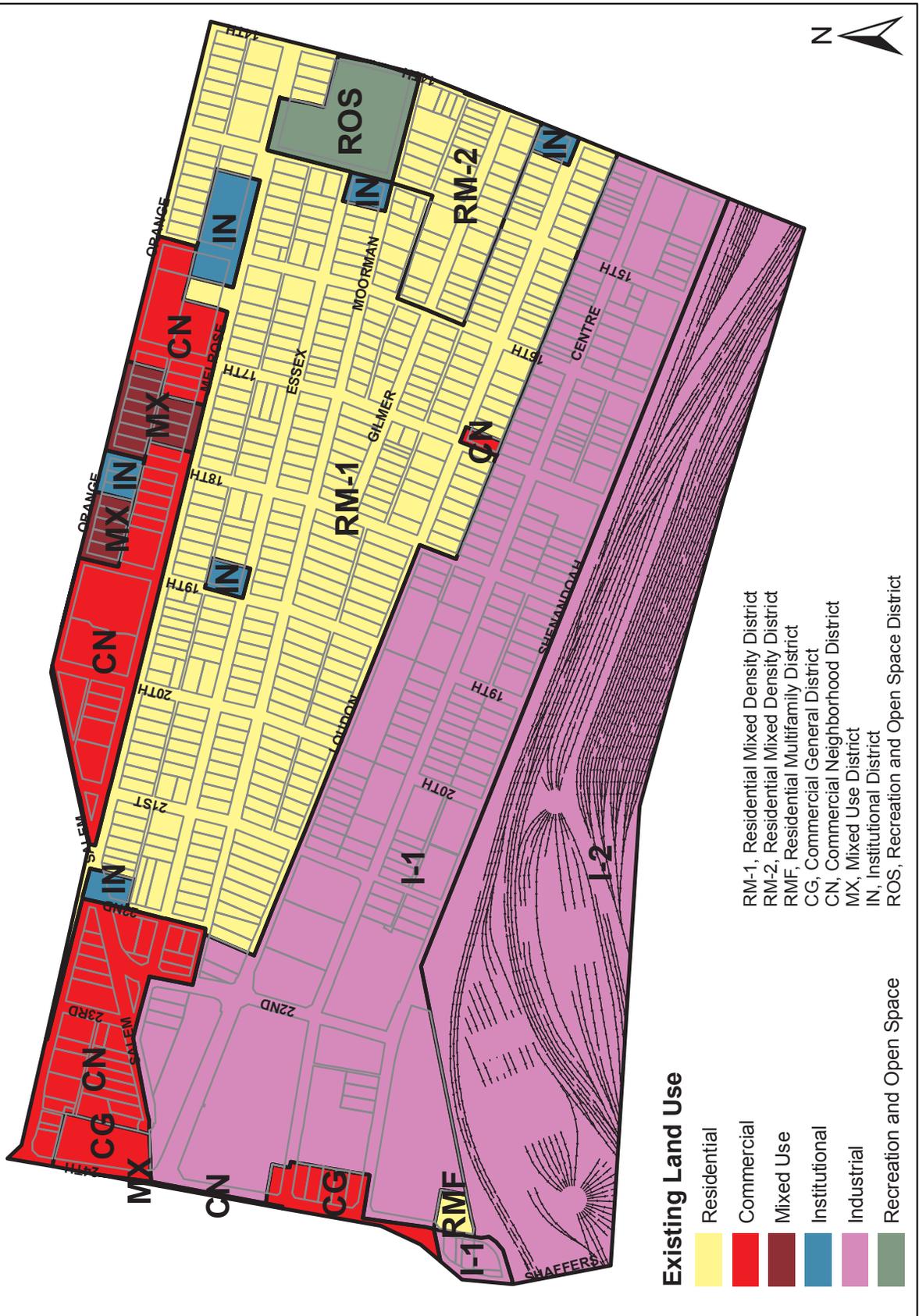
A wholesale zoning change would likely take years to affect any significant change. However, in 2008 the City Council adopted the Urban Flex (UF) District as an amendment to the Zoning Ordinance.

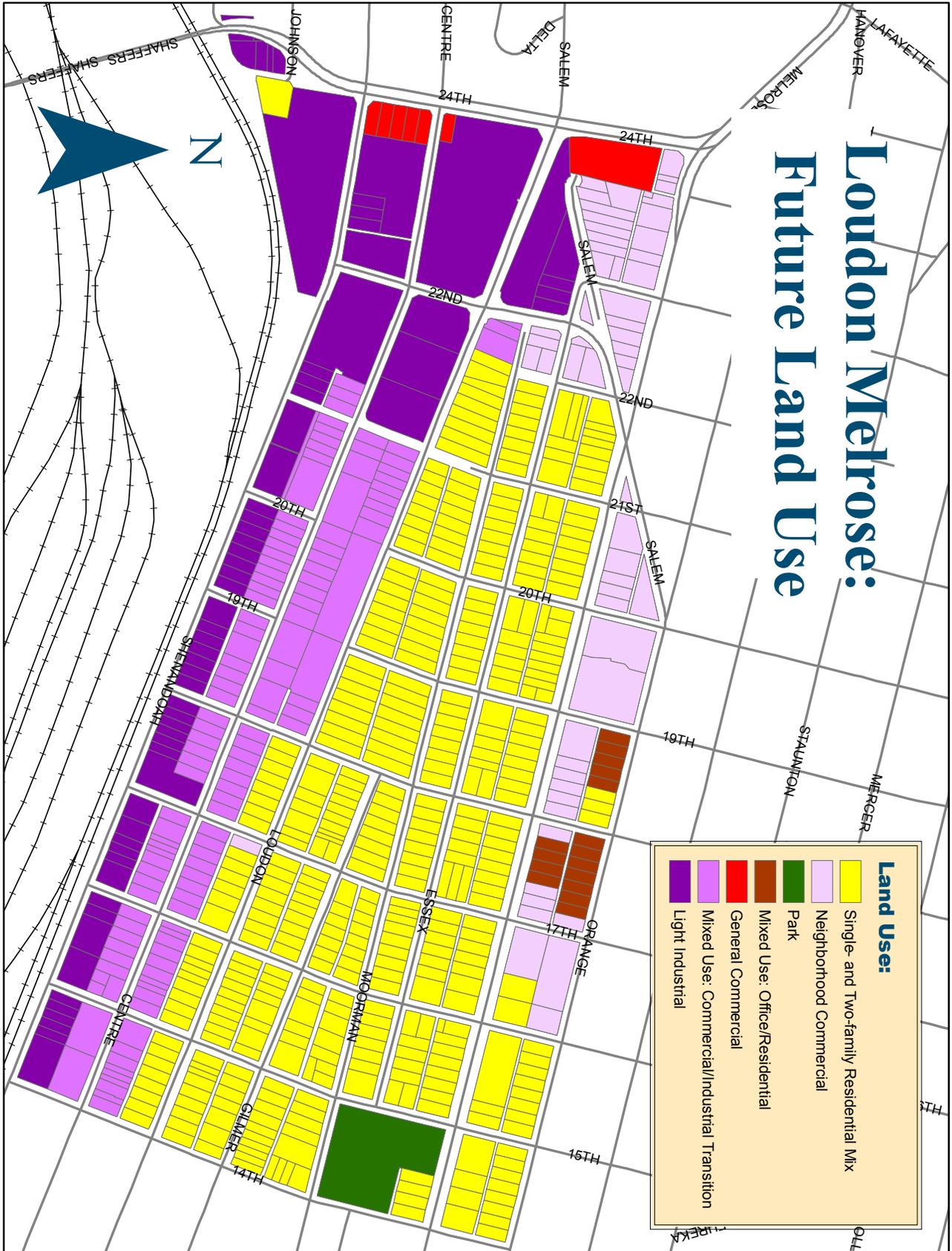
The purpose of the UF district is to revitalize underperforming corridors. It allows more flexibility than traditional industrial zoning, realizing that many of the buildings in the district are small and only viable for a limited range of industrial uses. A key part of this plan is addressing the industrial corridor. The UF zoning designation could help improve some of the industrial properties and allow for more of a transition between industrial and residential properties. Portions of Shenandoah and Centre Avenues should be considered; however Centre Avenue is likely a better fit for UF zoning.



Lack of transition from industrial corridor along Centre Avenue and residential uses to the north

Existing Zoning and Land Use Map





Brownfield Redevelopment

In addition to the potential zoning changes noted above, another key tool for revitalization of the industrial corridor along Shenandoah and Centre Avenues is brownfield redevelopment. A brownfield is defined by the U.S. Environmental Protection Agency (EPA) as “real property, the expansion, redevelopment or reuse of which may be complicated by the presence of or potential presence of a hazardous substance, pollutant, or contaminant.”

Brownfields do not have to be proven to be contaminated per se. The presence of dated industrial equipment and excessive machinery can constitute a brownfield. This is the case with several properties in the Shenandoah and Centre Avenues corridor.

In 2008, City Council adopted the City-Wide Brownfield Redevelopment Plan. The plan sets out a strategy for redeveloping identified brownfields. The Shenandoah Avenue corridor is included in the plan. It mentions the policies of the 2002 Loudon-Melrose Neighborhood Plan in noting that the corridor has several vacant parcels, abuts a residential neighborhood and lacks a transition between these land uses.

As is the case with City neighborhood plans, funds are not attached to the City-Wide Brownfield Redevelopment Plan. It is a policy guide for future redevelopment efforts in these affected areas. However, the City has already received several brownfield grants from the EPA, and staff has applied for another for 2010. During the planning process for this update, Planning staff met with businesses in the Shenandoah corridor to discuss potential opportunities for brownfield redevelopment. In addition to the Shenandoah corridor there are potential brownfields in the 1700 block of Gilmer Avenue, and in scattered sites in the Orange and Melrose Avenues area.



Barrels stockpiled at a business along 14th Street, N.W.

Melrose Park

Melrose Park is frequently used by neighborhood residents; however as a community asset it could be improved and used more. Recently, a peace vigil was held there one evening by neighborhood residents and other members of the community, to draw attention to the violence that the area had experienced in a short time span. Although it was an event brought about by unfortunate circumstances, it illustrated the park's central location and importance to the neighborhood.

At times over the years it has been unsafe for residents. The two basketball courts, which are heavily used in warm weather, occasionally are rendered useless by broken glass on the surface. The covered picnic area, basketball courts and tennis court are all well used by the neighborhood and should be maintained for future use. Increased use of the park for structured activities could improve conditions. Melrose Park should be recognized as a vital community asset, and future improvements in it should take this into consideration.

Ideally, a professional master plan for the park should be done. However, since it is relatively small, a college student project might achieve the desired results just as well. With input from the neighborhood, a landscape architecture and/or outdoor recreation class could create a plan for improvements and activities. Neighborhood improvement grants through the Division of Neighborhood Services could assist in implementation.



Basketball courts, picnic shelter, and playground at Melrose Park

HUD Federal Grant Funds (HOME, CDBG)



The City receives an allotment of federal grant funds each year from the Department of Housing and Urban Development (HUD). These grant funds, Community Development Block Grant (CDBG) and Housing Opportunities Made Equal (HOME), provide community development assistance to low to moderate income neighborhoods, such as Loudon-Melrose.

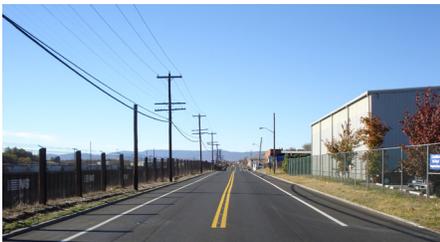
Since 2002, City Council has employed a policy of devoting 75% of the City's annual allotment into one selected neighborhood. This strategy has been employed in three different neighborhoods to date. In 2002, six neighborhoods were selected by City Council as finalists for grant funding. Loudon-Melrose was one of the neighborhoods selected, but has not yet been chosen as a focus area for grant funding. As City staff and Council have learned from each project, the time period in each neighborhood has been extended. At present, Hurt Park is the focus area with plans to continue redevelopment of that neighborhood through fiscal year (July 1 to June 30) 2010-11 at least. Thereafter, City Council must either decide on a new focus neighborhood or amend the policy.



Orange Avenue looking west on the northern edge of the neighborhood

As has been the case with the previous focus neighborhoods, Loudon-Melrose is large enough that a smaller focus area within the neighborhood would need to be strategically planned, rather than spreading funds across the whole neighborhood. The neighborhood's northern and southern edges are the most problematic. Thus, this plan proposes two potential redevelopment focus areas:

- The northern edge; along Orange and Melrose Avenues. This area would include both sides of Orange Avenue and the southern edge of Melrose-Rugby.
- The southern edge; along the Shenandoah Avenue corridor. This area would include Centre Avenue and would focus on the transition between residential and industrial properties, and brownfield redevelopment, potentially merging funding sources from brownfield grants.



Shenandoah Avenue looking west on the southern edge of the neighborhood

Bicycle/Pedestrian Amenities



Edge lines along Shenandoah Avenue

Creating opportunities to walk and bike in the neighborhood will increase its livability and the health of residents. Recently, the City commissioned a pathways study to determine potential bicycle and pedestrian connections throughout the City. The study shows that not only does Loudon-Melrose not have any greenways or bike lanes; it is at least a half-mile away from any.

Tenth Street is slated to have bike lanes as part of a Virginia Department of Transportation project to improve the street. It is east of the neighborhood; however it could provide a safe and direct route to the Lick Run Greenway to the north and Roanoke River Greenway to the south.

As previously noted, some curb, gutter and sidewalk has been added to the neighborhood since the plan was adopted in 2002. However, there are still a number of well traveled streets that do not have curb, gutter and sidewalk. There are topography issues on some streets, while others lack enough public right-of-way space.

Despite the lack of pedestrian and bicycle amenities, a number of bicycle routes have been proposed through the neighborhood. Shenandoah Avenue is on the priority list of the Bikeway Plan for the Roanoke Valley.

Edge lines (painted stripes a few feet from the curb or edge of the street) were recently added on Shenandoah Avenue, which created a de facto bike lane on a route that is used by many cyclists. Although it isn't an official bike lane, which are five feet wide and marked, it may suffice as such for cyclists. Shenandoah Avenue is also an important route because it links to the Lick Run Greenway trail head and downtown. Way finding signage should be considered that will direct cyclists to the greenways.

Melrose Avenue west of the neighborhood is also a priority street in the Bikeway Plan. It connects to Orange Avenue as Route 460 on the northern edge of the neighborhood and is a major arterial street that is foreboding for cyclists. A bike lane or shared use path in place of the sidewalks would make it much safer for cyclists.



*Loudon Avenue west of 18th Street.
Notice lack of curb, gutter, and sidewalk.*

Other streets that are vital to pedestrian and bicycle connectivity (see map):

Loudon Avenue: Loudon Avenue has sidewalk east of 18th Street. Its width is suitable as a local street, which reduces traffic speeds, making it safer for bikers and pedestrians. West of 18th Street there is no curb, gutter and sidewalk. Either curb, gutter or sidewalk on both sides is needed, or a wide shared-use sidewalk on the south side of the street to connect to the sidewalk west of 22nd Street. This will allow a contiguous connection to 24th Street, which has several commercial services and is a major collector street.

21st Street: Between Shenandoah and Moorman Avenues, most of 21st Street is a paper right-of-way, i.e. a public street that has never been built but is still platted. Since it is unlikely that this street will not be improved in the near future for vehicular traffic, consideration should be given toward creating a shared-use path that connects to the improved portion of the street at Moorman Avenue. Between Moorman Avenue and Salem Turnpike, sidewalk should be installed on at least one side. These improvements could be continued north of Salem Turnpike to provide a connection to the trail in Kennedy Park in Melrose-Rugby.

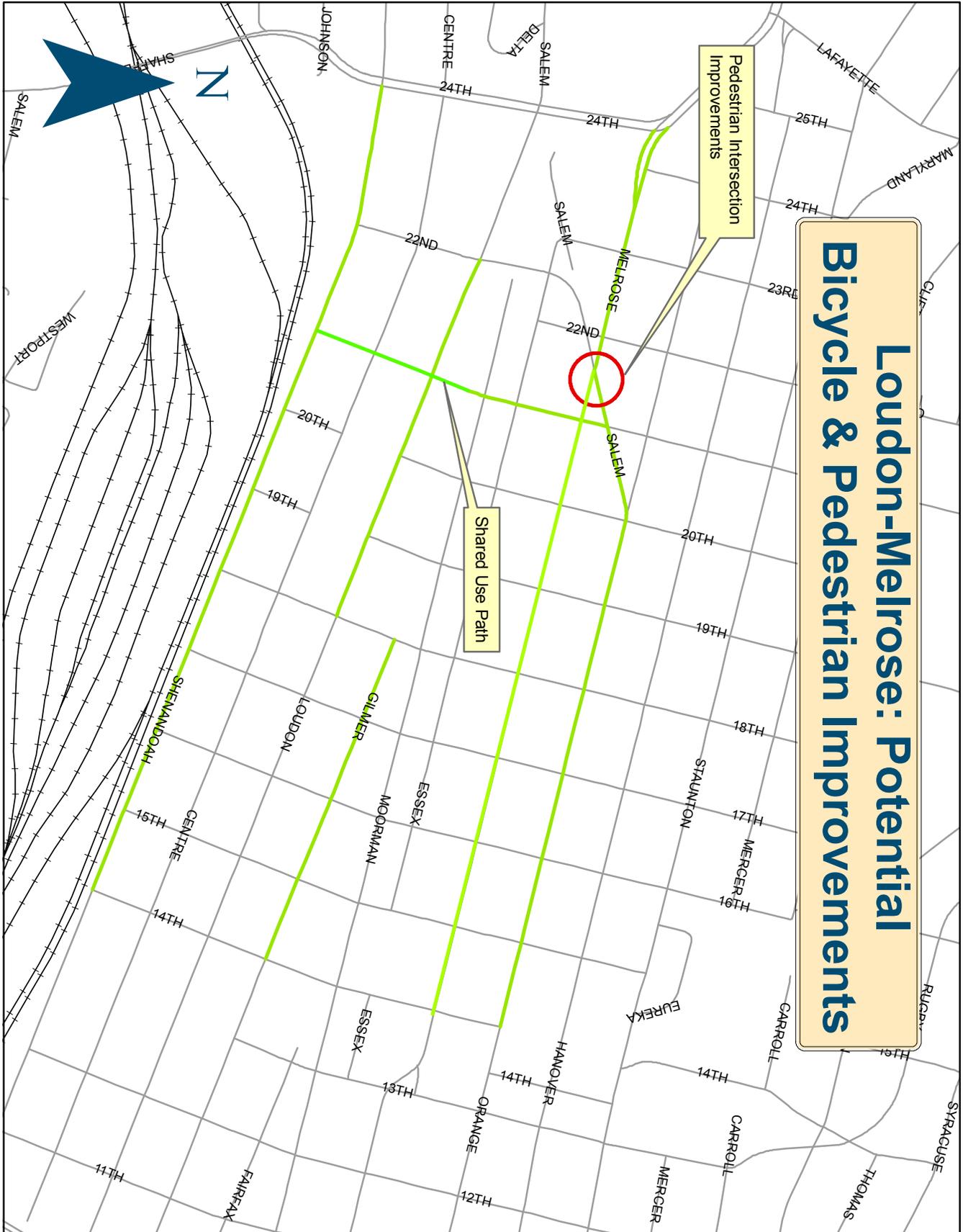
The intersection of Salem Turnpike and Melrose Avenue: All sides of this intersection lack a crosswalk and its angled streets make it particularly unsafe to cross in any direction. Crosswalks and/or pedestrian signals should be installed.

Gilmer Avenue: Gilmer Avenue has challenges due to its steep slope and uneven street geometry. It is one of the main east to west streets in the neighborhood, and should be evaluated for curb, gutter and sidewalk where feasible, even if only on one side.

24th Street: As the Roanoke River Greenway is extended to the west, access to it via 24th Street onto Boulevard and the Hurt Park neighborhood should be considered. This could entail a widened sidewalk, bike lane, or simply way-finding signage.



*24th Street looking south towards
Shenandoah Avenue*



Recommendations

Community Design Policies:

- Zoning and land-use should allow for compatible uses in proximity to each other.
- Industrial sites: activity should be screened as much as possible from adjoining residential areas.
- Streetscapes should be well maintained, attractive and functional for pedestrian, bicycle and motor traffic. Trees should be planted in planting strips where they have adequate room to grow.

Community Design Actions:

- Address the transition between residential and non-residential land uses, particularly along Centre Avenue. Consider Urban Flex zoning where appropriate.
- Initiate tree planting on streets where homes lack buffering from industrial uses.
- Improve streetscapes per the Street Design Guidelines with priority on those streets shown on the Potential Bicycle & Pedestrian Improvements map.
- Continue to provide reports of property maintenance violation issues to the neighborhood organization.



Corner of 14th Street and Melrose Avenue

Residential Development Policies:

- Encourage more home-ownership in the neighborhood.
- New housing should be compatible with the existing structures in the neighborhood.
- Diversity of Housing Options: Loudon-Melrose should have a balance of single and multifamily housing, and should discourage the development of more multifamily low-income housing.
- Houses should be maintained up to code standards.

Residential Development Actions:

- Work with various housing developers to develop housing that will increase the number of homeowners in the area.
- Encourage use of the Residential Pattern Book in administering the Neighborhood Design District regulations.
- Continue the Rental Inspection Program.

Economic Development Policies:

- Vacant parcels should be used for infill development unless identified for public use.
- Abandoned or vacant industrial sites should be environmentally mitigated and redeveloped.
- The neighborhood should have commercial establishments that are compatible with it.

Economic Development Actions:

- Promote development on vacant parcels and the adaptive reuse of vacant buildings.
- Redevelop blighted industrial sites using brownfield grant funds and other City programs, such as the Enterprise Zone incentives and façade grants.
- Consider Urban Flex zoning where appropriate, particularly along Centre Avenue.

Infrastructure Policies:

- Streetscapes should be well maintained, attractive and functional for pedestrian, bicycle and motor traffic.
- Traditional neighborhood streets should have urban amenities such as sidewalks, curb and gutter, and trees where appropriate.
- The connectivity of streets and the grid street system should be promoted and maintained.
- Storm water drainage should be mitigated as much as possible through public improvements.

Infrastructure Actions:

- Per the Street Design Guidelines, the Bikeway Plan for the Roanoke Valley and the Roanoke Valley Conceptual Greenway Plan, consider the improvements noted in the priority initiatives and shown on the *Potential Bicycle & Pedestrian Improvements* map.
- Initiate tree planting on streets where homes lack buffering from industrial uses.
- Construct storm drainage projects as funding becomes available.

Public Services Policies:

- Police: The close relationship that officers assigned to the area have with residents and neighborhood organizations should continue to be strengthened, and supported.
- Public services should be delivered to citizens in the most efficient manner possible, including combining some in common facilities in areas where they're needed.



Police presence at Fire Station No. 5

Public Services Actions:

- Continue communication between residents, the neighborhood organizations and police.
- Utilize the new Fire Station 5 for activities with neighborhood residents, and continue communication between Fire-EMS staff and the Neighborhood Organization.

Parks and Recreation Policies:

- Parks: neighborhood parks should be safe and have well maintained facilities that will be used by nearby residents.
- Streets in the neighborhood should accommodate pedestrians and bicycles in addition to vehicles.

Parks and Recreation Actions:

- Evaluate Melrose Park for future improvements and recreation opportunities. Consider creating a student project to offer design and implementation alternatives.
- Per the Street Design Guidelines, the Bikeway Plan for the Roanoke Valley and the Roanoke Valley Conceptual Greenway Plan, consider the improvements noted in the priority initiatives and shown on the *Potential Bicycle & Pedestrian Improvements* map.

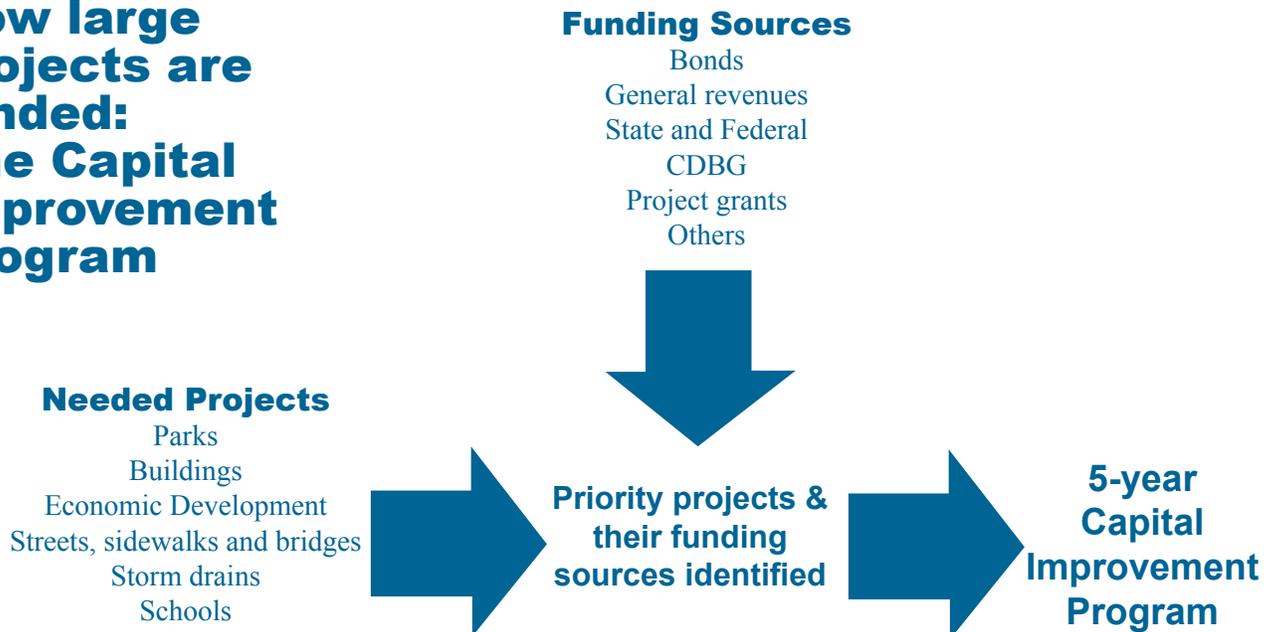
Implementation

Funding

Funding for major infrastructure projects is generally provided through the City’s Capital Improvement Program. Funding can come from a variety of sources, including Community Development Block Grants, transportation funding, state and federal funds, and general revenue. The Capital Improvement Program is developed by identifying needed projects and matching them with potential funding sources. Each project is reviewed and ranked in terms of priority.

The chart on the following page identifies major projects, their time frame, the lead agency or department, and potential sources of funding. The cost of most projects such as streetscape improvements is usually determined after more detailed planning is completed.

How large projects are funded: The Capital Improvement Program



Implementation of Original Loudon - Melrose Neighborhood Plan

Below is a list of projects and actions included in the Implementation and Recommendations sections of the original Loudon-Melrose Neighborhood Plan. The *projected time period* denotes the time needed for implementation from the date of Council adoption of the plan, which was December 19, 2002. An updated list of projects and their implementation schedule is on the following page.

Action	Projected Time Period	Lead Agency	Status
Zonung Changes	1 Years	PBD	Complete Zoning Ordinance Updated in 2005
Neighbohrood Design District	1 Year	PBD	Complete Zoning Ordinance Updated in 2005
Support Rental Inspection Program	Ongoing	CE	Ongoing, 2 additional code compliance inspector positions were added in 2008
Tree planting and landscaping	Ongoing	Urban Forestry	Urban Forestry currently unfunded
Attract a large grocery store	Ongoing	Private Sector/ED	Food Giant at 24th/Melrose opened in 2006
Market IPUD site at 24th & Melrose Ave	Ongoing	Private Sector/ED	Goodwill recently finished workforce training center
Develop Greenway routes & bike lanes	Ongoing	Engineering/P&R	No designated routes in neighborhood
Construct new sidewalks & curbs	3 years	Engineering	A project was done in 2003
Drainage improvements	Ongoing	Engineering	None since plan's adoption
Address speeding	2 years	Police/Transportation	No permanent changes
Continue COPE & Neighborhood Watch	Ongoing	Police/LMNO	Communication continues
Construct a new fire station/multiservice center	4 years	Fire-EMS	Fire Station No. 5 is complete and open at 19th and Melrose

CE – Code Enforcement Division

ED – Department of Economic Development

LMNO – Loudon-Melrose Neighborhood Organization

PBD – Department of Planning Building and Development

P&R - Parks and Recreation

Implementation of Loudon-Melrose Neighborhood Plan Update

Below is a general guide to the time needed to carry out the actions of this plan. It is intended to assist with scheduling priority projects, but does not provide a specific time frame for each item.

Action	Participants	Y-1	Y-2	Y-3	Y-4	Y-5+ or Ongoing
Continue Rental Inspection Program and Code Enforcement as a top priority	CE					*
Consider UF zoning for Centre Avenue area	PBD/LMNO/ Businesses		*			
Use brownfield grant funds to initiate redevelopment of Shenandoah corridor	PBD/ED	*				
Evaluate Melrose Park	P&R		*			
Consider Melrose & Orange Avenues as grant focus areas	PBD/LMNO	*				
Consider improvements per the Potential Bicycle & Pedestrian Improvements Map	PBD/P&R/ Public Works			*		
Discuss adaptive reuse of Fire Station # 9	Fire-EMS/PBD LMNO		*			

- CE – Code Enforcement Division
- ED – Department of Economic Development
- LMNO – Loudon-Melrose Neighborhood Organization
- PBD – Department of Planning Building and Development
- P&R - Parks and Recreation

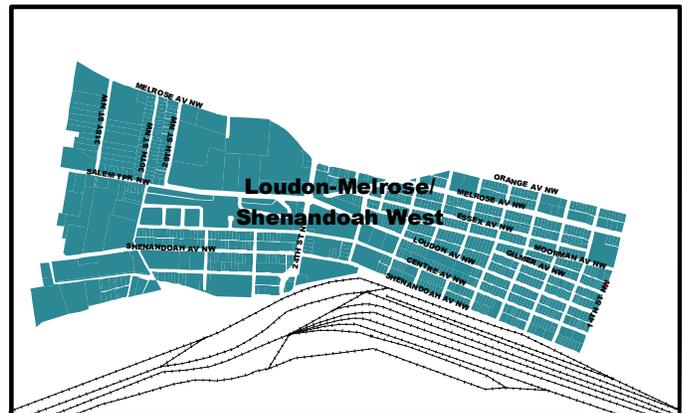
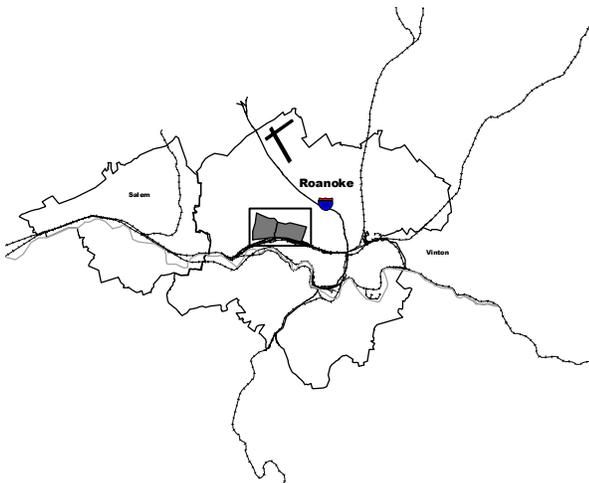
Introduction

Loudon-Melrose and Shenandoah West are two distinct neighborhoods out of the many that make up the City. While the City's overall growth and development impact each of these neighborhoods, at the same time each evolves in its own manner and timeframe.

Nestled between the Norfolk Southern railroad tracks and a major arterial street, the neighborhoods of Loudon-Melrose and Shenandoah West feature some of Roanoke's traditional inner-city housing, more recently built multifamily complexes, and a span of commercial and industrial development. As the neighborhood is intersected and surrounded by busy transportation corridors, much of its residential core is bound by commercial and industrial development. Located roughly between downtown and the City's western periphery, it is a convenient place to live, and a strategic location for business establishments.

This neighborhood plan is a component of *Vision 2001-2020*, the City's 20-year comprehensive plan. *Vision 2001-2020* recommends the creation of neighborhood plans to provide a more detailed study of neighborhoods and better guidance in decisions affecting them. The plan addresses the following elements:

- Community Design
- Residential Development
- Economic Development
- Infrastructure
- Public Services
- Quality of Life



Planning staff studied current neighborhood conditions, with particular emphasis on land use patterns, housing, and infrastructure needs. Residents were involved through tours and a series of workshops. Major issues identified through the process include attracting more homeowners, improving the area's appearance, infrastructure improvements, and zoning changes that would encourage the development of vacant lots.

The plan makes recommendations for neighborhood improvement and development. Most recommendations are for action over a five-year period. However, some recommendations are longer term.

The plan has four priority recommendations:

Priority Recommendations

Zoning: Amend the zoning ordinance to allow a greater variety of commercial uses in the existing industrial districts, and to ensure that new residential development is compatible with existing structures in terms of setbacks and lot coverage.

Housing: Establish this plan as a framework for more specific revitalization plans, to be considered in future allocations of Community Development Block Grant (CDBG) funds, stressing the potential for infill development on vacant parcels and the rehabilitation of substandard structures.

Code Enforcement: Continue to target the neighborhood for all code violations and maintain the rental inspection program on designated properties.

Infrastructure: Improve streetscapes by providing or repairing sidewalks and curb and gutter where needed, improving areas with storm water management problems, and possibly incorporating greenways and alternative transportation corridors for pedestrian and bicycle usage.

Though city government will be a major participant in carrying out this plan, citizen involvement is essential, particularly with respect to monitoring. Loudon-Melrose/Shenandoah West is fortunate that citizens already take an active role in neighborhood improvement. Members of the Loudon-Melrose Neighborhood Organization and the resident councils of the Lansdowne and Melrose Towers developments were involved in the development of this plan and will be involved in implementing many of its recommendations.

Neighborhood Planning

In 1985, *Roanoke Vision*, the City's previous comprehensive plan, declared Roanoke a "City of Neighborhoods." The plan advocated the preservation and enhancement of the City's existing neighborhoods and recommended that city ordinances and efforts support neighborhood revitalization and preservation. A major recommendation of *Roanoke Vision* was to develop plans for each neighborhood.

Vision 2001-2020, the City's current comprehensive plan, reaffirms the value of neighborhood planning and sets it as a priority in the City's long-term development. The Department of Planning Building and Development has identified 48 neighborhood planning areas. Neighborhood plans focus on one or more of such areas. This plan incorporates two neighborhoods, Loudon-Melrose and Shenandoah West.

The City of Roanoke must work to retain citizens and improve the livability of its neighborhoods. This neighborhood plan is a positive step towards that end. It seeks thoughtful approaches that can be carried out by citizens, the City, neighborhood organizations, and supporting interests.

The Loudon-Melrose/Shenandoah West Neighborhood Plan establishes a shared vision and desired future for the neighborhood. It identifies what residents like about the neighborhood, qualities they want to retain and enhance, and what they would like to change and improve. It also identifies strategies the public and private sectors should initiate to achieve the desired future.

Some of this plan's goals are short-term (within five years). Others will take longer to accomplish. Many parties, including the Loudon-Melrose Neighborhood Organization, the resident councils of Lansdowne and Melrose Towers, various departments within City government, individual residents, and businesses, should work together to achieve neighborhood goals.

Though this plan applies to a specific geographic area, it considers diverse planning elements. Because the recommendations are general, each can be carried out in different ways. Strategies require further discussion and collaboration to identify specific steps to achieve goals.

The Neighborhoods

Development

Historically, Loudon-Melrose was a predominantly single-family neighborhood. Most homes were built in the 1920s. However, the neighborhood now has a wide range of residential, commercial and industrial uses, and zoning patterns reflect these diverse uses.

Shenandoah West developed much later. Along Shenandoah and Centre Avenues, industrial and commercial development continues west of 24th Street, but the area is distinguished from Loudon-Melrose's traditional housing by the presence of multifamily housing developments.

Major development milestones include:

- Construction of the Salem-Melrose streetcar line began in 1890 and spurred residential development farther away from downtown.
- Melrose Park was established in the first decade of the 20th Century.
- Fire Station No. 9 on 24th Street was constructed in 1929.
- Lansdowne public housing complex was constructed in 1951.
- Melrose Towers public housing complex was constructed in 1972.
- Horton Park was dedicated in 1994.

Population

Loudon-Melrose/Shenandoah West had a population of 2,566 in 2000, 2.7% of the City's overall population. The neighborhood has experienced a gradual decline in population and the number of households since 1980. These decreases are consistent with other neighborhoods in the urban core of the City close to downtown.

The decline in population in Loudon-Melrose/Shenandoah West has primarily been on the eastern side of 24th Street and is in the younger age groups. The number of older residents has increased slightly. This trend is also citywide, as school enrollments are projected to be lower over the next five years.

Up until the mid-1960s, Loudon-Melrose/Shenandoah West was a predominantly white neighborhood. Now it is predominantly African-American with a small minority of white residents.

A low level of education and poverty are issues for Loudon-Melrose/Shenandoah West. The percentage of people lacking a high school education is at a rate 50% higher than that for the City as a whole.

Table 1: Demographic Trends, 1980 – 2000.

Year:	1980	1990	2000	% Change, 1980-2000
Population	3,166	2,700	2,566	-19
Households	1,058	1,032	987	-7
White	1,050	565	271	-74
Black	2,090	2,135	2225	+6
Other Races	26	0	70	+170
0-17 Years Old	1,094	859	914	-16
18-34 Years Old	784	702	584	-26
35-64 Years Old	908	804	809	-11
65 Years and Over	380	335	248	-35

Source: U.S. Census Bureau,
 1980, 1990: Tract 8, Block Groups 3,4,5; Tract 9, Block Group 1.
 2000: Tract 8, Block Groups 2,3; Tract 9, Block Group 1

Community Design

Physical Layout

While Loudon-Melrose and Shenandoah West both are in the urban core of the City's northwest quadrant, the two neighborhoods are easily distinguished from one another. Loudon-Melrose has a traditional neighborhood design pattern, while Shenandoah West features more modern structures and lacks a consistent design pattern. One of the major challenges for Loudon-Melrose and Shenandoah West will be maintaining a healthy and viable residential community with industrial and auto-oriented commercial development on its edges.

Loudon-Melrose is arranged in a grid street system with most of the older homes close to the property line (15-25') and to each other (10-15'). Houses tend to be of similar scale, massing and architecture, and most have front porches. Alleys provide access to parking and rear yards and garages.

The interior streets of Loudon-Melrose are narrow, while Shenandoah, Melrose and Orange Avenues are considerably wider. On-street parking is available on all of the streets. Sidewalks are not uniform throughout the neighborhood, but are on both sides of most of the east to west streets with small grass planting strips between them and the curb. Trees line most of these streets.

Stretches of Essex, Moorman and Loudon Avenues are shaded by trees that



Forest Park Magnet Elementary School, shown above, was built in 1928.



Loudon-Melrose/Shenandoah West features beautiful views of the mountains to the north and south.

extend from undeveloped or less intensively developed lots. This area, roughly between 15th and 22nd Streets, appears more suburban than urban in character. Combined with the rolling terrain in the area, views of downtown and the surrounding corridors are obstructed in these areas, giving them an enclosed and secluded feel.

The north to south streets are affected more by the rolling terrain of the area than are the east to west streets. The layout of the east to west streets combined with the parks and commercial development in and around the neighborhood contributes to an overall pedestrian friendly environment.

Shenandoah West is much less pedestrian oriented overall. It is separated from Loudon-Melrose by 24th Street, which is a busy four-lane arterial street. The streets that connect the two neighborhoods are no wider in Shenandoah West, but there is less on-street parking and the volume and speed of traffic is greater. In addition, there are few trees lining the streets of Shenandoah West. As a result, the area is less pedestrian friendly despite there being sidewalks on most of the streets.

However, the Lansdowne housing development's proximity to Horton Park, the library, and Forest Park School contributes to outdoor activity and a sense of community. The park and the school combined have a great deal of green space that is frequently used by children in the area.

The only traditional neighborhood section of Shenandoah West lies to the west of Forest Park School on 30th and 31st Streets between Melrose Avenue and Salem Turnpike. These two streets lie on a rolling hill that features clear views of the mountains to the south. Most of the homes were built in the early 20th Century and the late 1940s and 1950s. This area is somewhat isolated from the rest of the neighborhood, but will be less so in the future due to development on 29th Street.

While people moved from traditional neighborhoods to outlying suburbs during the last half of the 20th Century, many people are now seeking out these older neighborhoods for their sense of community, physical attractiveness, and convenience. As more people begin to reject long commutes, over reliance on the automobile, and the lack of community that go along with conventional suburban development, neighborhoods like Loudon-Melrose/Shenandoah West are ripe for revitalization. Promoting traditional neighborhood design is key to the revitalization of neighborhoods throughout the City.



Several churches in Loudon-Melrose and Shenandoah West contribute to the architectural character of the area.

Zoning and Land Use



Melrose Avenue features a number of small businesses with traditional storefronts



Although newer housing has altered the appearance of the neighborhood, features such as this stone retaining wall at 15th Street and Loudon Avenue help retain its traditional neighborhood design.

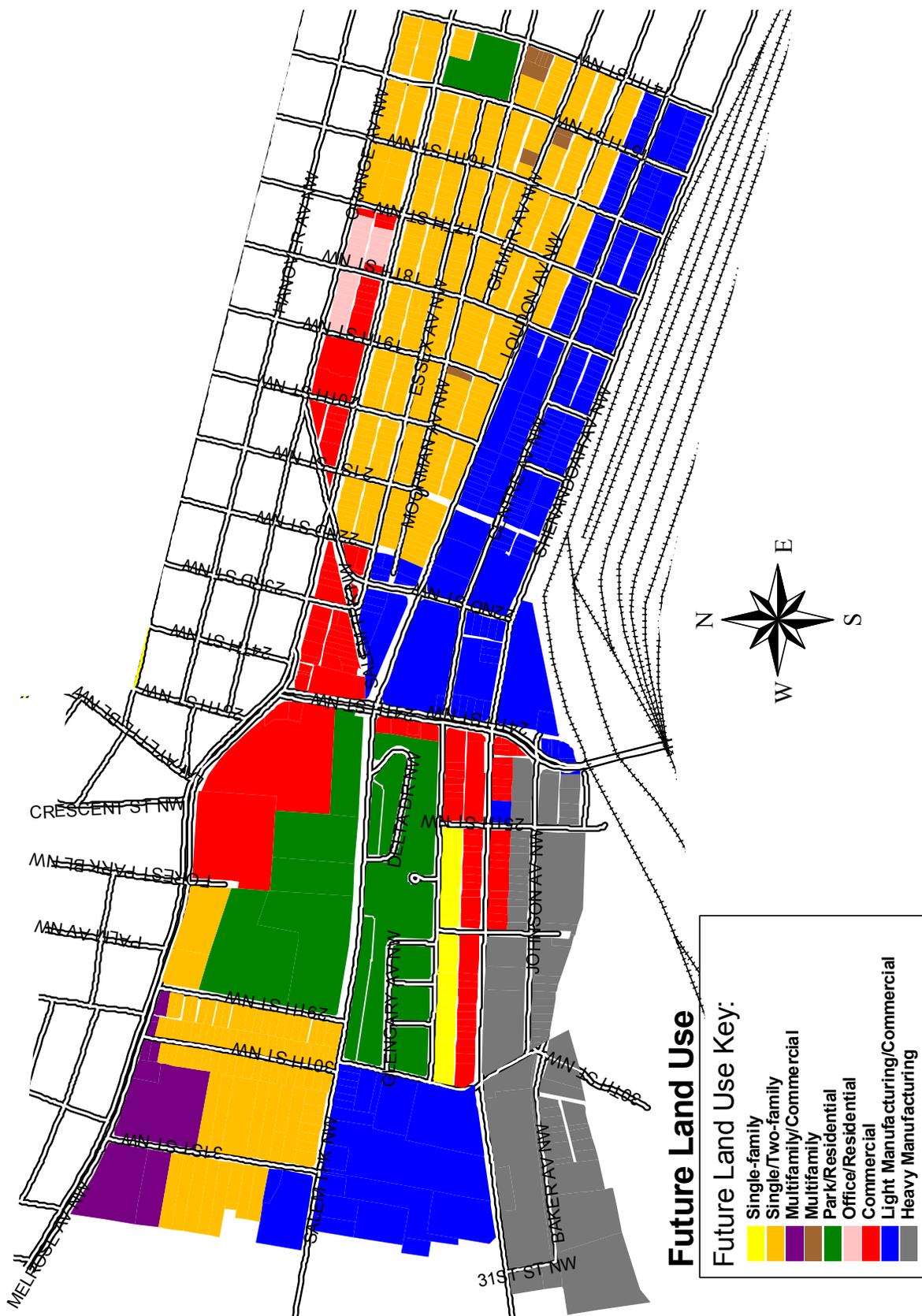
There are currently 996 parcels of land in Loudon-Melrose/Shenandoah West. There is a wide array of uses in the area and the zoning reflects such. Shenandoah and Centre Avenues comprise an industrial corridor zoned LM, Light Manufacturing, to 30th Street, west of which it is zoned HM, Heavy Manufacturing and includes Baker and Johnson Avenues.

Two four-lane arterial streets, Orange and Melrose Avenues, comprise a viable commercial corridor with some residential uses. This corridor is zoned C-1, Office District, and C-2, General Commercial District. The C-1 zoning district along Orange Avenue also includes the 1400 -1700 blocks of Melrose Avenue on its northern side, while the southern side is zoned RM-2, Residential Multi Family, Medium Density District. As a result, it functions as a "village center," with a mix of commercial and residential uses. The other four-lane arterial, 24th Street, is a commercial and industrial corridor. The neighborhood has three multifamily apartment complexes, all to the west of 24th Street and north of Centre Avenue, and a fourth is currently being developed.

There is a considerable amount of land classified as vacant in Loudon-Melrose/Shenandoah West. Most of the vacant parcels are in the LM industrial corridor along the railroad tracks. However it should be noted that while these parcels have development potential, many are being used for parking and outdoor storage.

The LM district abuts an RM-2 district in Loudon-Melrose. Although the current zoning ordinance requires that LM uses abutting residential areas have screening and/or landscaping, many of the uses are grandfathered and exempt from those requirements. The lack of transition between these industrial and residential uses needs to be addressed in future zoning decisions in the area.

A lack of screening or transition space from industrial uses also affects some residences in Shenandoah West, most notably along 30th Street and west on Salem Turnpike. However, the industrial district in the southern portion of Shenandoah West, where there is HM and LM zoning, is buffered to some degree from Lansdowne by commercial uses on Shenandoah Avenue. The size of the lots and the traffic along Shenandoah from 24th to 30th Street make it much more conducive to commercial development, though except for most of the 2500 block, it is currently zoned LM.



Residential Development

Existing Conditions



The core of Loudon-Melrose has remained a predominantly single-family neighborhood since it was developed in the 1920s.



Housing in the area has deteriorated and building code enforcement inspectors routinely work in the area in response to substandard conditions and poor maintenance. Loudon-Melrose, from 14th to 24th Streets, is a designated rehabilitation district.

The majority of the single and two-family homes in Loudon-Melrose/Shenandoah West are over, or approaching, 50 years of age, as the greatest periods of housing construction were in the mid-1920s and early 1950s. While this older housing stock lends a sense of character and history to the neighborhood, it also requires greater care and maintenance with time. Declining maintenance and a lower rate of owner occupancy have contributed to a significant amount of blight and deterioration.

The vast majority of the single-family housing in Loudon-Melrose/Shenandoah West lies between 24th and 14th Streets in the older, traditional section of the neighborhood, while most of the multifamily housing is west of 24th Street. Three apartment complexes west of 24th Street account for 582 of the 603 multifamily units in Loudon-Melrose/Shenandoah West. Lansdowne, a public housing development on Salem Turnpike between 24th and 30th Streets, contains 300 units. Across the street from Lansdowne on 29th Street is Shenandoah Village, a low to middle income development with 70 units. Phase two of this development is under construction, with the additional 56 units to be called Village of Roanoke. Melrose Towers on Melrose Avenue is a high-rise public housing complex for elderly residents with 212 units.

The most common housing style in the traditional neighborhood of Loudon-Melrose is the two-story foursquare, most of which have a brick exterior. Most of the homes in the area have exteriors of brick, wood, or aluminum siding. In Shenandoah West, aside from the multifamily developments of Lansdowne and Shenandoah Village, single-story ranch, bungalow or cottage style homes are the norm.

Owner occupancy in Loudon-Melrose/Shenandoah West has declined steadily over the last 20 plus years from 43% in 1980 to 32% in 1990, and 22% at the time of writing. In addition to the lower rate of owner occupancy, the number of single-family housing units has declined 60% since 1980 from 874 to only 347. It should be noted however, that the current rate of 63% owner occupancy for single-family homes indicates a stable core of residents. The decrease in overall owner occupancy is thus in large part due to the increase of multifamily units, which are by design usually rental units.

Issues



Residents voiced concerns with the design and quality of recent infill housing development in Loudon-Melrose. Among the issues are inconsistent setback patterns, one-story structures where most houses have two, and a lack of porches and appropriate orientation to the street.



Attracting New Homeowners

While the rate of owner-occupancy for single-family homes in the area is fairly stable, the issue most frequently cited by residents throughout the planning process was the overall condition and appearance of the neighborhood. Residents stated that the appearance of the neighborhood could be improved if new homeowners moved in, and they voiced support for the creation and marketing of housing programs and/or strategies aimed to increase homeownership. Increased homeownership brings residual benefits, such as better maintenance of properties, improved aesthetics, economic stability and reduced crime.

Residents voiced support for the construction of single-family homes in the neighborhood by Blue Ridge Housing and Habitat for Humanity, and also stated that the City should support such organizations and work with them whenever possible.

Design of Infill Housing

Another recurring theme related to the appearance and character of the neighborhood is the concern of residents that new infill housing is often out of scale and character with the surrounding homes. Residents expressed concerns with the general character and quality of new development in the area. The most frequently cited concerns pertained to inconsistent setback patterns (new housing being constructed further back from the street than the existing houses) and single-story houses being constructed on streets with mainly two-story homes.

The compatibility of new or converted multifamily dwellings in primarily single-family neighborhoods is also a citywide issue. Such dwellings should reflect the character of the existing neighborhood. Conversions of single-family structures to two-family dwellings should maintain the appearance of a single-family dwelling, especially avoiding changes to the front of the structure.

Residents voiced support for the creation of a neighborhood design district to protect the architectural integrity of the neighborhood. The predominantly single-family area of Loudon-Melrose should be considered for a neighborhood design district overlay zoning, which would include the commercial areas on Melrose and Orange Avenues.

Diversity of Housing

A mixture of income levels helps create healthy, vibrant, and stable neighborhoods. While statistically Loudon-Melrose and Shenandoah West have a solid balance of single and multifamily housing, spatially the two areas lack an even distribution of housing choices. Loudon-Melrose consists primarily of single-family homes, while Shenandoah West consists primarily of multifamily apartments.

Furthering this imbalance is Phase II and the potential for Phase III of the Village of Roanoke apartments on 29th Street. These apartments cater to low-income tenants, thus adding to the concentration of such in the Lansdowne area. Vision 2001-2020 recommends a diversity of housing choices in City neighborhoods and discourages dense concentrations of low-income housing.

While Loudon-Melrose has not experienced an overwhelming amount of conversions of single-family homes to duplexes or multifamily dwellings, the neighborhood has gradually seen a decrease in the number of single-family households. The density of Loudon-Melrose needs to be examined further in the update of the City's zoning map, based on the neighborhood's future land use map.

Housing Maintenance

Inspectors from the Department of Housing and Neighborhood Services are very active in the area. While recently the department began cross-training inspectors to cite all code violations on site, e.g. overgrown grass and weeds, inoperable vehicles and zoning violations, the core of the department's initiative in the area is still building maintenance. Inspectors administer the Rental Inspection Program (RIP), which ensures that selected rental housing units are maintained up to code standards.

Many substandard buildings have either been razed or boarded up in the area. Despite persistent code enforcement efforts, there continue to be problems with some properties. It should be noted, however, that most of the property maintenance issues that residents raised pertained to zoning violations and grandfathered uses they deemed offensive. Many of these problems will not be easily alleviated. However, in the future, having cross-trained inspectors in the area and continuing the RIP will have a positive impact.



The Roanoke Redevelopment and Housing Authority manages two apartment buildings in Shenandoah West: Lansdowne, above, and Melrose Towers, below, which houses elderly citizens.



Economic Development

Existing Conditions



Loudon-Melrose/Shenandoah West features neighborhood commercial uses, above, and industrial development, below.



Loudon-Melrose/Shenandoah West has a considerable amount of industrial and commercial development. Most of the neighborhood is within the City's Enterprise Zone One, which provides incentives for economic development. Much of the neighborhood's vacant land is zoned for industrial or commercial use. Several neglected industrial sites have not been maintained for years and would require substantial investment to redevelop.

Industrial development in the neighborhood was originally oriented along the railroad to provide rail frontage for industries. Although access to the railroad is no longer necessary or desired, a concentration of industrial development remains on Shenandoah and Centre Avenues. Shenandoah Avenue from 24th to 30th Streets, comprised the Shaffer's Crossing Community Development Project, a redevelopment area declared in 1985 recently discontinued by the Roanoke Redevelopment and Housing Authority. South of the Shaffer's Crossing area between the railroad tracks is a 24-plus acres piece of land owned by Norfolk Southern. This land combined with the former Shaffer's Crossing redevelopment area makes up a very large mass of undeveloped and underutilized industrial land in the City.

Orange and Melrose Avenues are the main commercial nodes for the neighborhood. Between 17th and 20th Streets, Melrose is a small village center with some commercial development on its northern side, and residential development to the south. This area features a CVS drug store, a rent-to-own appliance store, and a couple of small convenience stores. These establishments are accessible by foot to many nearby residents. Outside of the neighborhood's boundaries, 11th Street is also a commercial node and village center that features convenience stores, auto repair, beauty shops, and other commercial uses.

Along Melrose Avenue west of 21st Street are a number of commercial establishments, including restaurants, banks, clothing stores and beauty salons. The area lacks a large, full-service grocery store, and there has not been one in the area since the late 1980s.

The former K-Mart site at the corner of 24th Street and Melrose Avenue was rezoned in 2001 from C-2 to INPUD, Industrial Planned Unit Development. There is currently one tenant, East Coast Distributors, with space available for more. Advance Auto recently relocated their 24th Street branch store to 10th Street and Orange Avenue, leaving another vacant commercial building in the area that has immediate reuse potential.

Issues



Above, several industrial sites are beside residential properties but lack adequate screening or landscaping.

This alley illustrates how landscaping can serve as a buffer between industrial and residential properties.



Industrial Corridor

The industrial corridor along the railroad tracks is a viable part of the City's tax base. While there are a number of vacant properties in the LM district, there are also several healthy establishments in operation.

However, the LM district abuts an RM-2 district. Residents voiced dissatisfaction with the lack of buffer between the two districts, stating that industrial uses are encroaching upon the residential area. In addition, many industrial sites along Shenandoah, Centre and Loudon Avenues have little to no screening from the street and are eyesores for nearby residents. Several parcels have empty buildings that have lain idle of any activity for years.

The development pattern of the area has also been affected by the relatively small size of the parcels. At the neighborhood's inception the land was subdivided into small parcels for single-family homes. Since then, several parcels have been recombined to create one large parcel for industrial development. However, the majority of the vacant properties in Loudon-Melrose/Shenandoah West remain as small parcels that individually are not viable for most manufacturing uses.

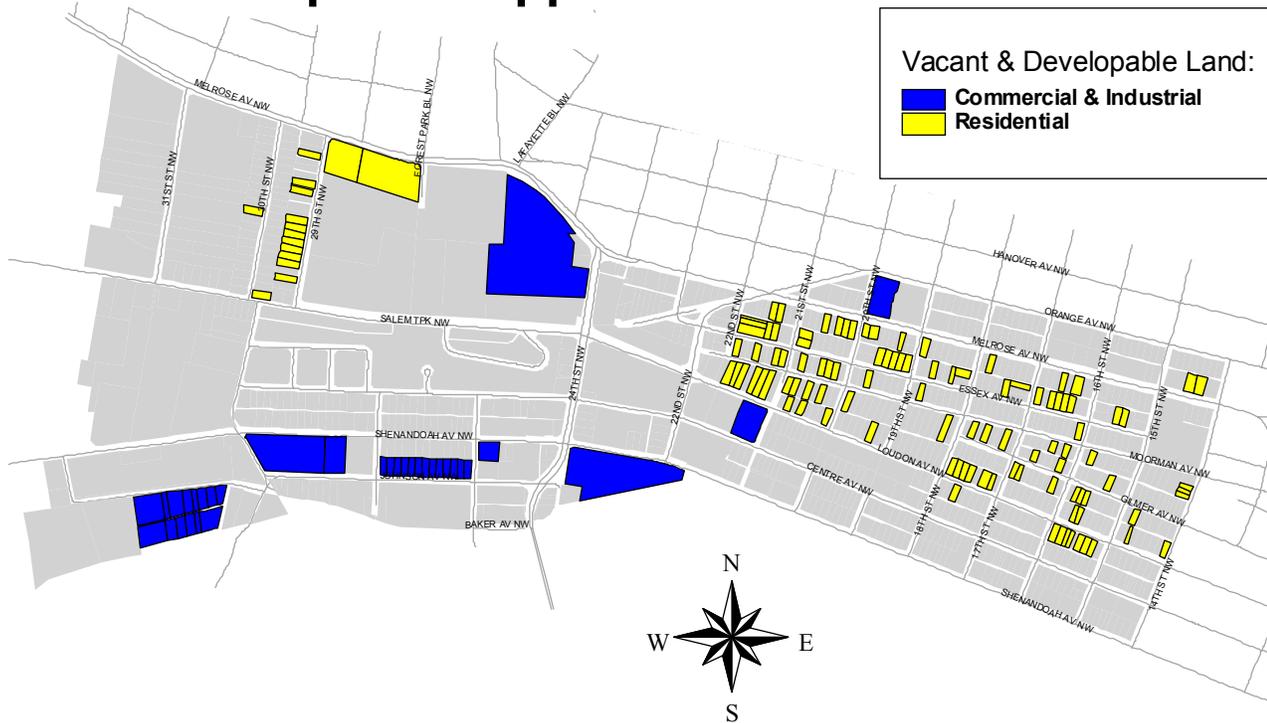
The proximity to the railroad and its industrial activity makes LM and HM zoning appropriate for the area. However, manufacturing uses now comprise much less of the City's employment and tax base than when the area was initially rezoned. Residents expressed their desire to, at the least, halt the expansion of industrial uses from encroaching further into Loudon Avenue, but would prefer to have much of the area rezoned for residential use. Due to the existing industrial uses, downzoning the LM and HM districts may not be feasible. A possible compromise may be an appropriate mix of commercial and industrial uses that will allow for infill development of the smaller parcels that is less intensive than the current zoning permits. This strategy is specifically cited for the redevelopment of the Shenandoah Avenue corridor in *Vision 2001-2020*.

Village Center Development

Vision 2001-2020 promotes the village center concept – high-density residential mixed with commercial uses - as a strategic initiative for development in City neighborhoods. Melrose and Orange Avenues, from 14th to 24th Streets is a village center identified in *Vision 2001-2020*. This area has a variety of commercial establishments that residents can walk to. However, residents have expressed concern with several establishments in the area, noting improper business practices, alcohol-related offenses, and patrons loitering during and after business hours.

This has particularly been an issue on Melrose Avenue between 17th and 20th

Development Opportunities



The former Advance Auto building, above, and the former K-Mart site, below, are properties in need of reuse or redevelopment.



Streets. This area tends to have a high degree of pedestrian activity during the day and loitering at night. A major challenge the neighborhood faces is keeping commercial services in the area while maintaining public safety.

Of the commercial services the area lacks, residents expressed the greatest interest in having a grocery store. There has not been a major chain grocery store in the area since the late 1980s. Support for a grocery store is also stated in the Melrose-Rugby Neighborhood Plan, the neighborhood to the north of Loudon-Melrose/Shenandoah West.

Infrastructure



Several major thoroughfares run through Loudon-Melrose and Shenandoah West, such as 24th Street (above), Salem Turnpike and Shenandoah Avenue (below).

Loudon-Melrose/Shenandoah West has an interconnected grid system that provides good vehicular access to its streets and alleys. In addition, it is adjacent to and intersected by a few of the City's busier arterial streets. The main thoroughfares that serve the neighborhood are Shenandoah, 10th Street (in the Gilmer and Harrison neighborhoods), Melrose and Orange Avenues, and Salem Turnpike. These streets all bring a great deal of through traffic into or around the neighborhood.

Several segments of these streets have been identified as exceeding their capacity, or in some cases are projected to. The Department of Transportation rates streets and intersections with Level of Service (LOS) ratings from A-F. A LOS rating of C is generally considered standard, meaning that a given street is experiencing an optimal rate of travel. For urban areas, a LOS of D is considered sufficient. LOS E and F denote streets that are experiencing more traffic than for which they were originally designed. Those streets in the neighborhood that are, or are projected to reach, levels of E and F are listed in the table below.

Table 2: Traffic Level of Service (LOS) Projections, 1990-2015

Street	Section	1990 LOS	2000 LOS	2015 LOS
Orange	Salem tpk to 15th (EB)	E (to 10th)	E	-
Salem Turnpike	west approach to 24th	E	D	-
Shaffer's Crossing	-	F	-	D
Shenandoah	East approach to Peters Creek	-	F	E
Shenandoah	East approach to 24th	-	-	D
Shenandoah	west approach to 24th	F	D	E
Shenandoah	22nd to 24th	D	-	-

Source: City of Roanoke Thoroughfare Plan





Melrose Avenue has one of the City's most attractive streetscapes, with an overhanging tree canopy, sidewalks and grassy planting strips.



Most of the neighborhood's interior residential streets are adequate for the volume of traffic they carry. Loudon Avenue is a two-lane collector street that sees a considerable amount of through traffic between 10th and 24th Streets. With the exception of Melrose Avenue between 14th and 21st Streets, the other two-lane streets in the neighborhood do not draw much traffic from outside of the neighborhood.

Twenty-first Street is unimproved between Shenandoah and Moorman Avenues. *Vision 2001-2020* recommends a grid street system to maintain connectivity. Opening 21st Street would complete the present grid pattern in the area. Future development on parcels adjoining 21st Street should require the preservation of the existing right-of-way and its ultimate construction.

There are no major street improvements planned in the neighborhood. The closest proposed improvement is an upgrade of 10th Street from Gilmer Avenue to Andrews Road. Under this proposal 10th Street would remain two lanes, though with two bike lanes, and the grade of the street would be improved.

Streetscapes

Loudon-Melrose/Shenandoah West's wide variety of streetscapes is unique considering its urban location. The northern side of the neighborhood is the most urban in character with Orange and Melrose Avenues. The southern side of the neighborhood has a busy industrial corridor, while the center of Loudon-Melrose has a mix of traditional urban and almost rural streets.

Most of the streets in Loudon-Melrose are of a narrow to medium width, two lanes and lend themselves to a traditional neighborhood character. Melrose Avenue between 21st and 14th Streets is the area's most attractive traditional neighborhood streetscape, with a canopy of trees that hover over and shade the street. Stretches of Loudon, Moorman and Gilmer are fairly narrow and also have some trees and vegetation that enhance the character of the older homes of Loudon-Melrose.

Industrial development along Centre, Shenandoah and Loudon Avenues has adversely impacted both the visual quality and the pedestrian usage of these streets. Shenandoah Avenue is a major arterial street that links downtown Roanoke with the City of Salem. East of 24th Street it is wide, heavily traveled, and sees little pedestrian traffic. As a two-lane street, Shenandoah is too wide. It should be assessed for redesign of lane striping, and on-street parking. In addition, it is identified in the *Bikeway Plan for the Roanoke Valley* as having the potential for bike lanes. The Plan notes that it would not require widening to accommodate bike lanes.



Loudon Avenue and Salem Turnpike are designated as a potential greenway route in the *Roanoke Valley Conceptual Greenway Plan* and in *Vision 2001-2020*. The current width of both should allow for bike lanes without additional right-of-way being acquired.

Most of Shenandoah West is oriented towards faster automobile traffic, and the streetscapes lack any visual enhancement. Most of the pedestrian traffic west of 24th Street is contained within a small radius of the Lansdowne development.

Public Transportation

Valley Metro has two routes that serve the neighborhood. Both routes extend from downtown Roanoke to the City of Salem. Bus numbers 81 and 82 run from Campbell Court onto Williamson Road and along Melrose Avenue to the City Corporate Limits. Bus numbers 75 and 76 run from Campbell Court to 5th Street, along Loudon Avenue and Salem Turnpike to the Veterans Administration Medical Center on Roanoke Boulevard in Salem. There are no covered bus stops in the area. Residents of Lansdowne expressed the need for one at the stop directly in front of the development.

Sidewalks

Loudon-Melrose/Shenandoah West is well served with sidewalks on streets that are of a fairly level grade and have higher densities of development. From north to south, several streets in the neighborhood span over large hills and have not been developed to the degree that the main, east to west streets have. As a result these streets are not as frequently traveled and for the most part do not have sidewalks. The low vehicular volume of these streets allows them to be used safely by pedestrians without sidewalks.

The condition of the sidewalks in the neighborhood is good for the most part, with some areas in need of maintenance, but virtually all are still functional. A greater problem for the care and use of sidewalks is litter, particularly broken glass, which in some areas effectively prohibits them from use. In addition, a few areas in the neighborhood have sidewalks fronting dilapidated structures or vacant land. This has reduced the amount of pedestrian traffic and allowed vegetation to encroach upon and in between such sidewalks.

A comprehensive list has been compiled for this plan that includes every street or portion thereof that lacks sidewalks. From this list priority should be given to the east to west streets (Shenandoah, Centre, Loudon, Gilmer, Moorman, Essex, Melrose and Orange Avenues) where pedestrian traffic is greatest. Sidewalk improvements on the north to south streets should only be considered if adequate drainage systems with curb and gutter are in place.



Sidewalks such as this one on Loudon Avenue are still functional but are made less attractive by poorly maintained properties beside them.

Curb and Gutter

The majority of the streets in the area have curb, but curb and gutter improvements are most densely concentrated on Centre and Loudon Avenues between 14th and 18th Streets, and on Melrose Avenue. Several streets in the area are, or almost are, void of both curb and gutter. Moorman and Gilmer Avenue both do not have any gutters, while Essex Avenue is void of any curb and only has two gutters, both at the corner of 22nd Street.

An inventory of all streets that lack curb or gutter is included in the list of sidewalk improvements appended to the end of this plan. Priority for curb and gutter improvements should be on the east to west streets where enclosed drainage systems are in place. Priority should also be given to streets where curb and gutter improvements will enhance existing drainage systems without compromising their effectiveness.



Some streets, such as Shenandoah Avenue, above, lack sidewalks but have curb and gutter.

Street Lights

Loudon-Melrose/Shenandoah West is well served with streetlights throughout most of the neighborhood. There are no areas of immediate need for additional lighting fixtures. In addition, several industrial sites on Shenandoah and Centre Avenues have lighting fixtures that illuminate their property and shed light onto the streets as well. However, residents stated that in some areas the lights do not illuminate brightly enough. The neighborhood organizations should assist residents in submitting requests for increased wattage of streetlights where necessary.

Utilities

The area is well served with electrical service, and public water and sewer systems. The City recently replaced the sewer system at Lansdowne and created a storm drain system on Baker Avenue from 28th to 30th Street, and Johnson Avenue to 31st Street.

Issues



Healthy tree canopies and sidewalks are found on some of the traditional streetscapes of Loudon-Melrose.



Streetscape Functionality and Appearance

The different types of streets in the neighborhood should be considered in any future infrastructure improvements. In particular, sidewalks and curb and gutter systems are more appropriate for the traditionally designed urban streetscapes, such as Melrose and Orange Avenues. Other streets may be better suited without sidewalks or curb. Essex, Johnson and Baker Avenues, and portions of Moorman Avenue, all fall into this category.

While most of the neighborhood's sidewalks are adequate, on some streets sidewalks have been poorly maintained, or are missing segments in between stretches of well-maintained pavement. As a result, some streets in the area are not as conducive to pedestrian traffic as they could be. Sidewalk improvements identified in this plan should be installed on streets that have the greatest pedestrian traffic and/or those that can be linked to existing sidewalks.

One of the attractive features of Melrose Avenue is the tree canopy that lines the street. The trees along Melrose are fairly evenly spaced and provide shade as well as visual enhancement. Other than Melrose between 14th and 22nd Street, the rest of the neighborhood's streets have inconsistent tree canopies. Some streets have healthy trees along them for short segments, while other areas are noticeably bare.

While a healthy tree canopy enhances streetscapes and encourages pedestrian traffic, at the same time it adversely impacts lighting during night hours. The placement of trees should be coordinated with streetlight patterns.

Residents of Lansdowne expressed the need for a crosswalk across Salem Turnpike that links to Horton Park and the library. Currently, a police officer directs traffic in the area after school, as many children cross the street from Forest Park Magnet Elementary School to Lansdowne.

Residents of Melrose Towers also expressed concerns with safety on Melrose Avenue. They noted that the traffic tends to be too fast and that signage, some other traffic-calming device, or improved street design might help.

Storm Drainage

The undulating terrain in the central part of Loudon-Melrose allows for a natural run-off of storm water, yet at the same time creates drainage problems on some specific sites. Residents expressed concerns with several areas in Loudon-Melrose where water consistently collects. Shenandoah West residents did not report any storm water management issues. As noted previously, improvements were made on Johnson and Baker Avenues.

Curb and gutter improvements should not be considered necessary for all streets. While curb and gutter improvements are needed on some streets in the neighborhood, others will better channel storm water in the area without additional impervious surfaces.

On some sites the grade of the terrain and the lack of effective storm water retention basins are problematic during wet weather. While the City cannot regulate the majority of such present sites, future development in the area will be subject to more rigid storm water management planning.

Recurring problem areas need to be identified to be included in the selection of improvements citywide. The Department of Engineering ranks each project by the criterion of safety, damage caused, frequency of occurrences, the number of people affected, and the cost.

Public Services

Existing Conditions

Police

Loudon-Melrose/Shenandoah West has had some of the City's highest crime areas. Public safety in the area is of great concern to residents and is crucial to improving the neighborhood's future. To combat crime in the area, C.O.P.E. (Community Oriented Policing Effort) units have been employed by the Police Department. The C.O.P.E. staff has had a significant positive impact in the area, and residents expressed a desire that they continue to patrol there. Officers often attend regular meetings of the Loudon-Melrose Neighborhood Organization. Residents and police officers need to continue this collaborative approach in monitoring activity and communicating with the neighborhood watch.

Fire/EMS, Libraries and other Public Services

Fire station numbers 5 and 9 serve the area. Both are older stations, and are located at 12th Street and Loudon Avenue, and 24th Street and Melrose Avenue respectively. Number 5 is the official polling place for the Melrose precinct and number 9 is the same for the Villa Heights precinct. The Council adopted Fire/EMS Business Plan proposes closing both of these stations and replacing them



Fire Station Number 9, above, will be replaced by a large, modern Fire/EMS Multi-service Center. Residents expressed a strong interest in preserving the building for future use.

with one large station and multi-service facility. This will take part in "Phase Two" of the plan and will likely begin in three to four years at the earliest.

The development of multi-service centers, satellite offices that house several City services, is one of the strategic initiatives of *Vision 2001-2020*. While no locations are yet decided for future fire stations, conceptual plans to incorporate other City services into these stations are being considered. Loudon-Melrose/Shenandoah West should be considered for future fire station and/or multi-service center placement.



A potential location for the new Fire/EMS facility is at 20th Street between Melrose and Orange Avenues.

If and when these fire stations are replaced, affected citizens should be involved in the decision and the existing buildings should be adaptively reused for community purposes. These buildings are a historic resource and should be preserved. Residents expressed a strong desire in maintaining the operation of Fire Station Number 9. If plans to consolidate these two stations are for whatever reason not feasible in the future, then expansion of the current Fire Station Number 9 should be considered, as it currently abuts the empty parking lot of the former K-Mart site.

In addition to the possible development of a multi-service center in conjunction with a new fire station, there is also a possibility of linking other services in Shenandoah West. The Melrose Branch Public Library and Horton Park are located on Salem Turnpike across from the Roanoke Redevelopment and Housing Authority and Lansdowne apartment complex. Directly to the north of the library and the park is Forest Park Magnet Elementary School.

This concentration of resources could be pooled together in some form to generate a more efficient delivery of current services, while possibly creating opportunities to serve other needs in the neighborhood. Lansdowne has a day care service for its residents, which could benefit from activities generated by the library or Forest Park School, while utilizing Horton Park as well.

Ideas for such a facility or arrangement are currently being considered.

Quality of Life

Existing Conditions



Melrose Park, above, is one of the oldest parks in the City and is a major asset for the Loudon-Melrose community. Horton Park, below, is between the library, Forest Park Elementary School, and Lansdowne. Both see a high level of activity from neighborhood residents, particularly small children and teenagers.



Parks and Recreation

Loudon-Melrose/Shenandoah West has two parks, one each on the eastern and western portions of the neighborhood. Melrose Park at 14th and Melrose Avenue features two basketball courts and a tennis court. Several recreation programs are held there, and it is also a focal point that serves as a community-gathering place. The park sits on a hill and covers over three and a half acres, with a sidewalk and lights that traverse through it from Moorman to Melrose Avenue. The park also has a covered picnic area with tables, and the basketball courts have lighting and are often used after daylight hours during warm weather.

Horton Park adjoins the public library on Salem Turnpike across from Lansdowne. It has a basketball court, a picnic area, a playground and a baseball diamond. The latter is not often used and is not well maintained. The basketball court is used frequently and is in need of maintenance.

Several residents of Lansdowne expressed concerns with the park's condition. In addition to improvements to the basketball court, residents stated the need for a restroom and water fountain at the park. At present, many children using the park frequent the facilities at the library. Residents also voiced the need for a crosswalk and accompanying traffic signage between Lansdowne and the park to make the area safer for pedestrians. While Melrose Park is one of the neighborhood's nicest amenities, the park has also been a haven for drug use and other illegal activities. However, an increased police presence and lighting during dark hours have helped reduce crime in recent years.

Vision 2001-2020, as well as the Parks and Recreation Master Plan, promote increased greenway connections in the City to better accommodate bicycle and pedestrian opportunities. The Parks and Recreation Master Plan also recommends the creation of site-specific master park plans for each park in the City in an effort to adequately address existing park features and to identify future need relative to each neighborhood's characteristics.

Route 30 in the Roanoke Valley Conceptual Greenway Plan is an on street connection that runs from Loudon Avenue at 10th Street and extends west onto Salem Turnpike to Peters Creek Road. This greenway would pass in between Lansdowne and Horton Park and would enhance the park and that portion of Salem Turnpike.

Issues



Abandoned industrial sites and unscreened outdoor storage are eyesores for the neighborhood.



This City-owned land at Horton Park between the Library and Forest Park Elementary School is being considered as a future location for the Boys and Girls Club.

Vacant and Abandoned Industrial Sites

Industrial blight along Shenandoah and Centre Avenues has adversely impacted both the residential character of Loudon-Melrose/Shenandoah West and the natural environment of the area. Several abandoned industrial sites, or brownfields, have lain idle for years with various machinery and refuse deteriorating on them. This has created a domino effect as properties in the vicinity have either not been developed or have not been adequately maintained. The negative impact of such sites on the neighborhood's quality of life has thus been twofold as current residents are exposed to blight and deterioration, while at the same time the area is less attractive for future investment, be it residential or commercial.

Public Nuisance Violations

Several properties scattered throughout the neighborhood have been frequently cited by City inspectors for code violations. Of foremost concern to residents are those that have inoperable vehicles and/or an abundance of outdoor storage on their property. In a few cases, the properties in question are grandfathered and are thus entitled to their nonconforming uses.

Such properties have a significant impact on the environment around them. Continued code enforcement efforts are needed, with extra attention given to recurring violations. In addition, landscaping needs to be strategically planted in some areas of the neighborhood to shield residents from noxious uses as much as possible. Several streets in the area have sufficient space for tree planting and/or other landscaping.



Recommendations

Recommended Policies and Actions

Recommendations are organized by the Plan Elements (community design, residential development, etc.). Recommendations take the form of “policies” and “actions.” Policies are principles or ways of doing things that guide future decisions. Generally, policies are ongoing. Actions are projects or tasks that can be completed and have a definite end.

Residential Development Policies

- Zoning and land-use should allow for compatible uses in proximity to each other, and provide buffering or transition space between incompatible uses.
- Encourage more homeownership in the neighborhood.
- Design: ensure that new housing is compatible with the existing structures in the neighborhood.
- Diversity of Housing Options: Loudon-Melrose/Shenandoah West should have a balance of single and multifamily housing, and should discourage the development of more multifamily low-income housing.
- Houses should be maintained to code standards.

Residential Development Actions

- Address the lack of buffering and transitional uses between residential and non-residential uses in future zoning decisions.
- Amend the zoning ordinance to ensure compatible design of infill housing and to maintain a balance of single and multifamily housing.
- Work with various housing developers to develop housing that will increase the number of homeowners in the area.
- Amend the zoning ordinance to reduce the density in areas with a disproportionate amount of multifamily housing.
- Continue the Rental Inspection Program.
- Coordinate reports to the City of all property maintenance violations through the neighborhood organizations.

Economic Development Policies

- Encourage infill development of vacant parcels in the LM and HM districts.
- Minimize the impact of industrial uses on adjoining residential areas.
- Encourage the development of commercial establishments that are compatible with the neighborhood.
- Encourage outparcel development of the IPUD site at 24th Street and Melrose Avenue.

Economic Development Actions

- Amend the zoning ordinance and zoning map in the neighborhood to incorporate appropriate commercial uses in the LM and HM districts.
- Reevaluate all commercial and industrial areas of the neighborhood in the update of the zoning ordinance, based on the future land use map.
- Consider planting trees and/or establishing green space on Centre and Loudon Avenues to buffer industrial uses from residential areas.
- Attract a large grocery store to the area.
- Market the IPUD site at 24th Street and Melrose Avenue for redevelopment.

Infrastructure Policies

- Streetscapes should be well maintained, attractive and functional for pedestrian, bicycle and motor traffic.
- Traditional neighborhood streets should have urban amenities such as sidewalks and curb and gutter, where appropriate.
- The connectivity of streets and the grid street system should be promoted and maintained.
- Storm water drainage should be mitigated as much as possible through public improvements.

Infrastructure Actions

- Assess Shenandoah Avenue for redesign of lane striping, on-street parking, and bike lanes.
- Initiate tree planting on streets where homes lack buffering from industrial uses.
- Work with the Neighborhood Partnership to plant trees and other landscaping.
- Create the bicycle and greenway routes identified in the Bikeway Plan for the Roanoke Valley and the Roanoke Valley Conceptual Greenway Plan.
- Submit cost estimates for sidewalk and curb and gutter improvements to the Department of Engineering for evaluation of future improvements.
- Coordinate new sidewalk and curb construction with repairs and the addition of amenities such as street trees.
- Retain grass buffer strips for street trees on sidewalk infill projects.
- Identify areas where speeding is a problem and implement appropriate measures such as targeted enforcement and traffic calming devices.
- Develop the unimproved portions of 21st Street when development opportunities arise on adjoining properties.
- Construct storm drainage projects as funding becomes available.

Public Services Policies

- Police: The close relationship that officers assigned to the area have with residents and neighborhood organizations should continue to be strengthened and supported.
- Fire/EMS: New facilities should be part of any multi-service center created in the area as per previously developed Fire/EMS departmental plans. The old facilities should be preserved and adaptively reused.
- Public services should be delivered to citizens in the most efficient manner possible, including combining some in common facilities in areas where they're needed.

Public Services Actions

- Continue communication between residents, the neighborhood organizations and police.
- Implement plans in the neighborhood to locate a future fire station.
- and multi-service center that would house several City services.
- Preserve the building of Fire Station Number 9, and consider adaptive reuses consistent with the Fire/EMS departmental plans.

Quality of Life Policies

- Industrial sites: activity should be screened as much as possible from adjoining residential areas.
- Green space: landscaping should be planted where there is no development, including trees along streetscapes.
- Parks: neighborhood parks should be safe and have well-maintained facilities that will be used by nearby residents.
- Streets in the neighborhood should accommodate pedestrians and bicycles in addition to vehicles.

Quality of Life Actions

- Initiate tree planting on streets where homes lack buffering from industrial uses.
- Work with the Neighborhood Partnership to plant trees and other landscaping.
- Work with the Department of Parks and Recreation to determine the priority and feasibility of developing a master plan for Horton Park, considering the following needs:
 - New and/or improved facilities
 - Repaving of the basketball court
 - New backboards on the basketball goals
 - A water fountain
 - Restrooms
 - Greenway Corridors and Connections
- Consider painting a crosswalk on Salem Turnpike between Lansdowne and Horton Park.
- Create the bicycle and greenway routes identified in the Bikeway Plan for the Roanoke Valley and the Roanoke Valley Conceptual Greenway Plan.

Implementation

Below is a general guide to the resources needed to carry out this plan where costs can be estimated. It is intended to identify needs during budget development, but does not necessarily provide for funding. In some cases, an estimated cost is unavailable because additional assessment is needed. Estimates should be used to anticipate and plan for future funding needs.

Abbreviations

- CDBG - Community Development Block Grant Funds
- ED - Economic Development
- Fire/EMS - Fire and Emergency Medical Services Department
- HNS - Housing & Neighborhood Services
- PBD - Planning, Building and Development
- P&R - Parks & Recreation
- POL - Police
- PW - Public Works
- RNP - Roanoke Neighborhood Partnership
- UF - Urban Forestry

Action	Year					Lead Agencies
	1	2	3	4	Ongoing	
Zoning Changes	*					PBD
Neighborhood Design District			*		*	PBD
Support Rental Inspection Program					*	HNS
Tree planting and landscaping					*	RNP/ UF
Attract a large grocery store					*	ED
Market IPUD site at 24th & Melrose Ave					*	ED
Develop Greenway routes & bike lanes					*	PW
Construct new sidewalks & curbs			*			PW
Drainage improvements					*	PW
Address speeding		*				POL/ PW
Continue COPE & Neighborhood Watch					*	POL/ NO
Construct a new fire station/multi-service center				*		FIRE/ EMS
Create a Master Plan for Horton Park				*		P&R
Make improvements to Horton Park					*	P&R

Funding

Below is a general guide to the resources needed to carry out this plan where costs can be estimated. It is intended to identify needs during budget development, but does not necessarily provide for funding. In some cases, an estimated cost is unavailable because additional assessment is needed. Estimates should be used to anticipate and plan for future funding needs.

Project	Estimated Cost	Participants	Considerations
Residential Development			
Design District	\$5,000	Planning	Legal ads & printing.
Strategic Housing Plan (Citywide)	\$100,000	Housing & Neighborhood Services	Proposal is underway.
Zoning Ordinance	\$100,000	Planning	Update of the zoning ordinance is presently underway & funding has been allocated.
Infrastructure			
Sidewalks/Curb (all east to west streets)	\$1,693,550	Engineering	Sidewalk/curb improvements need to be evaluated more thoroughly upon adoption of plan
Storm Drainage	Unknown	Engineering	n/a
Greenway & bike lane development	Unknown	Engineering	n/a

Funding

Public Services			
Crime Prevention	\$1,500	Police	Printing Costs for public information
Fire Station/ Multi-Service Center	\$2,575,000	Fire/EMS	n/a
Quality of Life			
Park Improvements	Unknown	Parks & Recreation	Neighborhood park upgrades budgeted through bond issue, however park-specific improvements are undetermined. Master planning efforts will use existing resources. Tree planting & landscaping can be funded through various grants.
Neighborhood Environment	\$10,000	Neighborhood Partnership/Urban Forestry	n/a

Acknowledgments

City Council

Mayor Ralph K. Smith
Vice Mayor C. Nelson Harris
William H. Carder
William D. Bestpitch
M. Rupert Cutler
Alfred T. Dowe, Jr.
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Appendix

Loudon Melrose/Shenandoah West Curb and Sidewalk Cost Estimates

Street	Location	Side of St.	Curb (ft)	Cost (\$20 per foot)	Sidewalk	Cost (\$25 per foot)	Total Cost
Gilmer Ave	14th to 15th	North	335	\$ 6,700.00	325	\$ 8,125.00	\$ 14,825.00
	14th to 15th	South	407	\$ 8,140.00	407	\$ 10,175.00	\$ 18,315.00
	15th to 16th	North	405	\$ 8,100.00	405	\$ 10,125.00	\$ 18,225.00
	15th to 16th	South	405	\$ 8,100.00	405	\$ 10,125.00	\$ 18,225.00
	16th to 17th	North	415	\$ 8,300.00	415	\$ 10,375.00	\$ 18,675.00
	16th to 17th	South	415	\$ 8,300.00	415	\$ 10,375.00	\$ 18,675.00
	17th to 18th	North	404	\$ 8,080.00	404	\$ 10,100.00	\$ 18,180.00
	17th to 18th	South	404	\$ 8,080.00	404	\$ 10,100.00	\$ 18,180.00
Melrose Ave	18th to 19th	South	136	\$ 2,720.00		\$ -	\$ 2,720.00
Essex Ave	15th to 16th	North	401	\$ 8,020.00	401	\$ 10,025.00	\$ 18,045.00
	15th to 16th	South	401	\$ 8,020.00	401	\$ 10,025.00	\$ 18,045.00
	16th to 17th	North	418	\$ 8,360.00	418	\$ 10,450.00	\$ 18,810.00
	16th to 17th	South	418	\$ 8,360.00	418	\$ 10,450.00	\$ 18,810.00
	17th to 18th	North	416	\$ 8,320.00	416	\$ 10,400.00	\$ 18,720.00
	17th to 18th	South	416	\$ 8,320.00	416	\$ 10,400.00	\$ 18,720.00
	18th to 19th	North	73	\$ 1,460.00	396	\$ 9,900.00	\$ 11,360.00
	18th to 19th	South	396	\$ 7,920.00	396	\$ 9,900.00	\$ 17,820.00
	19th to 20th	North	406	\$ 8,120.00	406	\$ 10,150.00	\$ 18,270.00
	19th to 20th	South	406	\$ 8,120.00	406	\$ 10,150.00	\$ 18,270.00
	20th to 21st	North	411	\$ 8,220.00	411	\$ 10,275.00	\$ 18,495.00
	20th to 21st	South	411	\$ 8,220.00	411	\$ 10,275.00	\$ 18,495.00
	21st to 22nd	North	400	\$ 8,000.00	400	\$ 10,000.00	\$ 18,000.00
	21st to 22nd	South	400	\$ 8,000.00	400	\$ 10,000.00	\$ 18,000.00
22nd to 23rd	North	149	\$ 2,980.00	149	\$ 3,725.00	\$ 6,705.00	
22nd to 23rd	South	173	\$ 3,460.00	173	\$ 4,325.00	\$ 7,785.00	
Moorman Ave	14th to 15th	North		\$ -	407	\$ 10,175.00	\$ 10,175.00
	14th to 15th	South	54	\$ 1,080.00	54	\$ 1,350.00	\$ 2,430.00
	15th to 16th	South	245	\$ 4,900.00	245	\$ 6,125.00	\$ 11,025.00
	16th to 17th	South	295	\$ 5,900.00	289	\$ 7,225.00	\$ 13,125.00
	18th to 19th	North		\$ -	96	\$ 2,400.00	\$ 2,400.00
	19th to 20th	South	47	\$ 940.00	411	\$ 10,275.00	\$ 11,215.00
	20th to 21st	North	104	\$ 2,080.00	418	\$ 10,450.00	\$ 12,530.00
20th to 21st	South	197	\$ 3,940.00	412	\$ 10,300.00	\$ 14,240.00	

	21st to 22nd	North	399	\$ 7,980.00	403	\$ 10,075.00	\$ 18,055.00
	21st to Salem Turnpike	South	626	\$ 12,520.00	626	\$ 15,650.00	\$ 28,170.00
	22nd to 23rd	North	178	\$ 3,560.00	178	\$ 4,450.00	\$ 8,010.00
Loudon Ave	18th to 19th	North	404	\$ 8,080.00	404	\$ 10,100.00	\$ 18,180.00
	19th to 20th	North	420	\$ 8,400.00	418	\$ 10,450.00	\$ 18,850.00
	20th to 22st	North	1071	\$ 21,420.00	1071	\$ 26,775.00	\$ 48,195.00
	18th to 22st	South	1945	\$ 38,900.00	1945	\$ 48,625.00	\$ 87,525.00
Centre Ave	14th to 15th	North		\$ -	411	\$ 10,275.00	\$ 10,275.00
	14th to 15th	South		\$ -	411	\$ 10,275.00	\$ 10,275.00
	15th to 16th	North		\$ -	412	\$ 10,300.00	\$ 10,300.00
	15th to 16th	South		\$ -	412	\$ 10,300.00	\$ 10,300.00
	16th to 17th	North		\$ -	404	\$ 10,100.00	\$ 10,100.00
	16th to 17th	South		\$ -	404	\$ 10,100.00	\$ 10,100.00
	17th to 18th	North		\$ -	406	\$ 10,150.00	\$ 10,150.00
	17th to 18th	South		\$ -	406	\$ 10,150.00	\$ 10,150.00
	18th to 22st	North	1945	\$ 38,900.00	1945	\$ 48,625.00	\$ 87,525.00
	18th to 19th	South	405	\$ 8,100.00	405	\$ 10,125.00	\$ 18,225.00
	19th to 20th	South	405	\$ 8,100.00	405	\$ 10,125.00	\$ 18,225.00
	20th to 22nd	South	1034	\$ 20,680.00	1034	\$ 25,850.00	\$ 46,530.00
	22nd to 24th	North		\$ -	737	\$ 18,425.00	\$ 18,425.00
	22nd to 24th	South		\$ -	737	\$ 18,425.00	\$ 18,425.00
	24th to 25th	South	636	\$ 12,720.00	636	\$ 15,900.00	\$ 28,620.00
	25th to 27th	South	673	\$ 13,460.00	673	\$ 16,825.00	\$ 30,285.00
	27th to 30th	South	1014	\$ 20,280.00	1014	\$ 25,350.00	\$ 45,630.00
Shenandoah Ave	14th to 15th	North		\$ -	411	\$ 10,275.00	\$ 10,275.00
	16th to 17th	North		\$ -	404	\$ 10,100.00	\$ 10,100.00
	17th to 18th	North		\$ -	406	\$ 10,150.00	\$ 10,150.00
	18th to 19th	North		\$ -	405	\$ 10,125.00	\$ 10,125.00
	19th to 20th	North		\$ -	405	\$ 10,125.00	\$ 10,125.00
	20th to 22nd	North		\$ -	1034	\$ 25,850.00	\$ 25,850.00
	24th to 25th	North		\$ -	599	\$ 14,975.00	\$ 14,975.00
	25th to 27th	North		\$ -	687	\$ 17,175.00	\$ 17,175.00
	27th to 30th	North		\$ -	996	\$ 24,900.00	\$ 24,900.00
	27th to 30th	South		\$ -	955	\$ 23,875.00	\$ 23,875.00
	30th to 31st	North	1096	\$ 21,920.00	1096	\$ 27,400.00	\$ 49,320.00
	30th to 31st	South	1292	\$ 25,840.00	1292	\$ 32,300.00	\$ 58,140.00
Salem Turnpike	23rd	East	118	\$ 2,360.00		\$ -	\$ 2,360.00

	24th to 29th	North	1759	\$ 35,180.00	2102	\$ 52,550.00	\$ 87,730.00
	29th to 30th	North	284	\$ 5,680.00	284	\$ 7,100.00	\$ 12,780.00
	30th to 31st	North	647	\$ 12,940.00	647	\$ 16,175.00	\$ 29,115.00
	31st to 32nd	North	503	\$ 10,060.00	503	\$ 12,575.00	\$ 22,635.00
	30th to neigh boundary		1160	\$ 23,200.00	1160	\$ 29,000.00	\$ 52,200.00
Johnson Ave	24th to 25th	North		\$ -		\$ -	\$ -
	24th to 25th	South	345	\$ 6,900.00	345	\$ 8,625.00	\$ 15,525.00
	27th to 30th	North	793	\$ 15,860.00	793	\$ 19,825.00	\$ 35,685.00
	27th to 30th	South	781	\$ 15,620.00	781	\$ 19,525.00	\$ 35,145.00
	30th to	South	1014	\$ 20,280.00		\$ -	\$ 20,280.00
14th Street	Orange to Melrose	West		\$ -	282	\$ 7,050.00	\$ 7,050.00
	Melrose to Moorman	West		\$ -	482	\$ 12,050.00	\$ 12,050.00
	Moorman to Gilmer	West	318	\$ 6,360.00	328	\$ 8,200.00	\$ 14,560.00
	Gilmer to Loudon	West	257	\$ 5,140.00	267	\$ 6,675.00	\$ 11,815.00
	Loudon to Centre	West		\$ -	267	\$ 6,675.00	\$ 6,675.00
	Centre to Shenandoah	West	274	\$ 5,480.00	284	\$ 7,100.00	\$ 12,580.00
15th Street	Moorman to Gilmer	East	256	\$ 5,120.00		\$ -	\$ 5,120.00
	Moorman to Gilmer	West	246	\$ 4,920.00	256	\$ 6,400.00	\$ 11,320.00
	Gilmer to Loudon	East	256	\$ 5,120.00		\$ -	\$ 5,120.00
	Gilmer to Loudon	West	256	\$ 5,120.00	266	\$ 6,650.00	\$ 11,770.00
	Loudon to Centre	East		\$ -	294	\$ 7,350.00	\$ 7,350.00
	Loudon to Centre	West		\$ -	277	\$ 6,925.00	\$ 6,925.00
	Centre to Shenandoah	East		\$ -	290	\$ 7,250.00	\$ 7,250.00
	Centre to Shenandoah	West		\$ -	290	\$ 7,250.00	\$ 7,250.00
16th Street	Orange to Melrose	East	128	\$ 2,560.00		\$ -	\$ 2,560.00
	Orange to Melrose	West	146	\$ 2,920.00	156	\$ 3,900.00	\$ 6,820.00
	Melrose to Essex	East	276	\$ 5,520.00	286	\$ 7,150.00	\$ 12,670.00
	Melrose to Essex	West	283	\$ 5,660.00	293	\$ 7,325.00	\$ 12,985.00
	Essex to Moorman	East		\$ -	160	\$ 4,000.00	\$ 4,000.00
	Essex to Moorman	West		\$ -	158	\$ 3,950.00	\$ 3,950.00
	Moorman to Gilmer	East	226	\$ 4,520.00	236	\$ 5,900.00	\$ 10,420.00
	Moorman to Gilmer	West	204	\$ 4,080.00	214	\$ 5,350.00	\$ 9,430.00
	Gilmer to Loudon	East	253	\$ 5,060.00	263	\$ 6,575.00	\$ 11,635.00
	Gilmer to Loudon	West	248	\$ 4,960.00	258	\$ 6,450.00	\$ 11,410.00
	Loudon to Centre	East		\$ -	282	\$ 7,050.00	\$ 7,050.00
	Loudon to Centre	West		\$ -	264	\$ 6,600.00	\$ 6,600.00
	Centre to Shenandoah	East		\$ -	257	\$ 6,425.00	\$ 6,425.00

	Centre to Shenandoah	West		\$ -	288	\$ 7,200.00	\$ 7,200.00
17th Street	Melrose to Essex	East		\$ -	298	\$ 7,450.00	\$ 7,450.00
	Essex to Moorman	East	141	\$ 2,820.00	141	\$ 3,525.00	\$ 6,345.00
	Essex to Moorman	West	141	\$ 2,820.00	141	\$ 3,525.00	\$ 6,345.00
	Moorman to Gilmer	East	159	\$ 3,180.00	169	\$ 4,225.00	\$ 7,405.00
	Moorman to Gilmer	West	176	\$ 3,520.00	186	\$ 4,650.00	\$ 8,170.00
	Gilmer to Loudon	East	274	\$ 5,480.00	255	\$ 6,375.00	\$ 11,855.00
	Gilmer to Loudon	West	274	\$ 5,480.00		\$ -	\$ 5,480.00
	Loudon to Centre	East		\$ -	284	\$ 7,100.00	\$ 7,100.00
	Loudon to Centre	West		\$ -	297	\$ 7,425.00	\$ 7,425.00
	Centre to Shenandoah	East		\$ -	273	\$ 6,825.00	\$ 6,825.00
	Centre to Shenandoah	West		\$ -	284	\$ 7,100.00	\$ 7,100.00
18th Street	Orange to Melrose	East		\$ -	308	\$ 7,700.00	\$ 7,700.00
	Orange to Melrose	West	173	\$ 3,460.00		\$ -	\$ 3,460.00
	Melrose to Essex	East		\$ -	293	\$ 7,325.00	\$ 7,325.00
	Melrose to Essex	West		\$ -	280	\$ 7,000.00	\$ 7,000.00
	Essex to Moorman	East		\$ -	159	\$ 3,975.00	\$ 3,975.00
	Essex to Moorman	West	149	\$ 2,980.00	159	\$ 3,975.00	\$ 6,955.00
	Moorman to Gilmer	East	124	\$ 2,480.00	196	\$ 4,900.00	\$ 7,380.00
	Gilmer to Loudon	East		\$ -	255	\$ 6,375.00	\$ 6,375.00
	Moorman to Loudon	West	420	\$ 8,400.00	430	\$ 10,750.00	\$ 19,150.00
	Loudon to Centre	East		\$ -	276	\$ 6,900.00	\$ 6,900.00
	Loudon to Centre	West		\$ -	276	\$ 6,900.00	\$ 6,900.00
	Centre to Shenandoah	East		\$ -	297	\$ 7,425.00	\$ 7,425.00
	Centre to Shenandoah	West		\$ -	288	\$ 7,200.00	\$ 7,200.00
				\$ -		\$ -	\$ -
19th Street	Orange to Melrose	East	142	\$ 2,840.00		\$ -	\$ 2,840.00
	Orange to Melrose	West		\$ -	320	\$ 8,000.00	\$ 8,000.00
	Melrose to Essex	East		\$ -	311	\$ 7,775.00	\$ 7,775.00
	Melrose to Essex	West		\$ -	300	\$ 7,500.00	\$ 7,500.00
	Essex to Moorman	East	145	\$ 2,900.00	145	\$ 3,625.00	\$ 6,525.00
	Essex to Moorman	West		\$ -	148	\$ 3,700.00	\$ 3,700.00
	Moorman to Loudon	East	366	\$ 7,320.00	366	\$ 9,150.00	\$ 16,470.00
	Moorman to Loudon	West	368	\$ 7,360.00	368	\$ 9,200.00	\$ 16,560.00
	Centre to Shenandoah	East	270	\$ 5,400.00	270	\$ 6,750.00	\$ 12,150.00
	Centre to Shenandoah	West	270	\$ 5,400.00	270	\$ 6,750.00	\$ 12,150.00
20th Street	Orange to Melrose	East	141	\$ 2,820.00	330	\$ 8,250.00	\$ 11,070.00

	Orange to Melrose	West	300	\$ 6,000.00	310	\$ 7,750.00	\$ 13,750.00
	Essex to Moorman	East	142	\$ 2,840.00	142	\$ 3,550.00	\$ 6,390.00
	Essex to Moorman	West	148	\$ 2,960.00	148	\$ 3,700.00	\$ 6,660.00
	Moorman to Loudon	East	300	\$ 6,000.00	278	\$ 6,950.00	\$ 12,950.00
	Moorman to Loudon	West	290	\$ 5,800.00	290	\$ 7,250.00	\$ 13,050.00
	Centre to Shenandoah	East	285	\$ 5,700.00	285	\$ 7,125.00	\$ 12,825.00
	Centre to Shenandoah	West	285	\$ 5,700.00	285	\$ 7,125.00	\$ 12,825.00
21st Street	Salem Tpk to Melrose	East		\$ -	86	\$ 2,150.00	\$ 2,150.00
	Salem Tpk to Melrose	West		\$ -	69	\$ 1,725.00	\$ 1,725.00
	Melrose to Essex	East		\$ -	296	\$ 7,400.00	\$ 7,400.00
	Melrose to Essex	West		\$ -	283	\$ 7,075.00	\$ 7,075.00
	Essex to Moorman	East	142	\$ 2,840.00	142	\$ 3,550.00	\$ 6,390.00
	Essex to Moorman	West	148	\$ 2,960.00	148	\$ 3,700.00	\$ 6,660.00
	Moorman to Loudon	East		\$ -	255	\$ 6,375.00	\$ 6,375.00
	Moorman to Loudon	West		\$ -	249	\$ 6,225.00	\$ 6,225.00
	Loudon to Centre	East		\$ -	289	\$ 7,225.00	\$ 7,225.00
	Loudon to Centre	West		\$ -	289	\$ 7,225.00	\$ 7,225.00
	Centre to Shenandoah	East		\$ -	292	\$ 7,300.00	\$ 7,300.00
	Centre to Shenandoah	West		\$ -	286	\$ 7,150.00	\$ 7,150.00
22nd Street	Salem Tpk to Essex	East	228	\$ 4,560.00	228	\$ 5,700.00	\$ 10,260.00
	Salem Tpk to Essex	West	210	\$ 4,200.00	210	\$ 5,250.00	\$ 9,450.00
25th Street	Shenandoah to Johnson	East	299	\$ 5,980.00	299	\$ 7,475.00	\$ 13,455.00
	Shenandoah to Johnson	West	299	\$ 5,980.00	299	\$ 7,475.00	\$ 13,455.00
	Johnson to Baker	East	281	\$ 5,620.00	281	\$ 7,025.00	\$ 12,645.00
	Centre to Shenandoah	East	291	\$ 5,820.00	301	\$ 7,525.00	\$ 13,345.00
	Centre to Shenandoah	West	291	\$ 5,820.00	301	\$ 7,525.00	\$ 13,345.00
27th Street	Shenandoah to Centre	East	268	\$ 5,360.00	278	\$ 6,950.00	\$ 12,310.00
	Shenandoah to Centre	West	264	\$ 5,280.00	278	\$ 6,950.00	\$ 12,230.00
	Shenandoah to Johnson	East	286	\$ 5,720.00	286	\$ 7,150.00	\$ 12,870.00
	Shenandoah to Johnson	West	276	\$ 5,520.00	276	\$ 6,900.00	\$ 12,420.00
	Johnson to Dead End	East	238	\$ 4,760.00	238	\$ 5,950.00	\$ 10,710.00
	Johnson to Dead End	West	246	\$ 4,920.00	246	\$ 6,150.00	\$ 11,070.00
	Johnson to Dead End	South	42	\$ 840.00	42	\$ 1,050.00	\$ 1,890.00
29th Street	Melrose to Salem Tpk	West	1264	\$ 25,280.00	1264	\$ 31,600.00	\$ 56,880.00
	Melrose to Salem Tpk	East	250	\$ 5,000.00	1246	\$ 31,150.00	\$ 36,150.00
30th Street	Melrose to Salem Tpk	West	688	\$ 13,760.00	688	\$ 17,200.00	\$ 30,960.00
	Melrose to Salem Tpk	East	688	\$ 13,760.00	688	\$ 17,200.00	\$ 30,960.00

	Salem Tpk to Shenandoah	West	994	\$ 19,880.00	994	\$ 24,850.00	\$ 44,730.00
	Centre to Shenandoah	East	296	\$ 5,920.00	296	\$ 7,400.00	\$ 13,320.00
	Shenandoah to Johnson	East	352	\$ 7,040.00	352	\$ 8,800.00	\$ 15,840.00
	Shenandoah to Baker	East	415	\$ 8,300.00	415	\$ 10,375.00	\$ 18,675.00
31st Street	Shenandoah to Baker	East	295	\$ 5,900.00	295	\$ 7,375.00	\$ 13,275.00
	Shenandoah to Baker	West	295	\$ 5,900.00	295	\$ 7,375.00	\$ 13,275.00
	Melrose to Salem Tpk	West	804	\$ 16,080.00	804	\$ 20,100.00	\$ 36,180.00