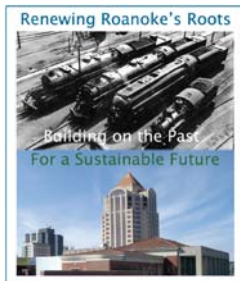




“Inviting Roanoke Back to its River”

Mountain View / Norwich Corridor Plan City of Roanoke, Virginia



*Adopted by City Council
September 15, 2008*



Acknowledgements

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EXECUTIVE SUMMARY

The Mountain View/Norwich Corridor Plan was developed in response to a policy recommendation in the City-Wide Brownfield Plan. The City of Roanoke identified the Mountain View/Norwich area as one of two initial focus areas in the brownfields initiative and produced this plan to implement policies and actions set forth in the Comprehensive Plan, *Vision 2001- 2020*, and the City-Wide Brownfield Plan which was adopted as part of the Comprehensive Plan in January 2008.

“Inviting Roanoke Back to Its River” aims to transform the Mountain View/Norwich River Corridor from a dormant area to a vibrant district connected to the neighborhoods. Environmental assessments and clean-up, along with the flood reduction project and greenways, will spur the transformation encouraging economic development and private investment. This underused corridor has the potential to become a vibrant area with a mixture of residential and commercial uses closely situated to new linear park space along the Roanoke River.

Summary of Issues

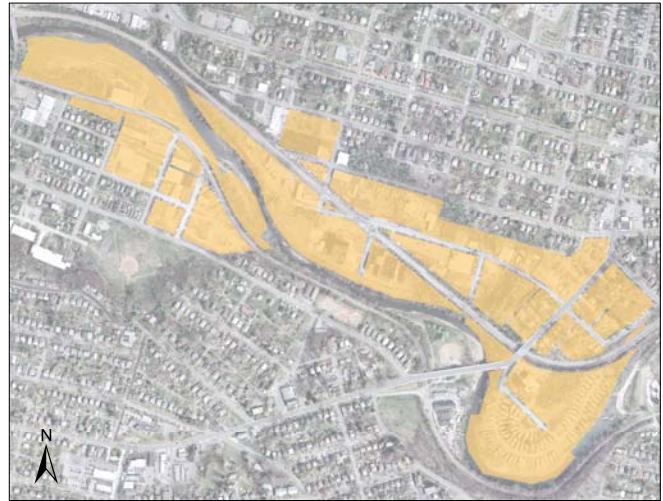
Corridor Issue	Recommendation
Transportation Network	Follow street design guidelines, improve streetscape and update infrastructure
Zoning	Rezone and/or create new zoning designation to achieve vision and create appropriate interface between uses
Flooding	USACE Flood reduction project - create open space along the river, flood proof existing buildings, and prepare lots for development
Code Enforcement	Continue code sweeps and canvassing to ensure building and zoning codes are being adhered to
Building Conditions	Encourage businesses to take advantage of incentives (Enterprise Zone, Façade Grants), demolish properties when condemnable or no longer appropriate, ensure new construction is compatible with neighborhood
Environmental	Assess properties where environmental contamination is suspected, clean-up to degree necessary depending on end use of the property

The ultimate goal is to create a relatively dense community to compliment the adjacent village center, and traditional neighborhoods. The proposed mixture of uses will allow many of the current business in the area to remain and potentially grow as the corridor evolves into an eclectic artisan district to house small business enterprises and serve as an incubator from new ventures. The district can also provide residential space for people working in the district or for others looking to live in an urban setting different from that in downtown.

The purpose of this plan is to help guide brownfield redevelopment within the Mountain View/Norwich corridor towards this vision. This plan outlines strategies, policies and actions needed to take advantage of the opportunities presented in this corridor.

1. PURPOSE/VISION STATEMENT

The *Inviting Roanoke Back to its River* initiative was conceived as a means to transform numerous long-dormant properties, with limited economic development potential in the Norwich and Mountain View neighborhoods. *Inviting Roanoke Back to its River* will revitalize brownfields as greenways and parks with a surrounding mixture of commercial and residential development. Retaining and improving those viable businesses and light industrial uses is part of the economic redevelopment vision. This development will be possible as property value and demand increases with access to the Roanoke River and its greenway system.



Mountain View/ Norwich Corridor

The Mountain View and Norwich neighborhoods were listed as one of two target areas in the City's Brownfield Assessment Grant Applications submitted to the U.S. Environmental Protection Agency in the fall of 2005. This area was identified as a priority, as new development has the potential for significant, positive impact along the Roanoke River and in the surrounding neighborhoods. The purpose of this plan is to build on this initial vision to develop a framework for investment of EPA grant funds and to define other efforts to transform this corridor as an example of sustainable reuse for the region.

Support from the Comprehensive Plan

The community and economic benefits of brownfield redevelopment are recognized in the City's Comprehensive Plan, *Vision 2001 – 2020* where redevelopment of underutilized commercial and industrial sites is recognized as a strategic economic development initiative for the City. In the Mountain View and Norwich neighborhoods brownfield revitalization can support other strategic initiatives from *Vision*:

- New economic initiatives and critical amenities – investment in greenways and other amenities is critical to attracting new business to the City.
- Housing Clusters – infill, mixed density housing offers a variety of market rate housing types.
- Village Centers – center for neighborhood activity with a variety of commercial and high density housing.

Long-term Vision for the Corridor

The long-term vision for the Mountain View/Norwich corridor goes beyond cleaning up potentially contaminated sites. This corridor has the opportunity to become a model of sustainable redevelopment for the City and the region based on the principles in

Vision 2001 - 2020. The vision creates a vibrant corridor that combines critical amenities (recreation and open space along the Roanoke River) with mixed residential and commercial development within walking distance (village center, housing clusters, flexible space, and possibly limited light industrial uses). It encourages active living with increased trails, greenways and infrastructure. The city and property owners want to see businesses continue to offer goods and services to area residents along streets with more inviting streetscapes and within buildings with more appealing facades.

Specifically, brownfield properties within the corridor represent opportunities to build on our past for a sustainable future. These properties offer a number of opportunities:

- Creation of greenspace on low-lying flood prone areas along the Roanoke River corridor.
- Conversion of underused property to mixed residential and commercial development
- Better use of other industrial and commercially zoned property.
- Creating new jobs and housing.
- Increased tax base
- Address environmental issues that could otherwise remain unmitigated.

Partnerships

The City lacks full resources to redevelop the Mountain View-Norwich brownfield corridor on its own, nor is it the City's intent to unilaterally perform such work. In many cases brownfield projects are not economically feasible for the private sector due to costs for environmental efforts. For revitalization of the corridor to be successful, partnerships that bring together the resources of the City, other public agencies, community groups, and the private sector must be formed.

Key Definitions

Brownfield – property the redevelopment of which is hindered by either real or perceived environmental contamination. Brownfields are typically industrial or commercial properties (e.g., gas stations, dry cleaners, etc) but can include other properties where environmental issues may be present.

Environmental Contamination – the presence of chemicals or compounds in the soil, groundwater or within structures resulting from human activity that may present a risk to human health or the environment.

Flood Plain – any land area, typically near a river, susceptible to being inundated by water.

Flood Way – a portion of the flood plain that serves as the primary channel of a river and the immediately adjacent land areas that conveys a base flood event without cumulatively increasing the water surface elevation more than a designated height.

Redevelopment – the recycling or reuse of a previously developed property for a new use that supports the needs of the user and surrounding community. Redevelopment can include residential, commercial, industrial, institutional or recreational uses.

Underused – for the purposes of this plan underused property is land and/or facilities that are not being used to their intended potential. Such parcels may be abandoned, currently vacant, have a low occupancy rate, or provide for a low employment level. Property intended as open space is not considered underused because it is not developed or built upon. Similarly, property within the floodway, which cannot be built upon, is not considered underused even if vacant.

Relationship to Other Plans

The City's Comprehensive Plan, *Vision 2001-2020*, establishes the overall vision for Roanoke as a growing, dynamic, and sustainable City. *Vision 2001-2020* serves as the primary planning tool for City initiatives. Focused studies or plans are developed and adopted by City Council as components to the overall comprehensive plan for implementation to provide more specific policy and actions.

This corridor plan supplements the policies and actions from the neighborhood plans covering the project area and from the City-Wide Brownfield Redevelopment Plan. A neighborhood plan identifies strategic initiatives for specific neighborhoods and provides specific policy and actions to tailor the broader goals of the comprehensive plan to the neighborhood level. The plans are adopted as components of the comprehensive plan and for the Mountain View/Norwich corridor, identify policy for how underused industrial property may be redeveloped for future use. The *City-Wide Brownfield Redevelopment Plan* has also been adopted as a component of *Vision 2001-2020*. This document develops policies that the City should pursue to facilitate and encourage investment in brownfield sites across the City.

This corridor plan merges preferred land use and redevelopment options from the neighborhood plan with policy and actions to facilitate reuse from the City-Wide Brownfield Plan to create a seamless vision and set of policies to revitalize this portion of the Roanoke River and adjacent neighborhoods and business locations.



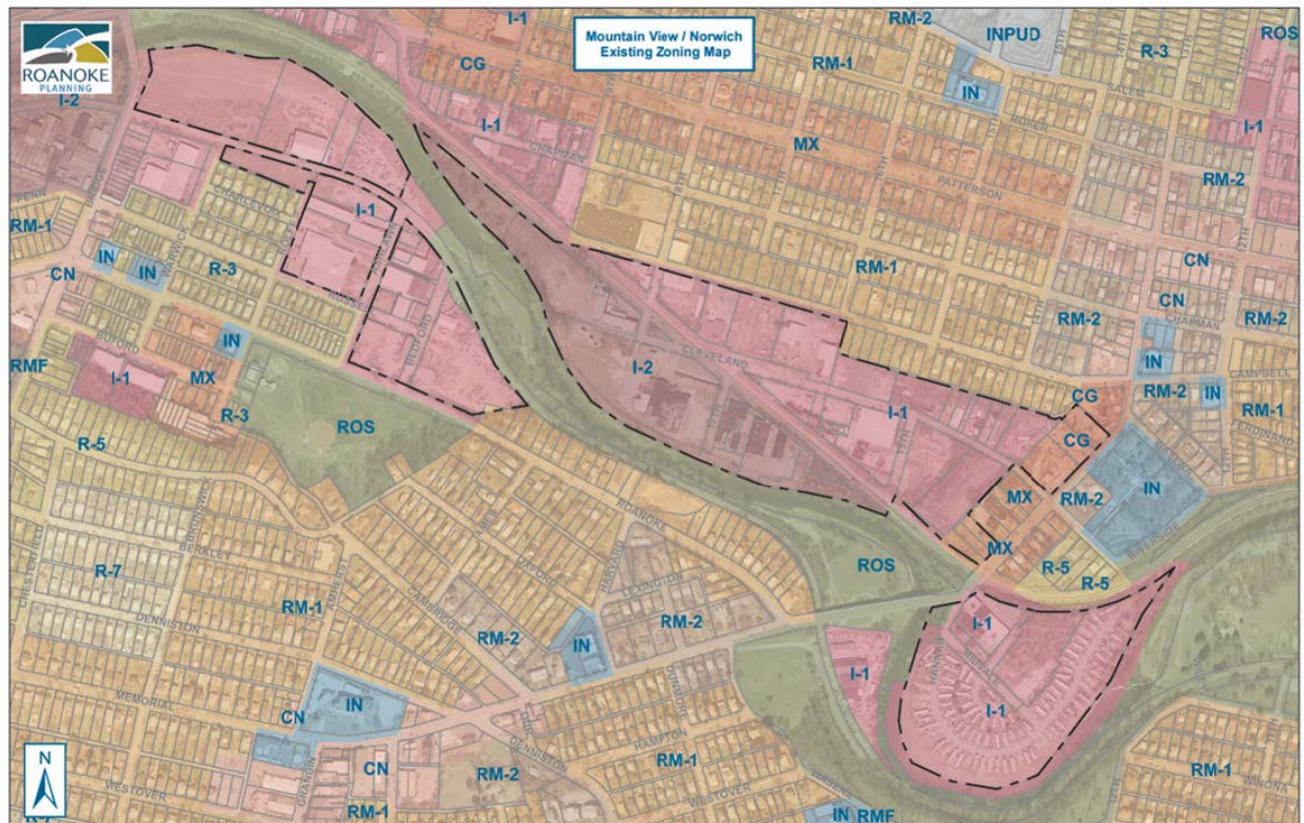
2. Corridor Study

This section focuses on defining issues and community vision for redevelopment of the Roanoke River corridor in the Mountain View and Norwich neighborhoods:

- Physical description of the corridor
- Historical industrial operations and potential environmental issues
- Context of other projects in and around the corridor

Corridor Description

The Mountain View/Norwich brownfield corridor extends along the Roanoke River from a bend east of 13th Street/Memorial Bridge and extends to the west to Bridge Street. The area generally extends along Cleveland Avenue in the Mountain View neighborhood and then extends to the west along the Roanoke River in Norwich. The area has seen much deterioration in the past 20 years as businesses have closed or relocated.



The industrial uses along the southern edge of the Mountain View neighborhood are naturally buffered from adjoining residences by terrain; a steep slope drops from Campbell Avenue and 13th Street to Cleveland Avenue. This area is well contained and featured former heavy manufacturing uses that are now interspersed with light industrial and automotive repair facilities. Likewise, the Norwich neighborhood is located almost entirely on a terrace between the Roanoke River and bluffs to the south,

with industrial property located along the river. About 43% of the land in this corridor is vacant or underused as shown in the Parcel Inventory enclosed as Appendix A.



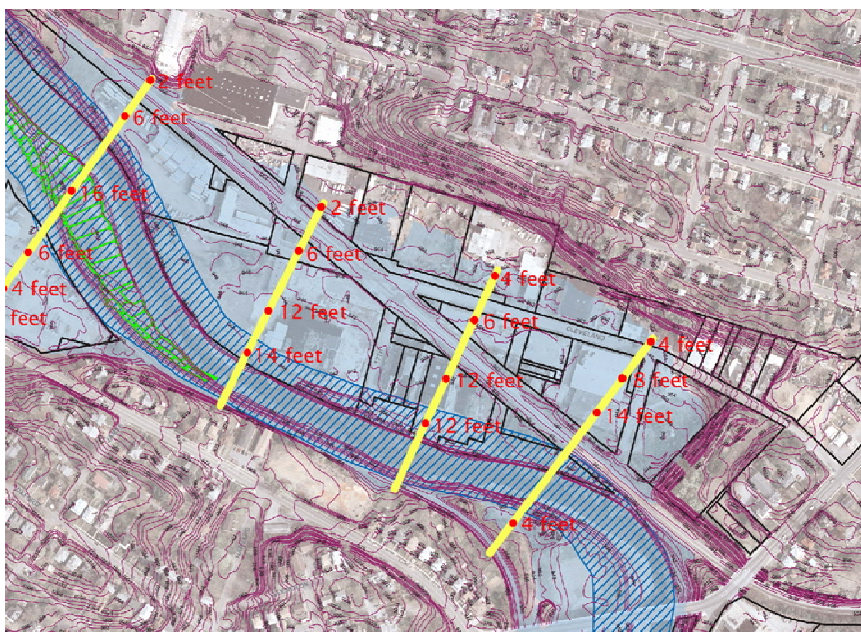
Visualization of 100-year flood looking east from Norwich

As much of the corridor is located along terraces between higher ground and the river, flooding is a concern. The 100 year flood plain covers a large portion of properties along Cleveland Avenue and in Norwich with several that are significantly inundated by peak flood waters.

Another key consideration in the corridor, particularly for the low lying area along Cleveland Avenue slated for redevelopment, is the 2006 revision to the 100-year flood plain as shown on the

following figure. Properties located between the existing railroad line and the river lie partially in the floodway and may be inundated by as much as 14 feet of water during a peak flood event. With the location partially in the floodway the properties will experience not only high but also fast moving water.

Properties to the north of the railroad are still subject to flooding and lower areas may still be subject to inundation by more than 10 feet of water. However, in this area the railroad line serves as a break. To the north of the tracks the properties will flood but will be subject to more of a slow moving pond like flow rather than fast moving floodwater to the south.



100 Year Flood Plain and Depth of Flood Waters

With the exception of 13th Street, all corridor streets are “local,” and not conducive to heavy truck traffic needed for most industrial uses. If the area were to remain industrial, this network lacks the necessary access to arterial and collector streets needed for heavy truck traffic. Furthermore, the existing transportation network offers no formal accommodations for pedestrians or bicyclists.

As seen in the Existing Zoning map above, the majority of this corridor is zoned industrial, however, existing land use is primarily vacant or commercial. This designation is inadequate considering changing conditions and the vision for the area. Properties within the corridor can be better used for a mixture of open space/parks, office, limited light industrial, commercial and/or residential; however the current industrial zoning in much of the corridor significantly limits the available uses. The unique mixture of uses would require a new zoning designation, the basis of which is described in greater detail in the Corridor Plan section. Additionally the small, irregularly shaped lots along Cleveland Avenue are not conducive to modern industrial redevelopment and are better suited for other uses.

Code enforcement is a continuous issue in this corridor, from illegal businesses, to building maintenance violations. The City’s Code Team has targeted this corridor for code sweeps resulting in compliance on multiple violations. Building conditions in the corridor range from condemnable to well maintained; some will require demolition, others need substantial rehabilitations, and some simply require façade improvements.

Historical Industrial Operations and Potential Environmental Issues

An important set of data for evaluating opportunities in the corridor is an understanding of historical industrial operations and potential environmental issues that may need to be addressed. The following sources of information were reviewed to gain an understanding of historical operations in the corridor.

- State and federal environmental databases (Environmental Data Resources, Inc. [EDR] records search)
- Review of Sanborn fire insurance maps
- Review of USGS quadrangles
- Review of aerial photographs

Both the Mountain View and Norwich neighborhoods were initially developed in the late 1890s and early 1900s. Early plats show the Mountain View area to be developed for residential uses with expansion westward from downtown while housing in the Norwich neighborhood was developed to support workers in the mills and factories located along the river. Review of the Sanborn maps, (enclosed as Appendix A) provides a glimpse at the development patterns in the area.

In the 1920s, the Mountain View portion of the corridor was dominated by single-family residential development. Residential parcels were established along 13th Street, Cleveland Avenue and along Midvale and Spotswood Avenues east of 13th Street. The only industry in the area was the Virginia Lumber Manufacturing Company located at the end of Midvale Avenue, adjacent to the river. By the 1950s, two additional

industrial operations were present along Midvale and Spotswood Avenues and several industries were operating along Cleveland Avenue, interspersed between a handful of residences. Industries along Cleveland Avenue included a paint manufacturer, oil distributor, lumber mill, an automotive facility, a concrete block manufacturer and a window and door manufacturer among others. All these industries were served by rail spurs from the former Virginian Railway line that parallels the street. By the 1960s, additional industries were present on Cleveland Ave. and residential properties on the west side of 13th Street had been demolished and replaced by service stations and other commercial uses. No significant new development has occurred on the corridor since this time.

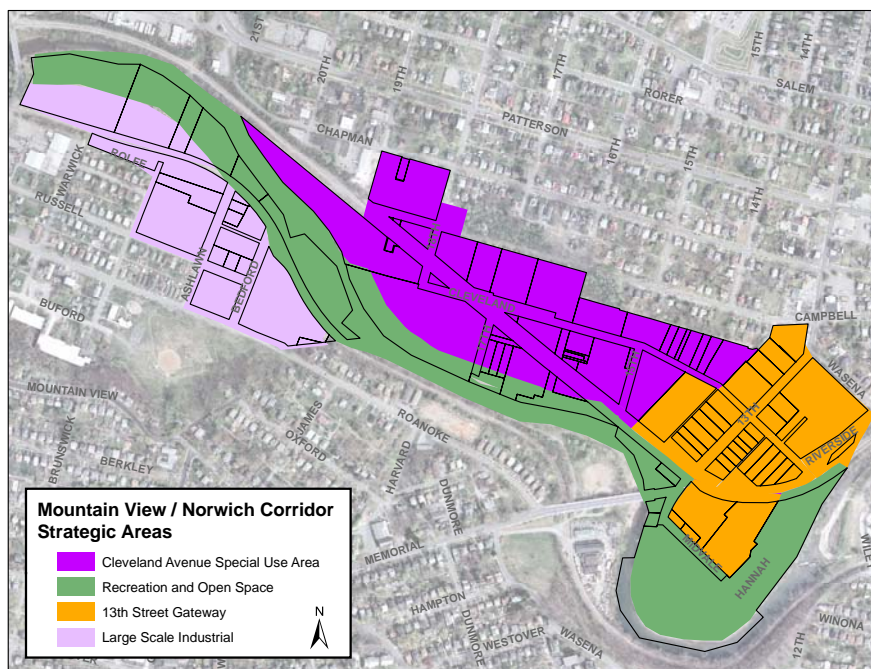
The Norwich neighborhood development pattern is different in that residential development occurred around industrial operations as housing for workers. Much of the housing in the neighborhood was constructed just before or after the turn of the 20th Century to support a twine mill and hardwood flooring manufacturer in the neighborhood and a metals work on the opposite bank of the river. The Walker Foundry and Machine Company was later built in the neighborhood, and in the 1950s and 1960s several of the original mill buildings were demolished and replaced by newer shell type structures. As with the Mountain View neighborhood little new development has occurred since the 1960s.

Based on the industrial history of the corridor, there is the potential for environmental issues associated with the handling of various raw materials, finished goods, byproducts and wastes at these sites. The report from EDR Inc indicates sites within the study area which are or have been listed on a myriad of government environmental databases. A summary of pertinent information is presented in the Parcel Inventory enclosed as Appendix A. A complete set of information, including the City-Wide Brownfields Plan, is available in the City's Planning, Building and Development Department, the Office of Economic Development, and online at www.roanokeva.gov/brownfields. Proper assessment, evaluation and remediation of these potential environmental issues is imperative for the long-term protection of human health and the environment.



Corridor Divisions

The City divided the Mountain View/Norwich corridor into four manageable project areas within the overall strategy. The following map defines each project area; Recreation/Open Space, 13th Street Gateway, Cleveland Avenue Special Use District, and Enhanced Large Scale Industry. Issues in each of these areas are discussed in the Corridor Plan section.



Current Projects Impacting the Corridor

There are several current projects and initiatives underway in or near the corridor that could be leveraged to accelerate redevelopment efforts.

Flood Reduction Project and Roanoke River Greenway

The Roanoke River Flood Reduction Project is a City endorsed project that is being designed and executed by the U.S. Army Corps of Engineers (USACE). The project includes fifteen bench cuts (or bank widenings) and three flood walls (typically earthen berms) along the Roanoke River channel. The project is designed to reduce flooding from moderate intensity flood events (10- 25-year storm events) but will have limited benefits during peak flood events (100-year storm or greater). Construction on the project started in 2005 and is estimated to be completed by 2012. There will be two bench cuts and an expansion of the existing berm along the north side of the river in the Mountain View neighborhood. The bench cut locations are shown on the flood plain map.

A regional goal as expressed in the 2007 Update to the Roanoke Valley Conceptual Greenway Plan is to complete the Roanoke River greenway from Greenhill Park in Roanoke County through the Cities of Salem and Roanoke and back through Roanoke County to Explore Park. In fact, completion of the greenway is the number one priority in the plan. Likewise completion of the greenway through the City is a priority for the City's Department of Parks and Recreation and is listed as a priority within their Master Plan. In the City, the greenway is being constructed by the U.S. Army Corps of Engineers (USACE) as a component of the Roanoke River Flood Reduction Project.

The Roanoke River greenway, when completed in the City, will provide 10 miles of multiuse trail, connections to other greenways (e.g., Tinker Creek, Mill Mountain) and links between several city parks. More importantly, the greenway will provide recreational access to several neighborhoods to support the City's active living initiative which encourages readily available walking and biking accommodations for alternative transportation and physical exercise. The greenway will pass through the Mountain View Norwich corridor. The current greenway route, as proposed by the USACE, is shown on the future land use map in Section 3. However, this portion of the project is still under design and is subject to change.

Hurt Park Initiative

It is the City's policy to concentrate the use of federal HUD funds in specific neighborhoods for strategic initiatives to assist with neighborhood revitalization. The Hurt Park neighborhood, located north of the Mountain View/Norwich river corridor is the target area until at least 2010. A Neighborhood Revitalization Strategy Area (NRSA) plan for the Hurt Park community was developed to promote the long-term strength and stability of the neighborhood which includes residential, commercial, industrial and historical uses. This plan identifies strategies to revitalize Hurt Park which include increasing the homeownership rate through rehabilitation and new construction, rehabilitating owner-occupied housing, enhancing neighborhood business opportunities, and promoting employment opportunities. This effort will be performed

in coordination with City staff, a consortium of housing groups (the Roanoke Neighborhood Revitalization Partnership), businesses, community groups, and residents. The Roanoke Neighborhood Revitalization Partnership is comprised of Blue Ridge Housing, Habitat for Humanity, the Roanoke Redevelopment and Housing Authority, Rebuilding Together, and Total Action Against Poverty.

The NRSA plan will enable the City to implement a mixed-income development strategy for the community while providing certain flexibility in the use of CDBG-funded business development assistance. CDBG funds for affordable housing development have traditionally benefited only low-income families. The NRSA plan will allow the City to reconstruct or rehabilitate housing in the Hurt Park Neighborhood for individuals and families of a diverse range of income levels, thereby creating a broader income base in the community.

While the primary focus area is to the north of Patterson Avenue, along Rorer and Salem Avenues, the plan includes streetscape improvements at the intersection of Patterson Avenue and 13th Street, a key intersection between the Mountain View neighborhood. The NRSA also recognizes the need to reinforce commercial businesses on 13th Street which connects to the brownfield corridor. The revitalization benefits of these projects will be coordinated for maximum benefit and leveraging.

Mountain View Recreation Center

The Fishburn Mansion is owned and operated by the City of Roanoke Parks and Recreation Department, and is known as the Mountain View Recreation Center. This forty-two room mansion named to the Virginia Landmarks Register and designated a National Historic Landmark is an anchor for the neighborhood, used as a Senior Citizen Center and available for events. This center is currently undergoing extensive roof repairs and other renovations are scheduled for the near future. Adjacent to the Mountain View Center is a home owned by the Roanoke Redevelopment and Housing Authority which is currently for sale and will be renovated as either a single family home or mixed-use facility. An additional redevelopment opportunity emerged after the Maple Shades apartment complex was demolished in 2007.

3. Corridor Plan – Vision

The *Inviting Roanoke Back to its River* initiative offers an exciting opportunity to leverage several City projects and private investment to dramatically transform the Mountain View and Norwich neighborhoods. This underused corridor has the potential to become a vibrant area with a mixture of residential and commercial uses closely situated to new linear park space along the Roanoke River. The new development will tie closely to existing park space along the river and residential and commercial uses in nearby village centers and residential neighborhoods.

The purpose of this plan is to help guide brownfield redevelopment within the Mountain View/Norwich corridor towards this vision. This section presents specific goals and desired land use patterns for the corridor after outlining existing policy and plan input.

Existing Policy - Neighborhood Plans

Neighborhood plans identify issues and future policy and actions to advance the vision of the comprehensive plan specifically as it relates to each neighborhood. The corridor is covered by the Hurt Park/Mountain View/ West End and Norwich neighborhood plans.

The two neighborhood plans identify actions for both industrial centers and village centers within the River Corridor. Major actions outlined for the industrial areas include appropriate infill development, clean-up, and minimizing the impact of industrial uses through buffering. The village centers proposed at both 13th Street and Bridge Street will require compact development, neighborhood scale commercial uses, and streetscape improvements.



Residents in both neighborhoods identified concern with underused industrial properties and the opportunities that redevelopment affords as well as other initiatives and actions that complement brownfield redevelopment.

The entire contents of the Hurt Park, Mountain View, West End and the Norwich Neighborhood Plans can be viewed on-line at www.roanokeva.gov/planning.

Specific Plan Input

Public Comments

City staff held a series of public meetings, forums and input sessions to solicit comments and ideas for the development of the City's brownfield program. Comments from an initial city-wide public meeting focused on the desire to see the Roanoke River corridor redeveloped in a manner that provides greenspace along the entire river with a complementary mixture of commercial and residential uses. There was also a strong desire for the City to develop plans and vision for brownfields and play an active role in facilitating redevelopment efforts.

A series of Redevelopment Forums was held in April 2007 with one session geared specifically to property owners in the Mountain View - Norwich corridor and the South Jefferson Redevelopment Area. Property owners' comments focused primarily on the details of the brownfields program such as registration, the Virginia Department of Environmental Quality's involvement, requirements for building within the floodplain and other technical issues.

City staff also held an open house for Mountain View/Norwich stakeholders at the Mountain View Recreation Center on June 14, 2007. This meeting gave participants an opportunity to comment on the Mountain View/ Norwich Brownfield Initiative and learn more about the varying aspects of the program. Discussion topics included flood reduction & greenways, zoning & future land use, environmental issues, and development issues. On September 20, 2007 City staff presented the draft citywide and Mountain View/Norwich Corridor plans at the Norwich Recreation Center. An

additional open house was held at the Mountain View Recreation Center on June 17, 2008 to review some minor revisions to the concepts in the draft plan including the potential creation of a new zoning district to be used in the corridor.

The future land use was of major concern to the neighborhood. Residents expressed their desire for residential, recreational and neighborhood-compatible commercial uses as opposed to increased industrial uses. Specifically, residents expressed concern that existing residential property could be converted to industrial use.

Other comments/concerns received regarding the Mountain View / Norwich corridor include the following:

- Cleanup the Evans Paint Inc property
- Ensure funding will go to Mountain View/Norwich and not just to South Jefferson
- Develop a redevelopment plan specific to the Mountain View/Norwich Corridor
- Increase code enforcement of both residential and commercial properties
- Ensure there is sufficient funding
- Redevelop the area using sustainable planning principles
- Implement streetscape improvements include buffers between industrial and residential uses
- Limit heavy truck traffic through residential neighborhoods
- Provide open space and greenways along the Roanoke River with mixed use development in proximity

City staff invited business owners to the June 14, 2007, information session. While limited comments were offered in the meeting, business owners expressed concern about the future of the corridor based on the vacant properties creating a blighting effect and lack of previous attention from the City. Those business owners expressed a desire to maintain current industrial land uses in the area.

Based on the results of comments from business owners and nearby residents, there is a balance in land use that needs to be established but there is consensus that the overall character of the corridor needs to be improved. Residents are concerned that the proximity of industrial uses can create traffic and pollution issues. Business owners wanted to see the aesthetics and security of the corridor improved to provide a stable business environment. Both concerns can be addressed by evaluating the types of industrial operations that are appropriate in the corridor and evaluating buffering and other aesthetic considerations to allow for compatible development.

Input from Other City Departments

City departments involved with projects or ongoing activities in the area participated in an internal charrette to review public comments and discuss how the ongoing City projects could be melded into a reuse vision and future land use plan for the corridor. Representatives from the following departments participated in the process at the meeting or through separate discussion.

- Engineering (streetscapes and flood reduction project)

- Parks & Recreation (greenway and park space)
- Transportation (potential traffic issues)
- Housing and Neighborhood Services (code enforcement, Hurt Park CDBG initiative))
- Economic Development (business opportunities)
- Planning (Hurt Park CDBG project, neighborhood plan development)

Based on review of conditions in the corridor staff agreed that traditional industry that had developed in the corridor between the early 1900s and the 1950s was no longer viable due to poor transportation access, small lots sizes, location in the flood plain, etc. It was recognized that advancement of the flood reduction and greenway projects will begin to circulate more people along the river and will create an amenity that could attract new investment (proximity to linear park ways along the Roanoke River, downtown, etc.).

Based on public comments, analysis of neighborhood plans, assessments of infrastructure, building conditions, and streetscapes City staff concluded that significant changes in land use patterns may be necessary. Staff determined the best means to achieve public goals was to support the creation of linear park space along the river, particularly along the floodway and to facilitate a mixture of uses that could incorporate existing business enterprises while creating opportunities for housing and new business in the corridor. To achieve this vision extensive policy changes may be necessary including additional tax incentives, regulations and zoning changes.

Long-term land use recommendations

Long-term land use recommendations can be broken into four broad categories to create the vision for the corridor:

1. Conversion of industrial property to recreation and open space along the Roanoke River.
2. Revitalize the 13th Street gateway.
3. Revitalize Cleveland Avenue
4. Improve compatibility of industrial operations in Norwich with the surrounding residential neighborhoods.

Institution of a new zoning district will aid in the implementation of each category above.

The flood reduction project and associated greenways will serve as the real catalyst for changing land uses. The flood reduction project will reduce the impact of flooding in the area, making construction more feasible. The greenways project will extend the existing system of linear parks and trails into these neighborhoods, providing access to the river and increasing property values. The marketability of redevelopment options will be enhanced as recreation and open space opportunities develop surrounding the river.

Myriad policies and actions within the City's comprehensive plan support the proposed land use changes. From recommendations for village centers and commercial

development near gateways to housing clusters and greenways, *Vision 2001-2020* guides and supports the recommendations set forth in this plan. The new special use district will enable the corridor to be redeveloped in line with the City's vision to be a growing, sustainable City.

The long term land use incorporates a new special use district allowing for commercial uses, residential uses, limited light industrial uses, and mixed uses. Specific uses could include a craftsman/artisan corridor with retail and residential nearby. This mixture of uses complements existing businesses such as Lyle's Plastering and Black Dog Salvage and would be useful in an area with an aging housing stock such as the adjacent neighborhoods and much of the City of Roanoke. The land bordering the river will be used for recreation/open space. The south side of the River will retain its current mixture of residential and industrial uses, with improved transitions between industry and the residential area of Norwich through buffering and improved streetscapes. Underused industrial property, along the Roanoke River and the parallel rail line could be considered for open space or other reuse that advances the neighborhood plan, based on market demand. The following table describes each land use, the basis for the specific use, and the method of developing each use.

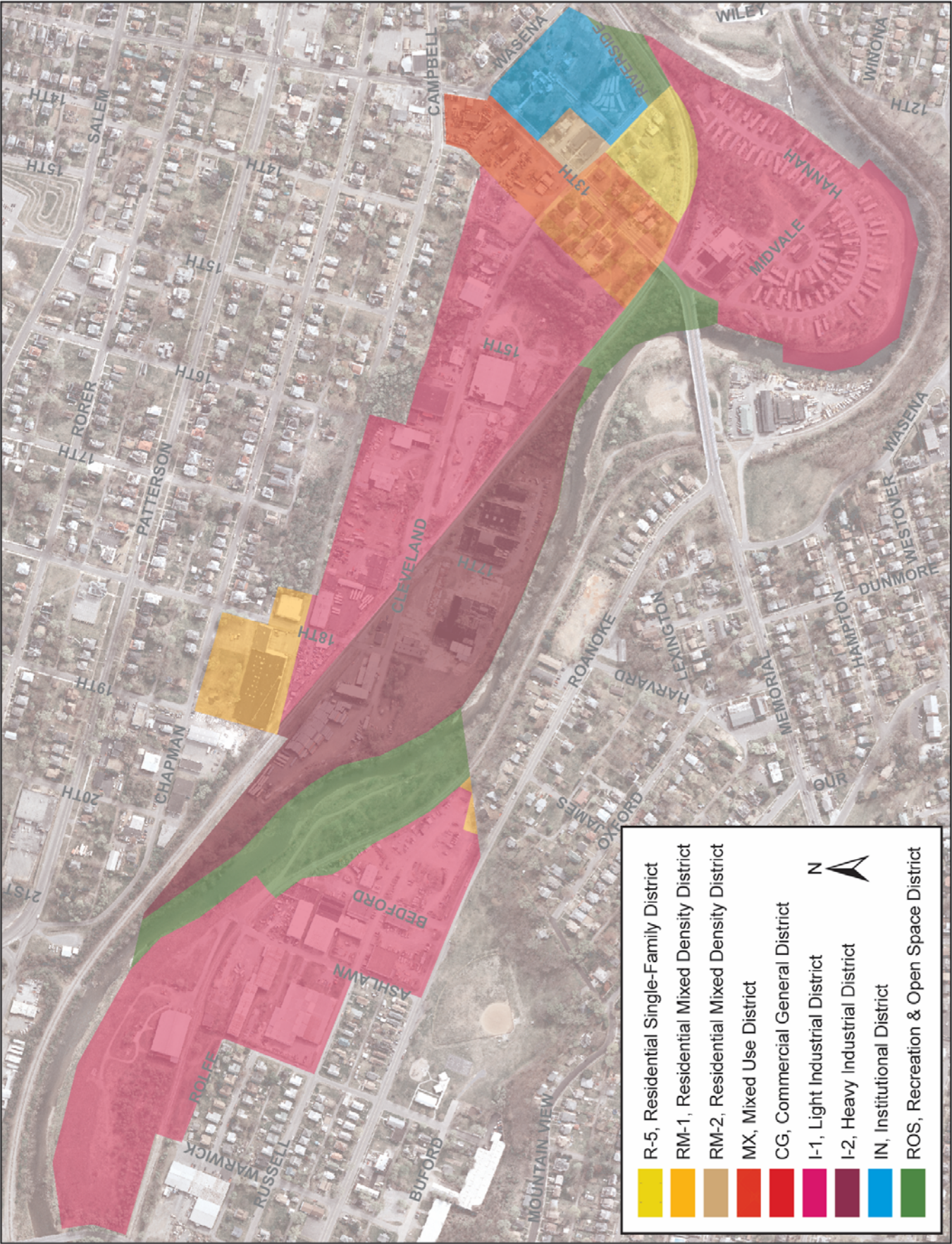
Land Use Activity	Basis for Use	How Activity Will Develop
Conversion to Open Space	<ul style="list-style-type: none"> • Neighborhood plan calls for buffering of industrial areas. Open space can help meet this need. • Neighborhood plan calls for development of abandoned industrial property for recreation use along the river in Norwich • Numerous properties are in the 100-year flood plain – as reuse or new construction on these sites will be particularly difficult, consideration should be to converting these properties to park land. These properties can serve as riparian buffers to protect water quality and help meet the goal of sustainable redevelopment in the corridor. • Public comments identify greenspace along the Roanoke River as a priority • Parks and Recreation Master Plan • Roanoke Valley Conceptual Greenway Plan 	<ul style="list-style-type: none"> • Roanoke River Flood Reduction Project and Greenway will create public space along river. • Additional river access from neighborhoods to support active living. • Develop additional park space and river access as part of the Parks and Recreation Master Plan implementation • Acquire property for park space through donations, conservation easements or purchase if funding is obtained
13 th Street	<ul style="list-style-type: none"> • Neighborhood plan calls for improved appearance and functionality of the gateway at 13th Street at the Memorial Bridge and development of the 13th Street village center from Cleveland to Patterson Avenues. • Input during the corridor public meeting expressed a desire for improved commercial uses. • 13th Street corridor improvements will be a key to attract new development onto Cleveland Avenue and into surrounding neighborhoods. • Renovations of Mountain View Recreation Center and 732 13th St will help anchor 13th St • Compliment Grandin Village to the west. The existing Black Dog Salvage business is a member of the Grandin Village Business Association and development on 13th Street can balance future development pressure on Grandin Road. 	<ul style="list-style-type: none"> • Hurt Park project will offer opportunities for redevelopment on the northern portion of 13th Street. • Parks and Recreation Master Plan and redevelopment of the former Maple Shade Apartments offer new uses and improved streetscape in the target corridor. • Combination of code enforcement, facade improvements and development pressure from greenway will offer opportunity for new businesses.

Land Use Activity	Basis for Use	How Activity Will Develop
Cleveland Avenue Special Use District (Accommodate existing business and transition to new uses)	<ul style="list-style-type: none"> • Allowable uses under current industrial zoning are not being utilized and lot size transportation network is no longer conducive to manufacturing or other industrial operations historically present in the corridor. • New development opportunities presented as Greenways and flood reduction projects are completed • Discussion with several business owners indicates a desire to remain operating in the area. • Industry was not constructed with buffering required by the current zoning ordinance. Creating a better transition between industrial and residential uses should be addressed. • Redevelopment of industrial and commercial land is policy of Vision 2001-2020 and the neighborhood plan. • Neighborhood plan identifies review of zoning patterns to allow for compatible uses in proximity to each other, mixture of commercial uses and buffering or transition space between incompatible uses. • Public input during brownfield public meetings expressed the desire for a mixture of less intense (residential and commercial) uses in the vicinity of the Roanoke River and future greenway. 	<ul style="list-style-type: none"> • Continue code enforcement to stabilize Cleveland Avenue corridor for existing, viable businesses. • Land use shift towards mixture of commercial uses with potential for residential use near 13th Street or in mixed-use buildings, based on market demand. Provide proper zoning to support market shifts • As property values increase in the future (proximity to new park space and greenway and revitalized 13th Street) new land uses will become viable and current industrial operations may be better suited in other industrial areas in the vicinity. • Excavation for the flood reduction project offers a potential source for fill to raise properties along Cleveland Avenue out of the 100-year flood plain.

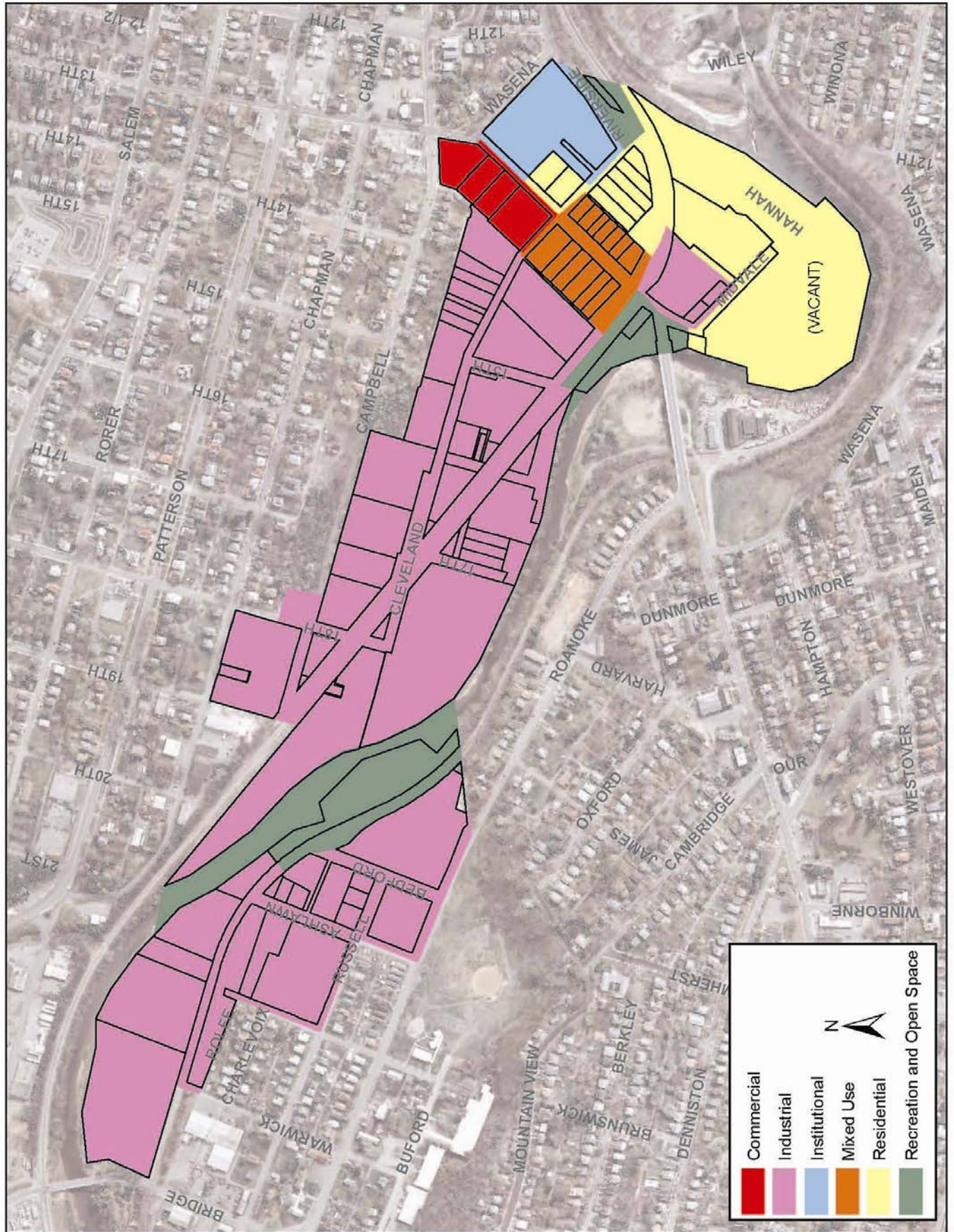
Land Use Activity	Basis for Use	How Activity Will Develop
Existing Industrial Uses in Norwich	<ul style="list-style-type: none"> • Neighborhood plan shows that developed industrial property located away from the river banks will remain in industrial use. • Public input indicates a neighborhood concern with potential associated with industries and vehicular traffic passing through residential areas. Creating a better transition between industrial and residential uses should be addressed including buffers and streetscape elements. 	<ul style="list-style-type: none"> • As property values increase in the future (proximity to new park space and greenway) underused industrial space may be reused. • Neighborhood organizations and business leaders can work to improve buffers and screening of industrial areas and discuss routes for commercial/industrial vehicles. • Neighborhood groups can apply for neighborhood grants for tree planting to act as screening • Expand Enterprise Zone into Norwich area • In the long-term as property value increases other uses may become more viable in the area and neighborhood concerns can be further addressed as part of any rezoning process that may be necessary.

The future land use map incorporates public input, existing policy and analysis of the redevelopment options for this area. Currently much of the corridor is zoned Industrial; however, the vision for long-term land use incorporates more mixed uses and recreation open space. Both current and future land use maps are shown on the following pages.

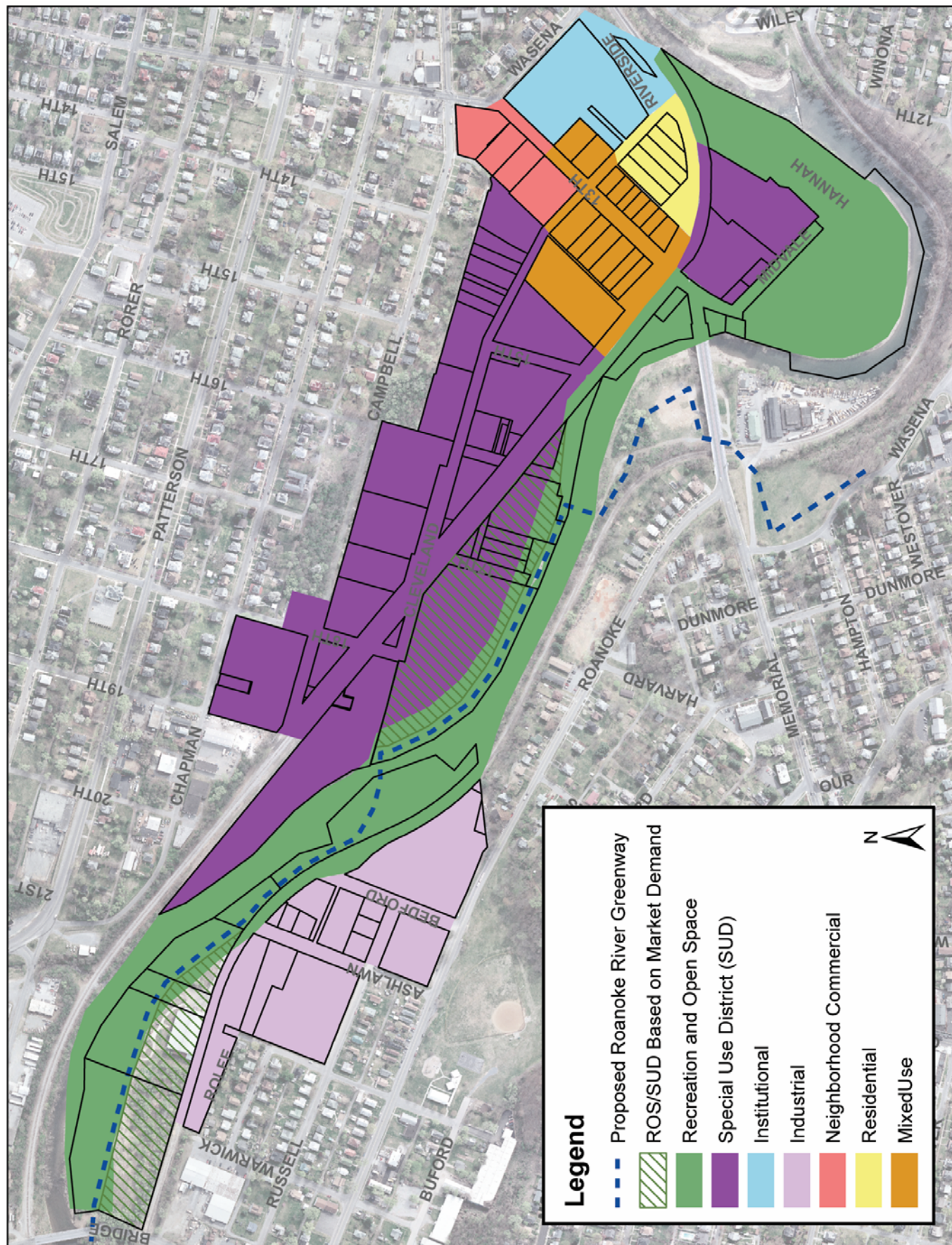
Existing Zoning Map



Existing Land Use Map



Future Land Use Map



Basis for Proposed Special Use District

Large areas of abandoned and vacant property exist in tandem with viable businesses on Cleveland Avenue; a sign of both a deteriorating corridor and an area ripe for revitalization. The location on the Roanoke River acts as both an obstacle and an advantage. Situated in the flood plain, existing buildings are susceptible to flooding and new construction must adhere to flood plain regulations. However, the river is one of the City's greatest natural amenities offering opportunities for recreation along the river with mixed residential and commercial uses nearby.

Current zoning is a barrier to infill development and redevelopment of brownfield properties. Much of the Mountain View/Norwich corridor is zoned industrial; which is incompatible with both the vision and the reality. The vision for the area incorporates a variety of uses in accord with existing businesses. This vision requires substantial changes to the current land use patterns, primarily along Cleveland Avenue. Additionally, many anchor industries in the corridor have either moved or closed their doors, leaving vacant buildings, vacant lots, and rental/transient uses. The market no longer views this area as feasible for large scale industry.

In the 1950's small industries were served by railroads, yet today rail focuses primarily on large industry and bulk hauling; uses which are not appropriate or viable for this corridor. Rail service to small industry is unlikely in this corridor and traffic and access issues deter small-scale heavy industry. The City's 1964 Comprehensive Plan acknowledged the pattern of industrial development was determined years ago by the routes of the railroad. In the 1960's a trend emerged - locating industry along highways rather than railways (Legacy Plans - 1964 Comprehensive Plan - pg. 30 www.roanokeva.gov/planning) This trend continued for many decades and today the majority of manufacturing and heavy industries have left the River Corridor for more accessible locations. Today along Cleveland Avenue the majority of buildings are either vacant, for lease, or have frequent turnover of uses. Many of the buildings are also no longer in prime condition, either structurally or aesthetically.

As transportation methods shifted, so did the economy, from manufacturing to service oriented. This economic shift decreased demand for many industrial uses, another reason for the disinvestment in the corridor area and for the need to change future land uses.

No significant development has occurred in the corridor since the 1960s and it is readily apparent that there is a lack of demand for this type of use in this particular area. The Hurt Park, Mountain View, West End and the Norwich neighborhood plans (both adopted as part of *Vision* in 2003) recommend revitalization of underused industrial property. However, the future land use maps from these plans show much of the corridor staying industrial, largely due to a lack of other demand, particularly for the Mountain View side. The comprehensive rezoning of the City in 2005 generally followed the future land use maps from the neighborhood plans by maintaining the industrial zoning in the corridor.

Since 2005 several changes have occurred in and adjacent to the corridor that will change market dynamics and increase demand for new land uses in the corridor.

1. The Roanoke River Flood Reduction Project has started and will reduce the frequency of flooding in the area making investment more attractive to property owners and developers. Project work in the corridor is expected to be initiated in the fall of 2008.
2. The extension of the Roanoke River greenway through the corridor will bring significantly more people through the corridor. Completion of the Roanoke River greenway is the top priority of the *2007 Update to the Roanoke Valley Conceptual Greenway Plan* which was adopted as a component to *Vision* in 2008. The greenway will provide access from the corridor itself and surrounding neighborhoods to the river and increase property values. The marketability of redevelopment options will be enhanced as recreation and open space opportunities develop surrounding the river.
3. Sale of the Hannah Court trailer park to the City in 2006 with planned redevelopment as a public park will create a new anchor at the eastern end of the corridor and enhance river and trail access.
4. A brownfield redevelopment program has been a City initiative since late 2005. The *City-Wide Brownfield Redevelopment Plan Development Plan* was adopted as a component of *Vision* in 2008 and recommends shifts in land use in the area from industrial to a mixture of park space along the river with a complimentary mixture of commercial and residential uses. The City has been awarded nearly \$2,000,000 in federal grant funds since 2006 to assist with redevelopment of brownfield properties.
5. Investment/development opportunities in the 700 block of 13th Street offer an opportunity to create another anchor at the eastern edge of the corridor. The City is currently investing in the renovation of the Mountain View Recreation Center (former Fishburn Mansion) and the RRHA is selling a property with vacant historic home for rehabilitation. The fire and subsequent demolition of the Maple Shades apartments at 13th Street and Cleveland Avenue offers another opportunity in this block.
6. Significant investment is occurring in downtown Roanoke and in Old Southwest to the east of the corridor. A vacant industrial building was rezoned in 2007 for conversion to new, high-end residential units and development plans have been submitted for another property closer to the corridor for conversion of another vacant industrial building to residential units. This westward moving development will benefit the Mountain View/Norwich corridor. Investment in residential property along the north end of the Old Southwest neighborhood is also increasing and will benefit the corridor. Grandin Village to the southwest of the corridor recently underwent significant streetscape improvements helping spur private investment and situating the Mountain View/Norwich Corridor strategically between downtown and a thriving village center.

Clearly zoning districts designated decades ago and continued under the 2005 comprehensive rezoning are no longer relevant to the Mountain View Norwich River Corridor vision and hinder potential revitalization. Properties within the corridor can be better used for a mixture of open space/parks, office, light industrial, commercial and/or residential; however the current industrial zoning in much of the corridor significantly limits the available uses. Any plan for this corridor must balance the needs of existing businesses and existing residents, as well as balancing the need for open space with the need for development. This plan has developed strategies that

support existing businesses and residents while allowing the area to evolve and respond to changes in the river corridor.

To assist in implementation of this plan and the comprehensive plan, it is necessary to create a special use zoning district within this corridor (see map page 19). This new district will accommodate existing businesses while transitioning the area into a more sustainable neighborhood. This special use district will likely include the following elements:

- Light industrial – the district will allow limited industrial uses related to tradesman/craftsman/specialty contractor operations. The district will likely include limits on outdoor storage (location, visibility, etc.).
- Commercial – the district is expected to contain a wide range of commercial operations ranging from retail uses, eating and drinking establishments, entertainment establishments, bakeries, community market, studio/multimedia production facility, an/or general or professional office space.
- Residential uses including townhouses/rowhouses and multifamily.
- The district would allow for mixed use buildings and live work units as currently defined in the City's zoning ordinance.
- The district will also include provisions for setbacks, impervious surfaces, building height, lot coverage and other related design considerations.

Such a mixture of uses will accommodate existing business and those that are not specifically accommodated can remain as legally nonconforming uses. The wide range of uses and potential for future development should not adversely impact property values over time.

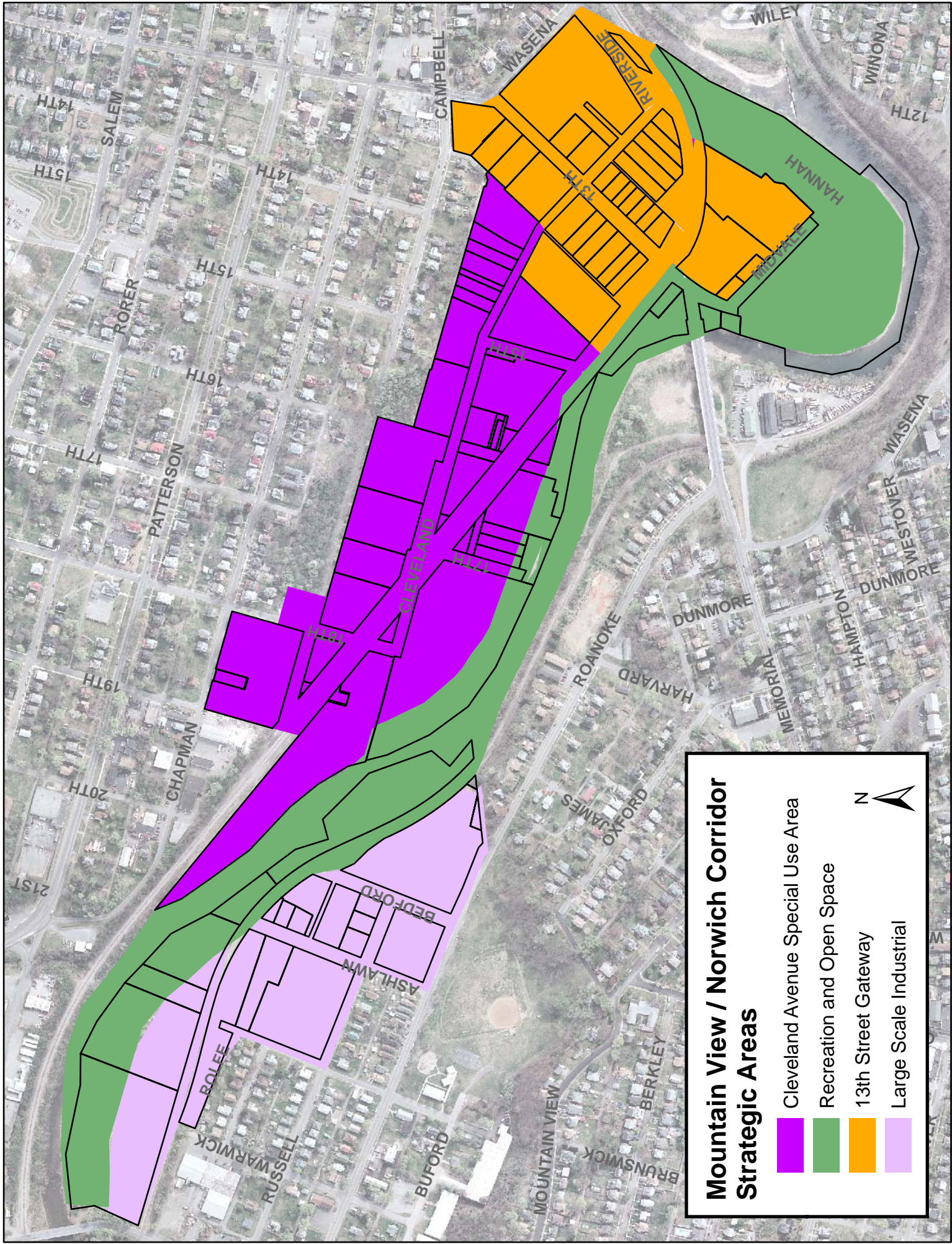
In fact, the goal is to create a relatively dense community to compliment the adjacent village center, and traditional neighborhoods. The proper mixture of uses will create a vibrant area that will attract development and reverse the negative impacts of that disinvestment and economic changes have had on the neighborhood in the recent past. The proposed mixture of uses will allow many of the current business in the area to remain and potentially grow over time as the corridor evolves into an eclectic artisan district that can house small business enterprises and serve as an incubator from new ventures. The district can also provide residential space for people working in the district or for others looking to live in an urban setting different from that in downtown.

4. Corridor Plan - Strategies, Policy and Actions to Implement

A series of action steps have been proposed to reach the vision set forth in this plan. The City divided the Mountain View/Norwich corridor into four manageable projects within the overall strategy. The following map defines each project area; Recreation/Open Space, 13th Street Gateway, Cleveland Avenue Special Use District, and Enhanced Large Scale Industry. A 15-year planning timeframe has been proposed with incremental phases. Strategies for each project area are described below, following action steps proposed for the corridor as a whole. The four strategies/policy

approaches for creating the plans vision are listed below and described fully in the following sections.

1. The Roanoke River is a community asset and river access should be used as a catalyst for redevelopment/reinvestment in the Mountain View and Norwich neighborhoods.
2. A vibrant 13th Street gateway into the Mountain View neighborhood is critical to encouraging reuse of property along Cleveland Avenue.
3. Industrial uses from the mid-20th century are no longer viable along Cleveland Avenue and a shift in land use should be encouraged.
4. Viable industry is present in the Norwich neighborhood and should be supported with improved buffering and transition of underused parcels to more compatible uses.
5. As noted in *Vision 2001-2020*, “Good design is not an option.” Redevelopment in the corridor must focus not only on putting properties back into productive use but just as importantly improving streetscapes, site design and building appearance.



Overall Corridor

Years 0-2

- Develop an advisory committee made up of residents, business owners and concerned citizens to work with neighborhood groups and businesses to identify stakeholders, build support and identify neighborhood concerns.
- Refine list of citywide policies needed to implement redevelopment activities in the corridor and formulate and pursue incentive/financing opportunities through legislative process (Transfer of Development Rights, Tax Increment Financing, Tax credits, etc)
- Targeted code enforcement
- Identify and explore opportunities for partnerships between the City, neighborhood residents, businesses, and private and non-profit development sector.
- Work with property owners and prospective developers on environmental assessments and clean-up
- Research, identify and apply for appropriate funding to support corridor plan implementation.
- Implement zoning revisions to facilitate future land use goals and provide safe guards for long-term environmental safety.
- Initiate market analysis to refine best mix of uses to target for the corridor (work with Regional Economic Development Partnership)
- Work with US Army Corps of Engineers to facilitate flood reduction project and defining actual greenway route(s)

Years 2-5

- Complete market analysis to refine best long term uses (work with Regional Economic Development Partnership)
- Identify additional funding sources; implement incentives/financing tools developed through legislative process.
- Provide technical assistance to neighborhood groups for grant writing
- Continue work with private sector on assessments and clean-up
- Work with RRHA, EDA, and other public partners to acquire strategic parcels
- Work with private sector to assemble property, perform clean-up and perform demolition where necessary
- Develop master plans for parcels with end use identified as parks/open space.
- Identify and create tools to market properties
- Evaluate zoning revisions and consider revisions as necessary
- Continue targeted code enforcement
- Continue fostering partnerships with private and non-profit sector
- Begin infrastructure improvements such as streetscape improvements, sidewalks, etc...
- Continue work with standing committee of stakeholders

Years 5-10

- Secure CIP and/or alternate (e.g., TIF) funding for infrastructure
- Continue infrastructure improvements (sidewalks, water/sewer, stormwater management, lighting, etc...)
- Complete park areas

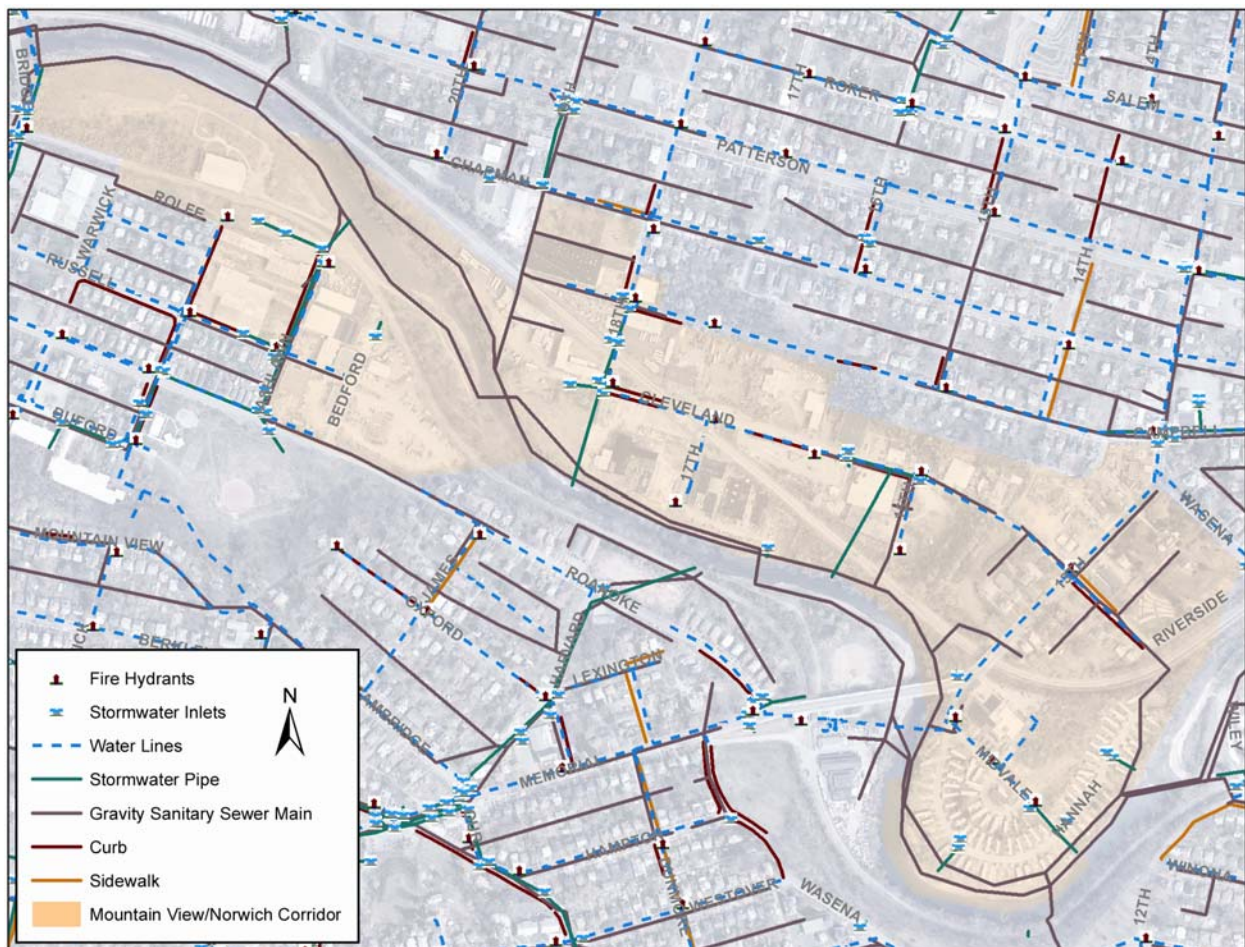
- Complete greenway construction
- Continue site preparation for redevelopment

Years 10-15

- Redevelopment into residential, commercial, mixed-use, etc.
- Long Term Stewardship

Recreation Open Space

The City's comprehensive plan recognizes the need for investing in critical amenities such as natural resources and recreational opportunities. The City has developed policies and actions for protecting and enhancing the natural environment with increased greenways and water quality. The Mountain View / Norwich corridor offers opportunities for increased recreation and open space.



Vacant buildings and vacant lots make up the majority of land on either side of the Roanoke River in this corridor. In trying to protect and enhance our riverfront, one logical reuse option would incorporate converting much of the river's edge into recreation and open space. Well established open space along the river corridor can be a catalyst for mixed development in the surrounding area. Property located within the floodway cannot be developed under the City's zoning ordinance and should be

considered for use as open space to provide buffer to the river as well as contiguous public space through the corridor.

Short-term focus for the corridor is land immediately along the river banks that will be acquired as public space/right-of-way for the flood reduction project. Longer-term open space could include three strategic sites including the former 7-Up Bottling Company, and former Home Lumber sites in Mountain View and the former Harris Hardwood site in Norwich all of which could be further converted to open space to provide a larger buffer, additional space for the neighborhood and the potential for programmed space (e.g., athletic fields, etc.) as deemed appropriate (see map pg 19).

Open space in this area can also serve multiple uses for stormwater management. All the facilities along Cleveland Avenue were constructed before stormwater management provisions were required. When redeveloped, these properties will be subject to the requirements of the City's new stormwater ordinance which will require both a reduction in the quantity of runoff from the redeveloped site and a reduction in the pollutant loading in the runoff. The open space south of the railroad tracks could serve as a regional stormwater management facility for the redeveloped area. Likewise an existing storm drain from the Mountain View neighborhood flows through this area. This pipe could be day lighted and allowed to flow through this property to allow for settling of sediment prior to discharge to the River. The design of a regional stormwater facility could potentially consider the removal of impervious surface required to create the open space as part of the necessary stormwater management provisions thus relieving some burden from prospective developers.

For the Recreation/Open Space areas the following timeline is being proposed

Years 0-2

- Conduct Environmental Assessments of property to be acquired for the Roanoke River Flood Reduction/Greenway projects (former 7-Up Bottling property, Home Lumber, former hardwood flooring manufacturing site)
- Work with Western Virginia Water Authority and Norfolk Southern regarding access to the river along existing rights-of-way or easements.
- Complete relocation of Hannah Court residents and create master plan to convert land along the river bank to a public park.
- Work with U.S. Army Corps of Engineers to advance the Flood Reduction and Greenway projects through the corridor as location of the greenway is a key element for redevelopment/investment in the corridor (initial focus on locating greenway and initiating bench cuts and earthwork).
- Evaluate options for volunteer construction of temporary trails or other facilities while master plans are developed and property is assembled.

Years 2-5

- Continue working with U.S. Army Corps of Engineers to advance the Flood Reduction and Greenway projects through the corridor (complete earthwork and construct greenway).
- Acquire strategic properties for additional park space by City or through a private entity (possibility of conservation easements and/or transfer of development rights)

- Conduct/support assessment and required clean-up activities on those additional properties that are acquired for park space.
- Rezone applicable areas to Recreation/Open Space (ROS)
- Work with City of Roanoke Parks and Recreation on a master plan for these parcels

Years 5-10

- Potentially acquire additional parcels for open space based on land availability and park space master plan.
- Conduct additional assessments and clean-up that may be warranted or that remains unfinished in years 0-5
- Grade sites and prepare as open space.
- Continue infrastructure improvements/implement designs created to support vision of Parks and Recreation master plan (e.g. canoe/boat ramp, park facilities/equipment)

Years 10-15

- Maintain parkland and improve as needed

13th Street Gateway

The area along 13th Street from Cleveland to Patterson is considered a “Village Center” where local shops and employers exist near residential neighborhoods. 13th Street is the primary access point to the neighborhood via Memorial Bridge and serves as US Route 11, a major corridor for both residents and visitors. With substantial traffic flow and the designation as a village center, 13th Street is of key importance to the community. The Mountain View Recreation Center and Black Dog Salvage facility serve as highly visible anchors on 13th Street with residential and commercial uses between.

Strategies for this area include maintaining and improving existing businesses and structures along 13th Street. There are several buildings in need of substantial repair and a myriad of others requiring routine maintenance. The extension of the Roanoke River Greenway across the Memorial Bridge and creation of park space at the former Hannah Court property should increase the number of people using the area and provide additional customers for businesses. The City will explore ways to partner with non-profits and the private sector to improve the entire 13th Street gateway. Redevelopment may occur as properties change hands or current owners become involved in the brownfields program. Other opportunities include potential redevelopment of RRHA property at the intersection of Cleveland and 13th Street and development of higher density housing on parcels on Cleveland Avenue, just behind the parcels fronting on Cleveland. Strong businesses and a mixture of housing will create a vibrant village center to compliment Grandin Village approximately 0.6 miles to the west on Memorial Avenue and will be further supported by its relative proximity to downtown, located a mile to the east.

To support Village Center development it may be appropriate to rezone general commercial (CG) and mixed density residential (RM-2) to neighborhood commercial (CN) and mixed use (MX) districts.

For the 13th Street Gateway area the following timeline has been proposed

Years 0-2

- Explore opportunities to partner with private and non-profit sector for redevelopment along 13th Street
- Work with Housing Authority and other City departments to develop plan for RRHA owned properties near Mountain View Recreation Center (former Mapleshades Apartments and 732 13th St)
- Work with property owners to identify possible opportunities for redevelopment and/or infill development
- Target code enforcement.
- Rezone I-1 parcels that abut 13th Street to a new district that will support existing business but allow a future mixture of uses that supports the long-term corridor vision.
- Consider rezoning of corridor to CN on the west side of 13th Street and to MX on the east side of 13th Street to support village center development.

Years 2-5

- Reinforce existing businesses as greenway and park facilities are developed and encourage owners to participate in business support programs such as the City's new entrepreneurial zone.
- Identify opportunities for façade improvements on existing businesses
- Continue code enforcement on residential, commercial and industrial properties
- Identify opportunities for assessment and clean-up to support continued growth/expansion of business and new residential development

Years 5-10

- Reinforce and build on connections to nearby greenways and proximity to Grandin Village and Downtown.
- Improve infrastructure (streetscape, crosswalks, lighting)
- Redevelopment efforts and activities will depend on outcome of work completed in Years 0-5

Years 10-15

- Redevelopment efforts and activities will depend on outcome of work completed in Years 0-10

Cleveland Avenue Special Use District

While many parcels within the corridor are vacant, several businesses and industrial uses exist along the north side of Cleveland Avenue. Many are transient uses while some are viable businesses that have been located in the area for years. The City recognizes the importance of these businesses to the community's overall economic well being and will work with these property owners on façade improvements, streetscape improvements and other methods of blending/buffering with the surrounding neighborhoods. To create a viable mixture of uses in the corridor, the City will create a new special use zoning district and rezone properties along Cleveland Avenue to support the long-term health of the corridor. The special use district will incorporate some light industrial, commercial and residential uses to create an area

where craftsmen and artisans can establish shops along with opportunities for other small to mid-sized businesses, commercial operations and residential uses. The ideal use of the property would include multistory buildings with commercial or work space on the first floors with office for residential space above.

The City has identified several immediate opportunities where redevelopment of vacant property is an option in the near term. Initial costs will include assessment, clean-up, demolition, and site preparation. As most of the property in the Cleveland Avenue Special Use District is located within the 100-year flood plain (but outside the floodway) the sites will need to be elevated so buildings are not subject to flooding. These costs (and associated costs of the flood reduction project) can be reduced if these sites can be made available as fill areas for the Army Corps of Engineers.

For the Cleveland Avenue Special Use District the following timeline has been proposed.

Years 0-2

- Develop details of proposed special use district and rezone identified parcels.
- Targeted code enforcement
- Complete environmental assessments for Evans Paint and Central Oil as access to property becomes available.
- Identify opportunities for façade improvements on existing businesses
- Work with property owners and tenants to maintain and improve area
- Continue and increase code enforcement
- Assist property owners wishing to sell and/or become involved in the brownfields program through ongoing outreach and facilitation
- Continue working with U.S. Army Corps of Engineers on Flood Reduction and Greenway projects – catalyst for development and opportunity for fill material for flood prone properties.
- Consider implementation of a brownfield overlay to require environmental assessment and remediation prior to issuance of a development plan.

Years 2-5

- Assist property owners wishing to sell and/or become involved in the brownfields program through ongoing outreach and facilitation
- Conduct environmental clean-up as needed
- Acquire strategic parcels (either city or other public entity, or interested private party)
- Demolish buildings on Evans Paint and Central Oil sites
- Fill low-lying properties with excess soil from future phases of flood reduction project
- Prepare parcels for redevelopment
- Identify additional funding sources for redevelopment
- Work with property owners and tenants to maintain and improve area such as opportunities for façade improvements
- Continue targeted code enforcement

Years 5-10

- Continue site preparation for redevelopment

- Market properties for redevelopment (if current owner does not want to be redeveloper)
- If businesses relocate or property is sold – work with buyers/sellers to perform environmental assessments and clean-up as necessary
- Continue to work with property owners on façade improvements, streetscape improvements

Years 10-15

- Redevelopment into residential, commercial, mixed-use, etc
- Long Term Stewardship

Large Scale Industrial

While many parcels within the overall corridor are vacant or underused, several viable businesses exist on Ashlawn and Bedford Streets south of the Roanoke River. The City recognizes the importance of these businesses to the community's overall economic well being and will work with property owners on façade improvements, streetscape improvements and other methods of blending/buffering with the surrounding residential neighborhoods. In the long-term, as river amenities are developed, it is possible that development pressure may make it attractive for these businesses to sell their property and relocate to another industrial corridor. Should that happen the City will work with the businesses to find suitable locations within the City and with neighborhood residents on the proposed reuse of the property(ies).

Smaller industrial parcels are located at the north end of Ashlawn Street and could present opportunities for various reuse options based on owner interest in participating in a redevelopment project.

The following timeline has been proposed for enhanced large scale industrial areas.

Years 0-2

- Work with neighborhood groups and businesses to identify funding for improved buffering
- Identify opportunities for façade improvements
- Continue and increase code enforcement
- Work with property owners and tenants to maintain and improve area
- Assess open space conversion associated with the flood reduction project and complimentary options for additional park space.
- Consider extension of Enterprise Zone and Conservation District to area to provide additional incentives.

Years 2-5

- Reinforce existing industry with streetscape and cosmetic improvements per street design guidelines
- Identify opportunities for façade improvements
- Improve compatibility with residential areas
- Continue and increase code enforcement
- Work with property owners and tenants to maintain and improve area

Years 5-10

- Continue to work with property owners on façade improvements, streetscape improvements and other methods of blending/buffering with the surrounding residential neighborhoods.
- Assist property owners wishing to sell and/or become involved in the brownfields program.
- Rezone properties, as appropriate, as redevelopment projects are identified that are consistent with the Neighborhood Plan.

Years 10-15

- Assist property owners wishing to sell and/or become involved in the brownfields program.
- Rezone properties, as appropriate, as redevelopment projects are identified that are consistent with the Neighborhood Plan.

Flood Plain Issues

Any development south of the tracks must avoid the flood way in accordance with the City's zoning ordinance and development outside the floodway is still subject to a number of development requirements. Furthermore, any development in this portion of the flood plain should consider how the development may impact future flood levels relative to the benefits provided by the current flood reduction project (i.e., development should not undo the benefits of the bench cuts in the area).

New development can be much more readily accommodated to the north of the tracks as filling and construction in this area will not substantially affect the flow of the river. As unused facilities are demolished (e.g., Evans Paint, Central Oil) excess soil from the flood reduction project can be placed and compacted on these sites which offer several advantages for development:

1. Raises new developments above the flood level.
2. Provides a cap over potentially contaminated soil.
3. Coordination with the flood reduction reduces costs.

Funding Sources

Best use of grant funds

The City received limited funding from the U.S. Environmental Protection Agency brownfield program. Brownfield grant funds are available for site assessments to identify and define environmental issues (\$600,000 awarded to date), with additional funds available for cleanup via a revolving loan fund (\$1,200,000 to date). These funds are best used for projects where funding gaps exist, yet leverage is available, either through private or other public funds. The City will also look to target brownfield funds in strategic areas where redevelopment will act as a catalyst for private investment, such as the Roanoke River corridor in the Mountain View and Norwich neighborhoods. Targeting funds and forming partnerships are necessary objectives identified in the City-Wide Brownfield Plan.

Where funds are used will depend greatly on the participation of property owners and interest from prospective developers, thus funds cannot be earmarked for specific projects. This plan aims to ensure funds are used as part of an overall strategy while allowing opportunities to be pursued as they arise.

Other funding options

A successful redevelopment program requires many sources of funding. EPA Brownfield grants provide a valuable tool to address environmental issues at the start of a redevelopment project. However, these funds are limited in amount and in the scope of their use. Brownfield grants cannot be used to acquire property, demolish obsolete structures, perform site work that is not related to cleanup, or support construction of new facilities. This subsection outlines several options for funding to supplement EPA Brownfield grants and supplement/stimulate private investment. The Citywide Brownfields Plan further discusses funding options.

For Recreation/Open Space/Trails

- Western Virginia Land Trust (WVLT) – Its mission is to promote the conservation of western Virginia's natural resources, including waterways. With funds from state grants, WVLT has purchased small urban tracts to secure greenway rights-of-way and may be a partner in acquiring ecologically sensitive properties along the Roanoke River.
- Roanoke Valley Greenway Commission – Works with local governments and private groups to advance greenway development in the Roanoke Valley. The commission at its partners receives various local, state and federal funds in addition to corporate investments and donations. Funding from this organization and/or its partners could be used for land acquisition for greenways and construction of greenways.
- Virginia Department of Conservation and Recreation - DCR helps local parks and recreation departments through funding, expertise and training. Through this partnership, more than 50,000 acres have been purchased for parks and recreation in more than 400 parks around the state. Several grant opportunities are available including the Land and Water Conservation Fund (aka Virginia Outdoors Fund), Virginia Land Conservation Foundation and Virginia Recreational Trails Fund.
- U.S. Department of the Interior: Rivers & Trails - Provides technical assistance to locally-led natural resource conservation and outdoor recreation projects. Rivers & Trails tailors planning assistance to meet the specific needs of each applicant. They can help bring partners together, establish organizational guidelines, generate project vision and goals, assess resources, develop outreach campaigns, broaden project support, investigate funding sources, design public workshops, guide concept plan development, and more.

- VDOT – SAFETEA-LU – Transportation Enhancement funds are available for a variety of uses including bike and pedestrian facilities (sidewalks, trails, bike racks, bike lanes, etc), street furniture, historic street lighting, landscaping, and gateways. Reimbursement grants of up to 80% of the project cost are available through a competitive process.
- U.S. Army Corps of Engineers – Provides partial funding for the Flood Reduction Project to include bench cuts, expansion of existing berm and the construction of greenways along the Roanoke River.

For Clean Up

- Virginia Department of Environmental Quality/Virginia Resources Authority: Clean Water Revolving Loan Fund - Loan assistance is available for needed site remediation activities undertaken by the owner, or an entity that has property interest, and where the remediation and/or cleanup effort will result in an improvement to or protection of surface or groundwater. (Fund can also be used to acquire property for conservation use along waterways.)
- The Virginia Brownfields Restoration and Economic Redevelopment Assistance Fund was established by the Virginia Brownfields Restoration and Land Renewal Act in 2002. This fund could be used to assist with environmental assessments, cleanup and other costs associated with redevelopment (e.g., demolition) but no funds have been appropriate to date.
- City of Roanoke's EPA Revolving Loan Fund - The City received \$1.2 million for cleanup activities at brownfield sites. This funding will be in the form of low- or no-interest loans for private sector and can be used as grants for non-profits.

For Infrastructure and Redevelopment

- Virginia Housing Development Authority (VHDA) – Their Mixed Use/Mixed Income Loan Program offers the opportunity to finance the acquisition, construction and/or rehabilitation of developments to promote mixed-income housing and mixed-use opportunities in qualified revitalization areas.
- Community development focused financing groups such as Virginia LISC (Local Initiatives Support Corporation), Virginia Community Capital, etc. - Provide grant support as well as patient, flexible financing for the development of affordable housing, commercial and community facilities. Available primarily to non-profits, housing authorities and for-profit developers sensitive to community development needs.
- Economic Development Authority - Industrial development revenue bond financing is a source of tax exempt financing for manufacturing and charitable organizations. Financing is obtained through a financial

institution or an underwriting process, usually backed by a commercial grade letter of credit.

- **State and Local Enterprise Zones** - Office of Economic Development administers several incentives for businesses within Enterprise Zones including job grants for increasing number of full time employees, real property investment grants, fee rebates, façade grants, and more.
- **Entrepreneurial Zone** - The entrepreneurial zone is a new economic development tool that works in conjunction with the City's Enterprise Zone 1A. This program provides support to new businesses that open including development of plans and access to business management related resources. This is viewed as a key resource as many start up businesses fail not due to the company's ideas but due to a lack of business operational understanding..
- **CDBG & HOME funds** - Much of these federal funds are currently set aside for the Hurt Park area including 13th Street and may be used for housing, economic development, infrastructure and some social services. Activities must benefit low and moderate income communities or eradicate blight.
- **Other HUD funding - BEDI & Section 108 Loans** - BEDI offers funding to enhance the security of a loan guaranteed by HUD under Section 108, for the same brownfields economic development project, or to improve the viability of a brownfields economic development project financed with Section 108-guaranteed loan, in order to stimulate economic development by local governments and private sector parties at brownfields sites and to return those sites to productive, economic use.
- **U.S. Department of Commerce - Public Works and Economic Development** investments help support the construction or rehabilitation of essential public infrastructure and facilities necessary to generate or retain private sector jobs and investments, attract private sector capital, and promote regional competitiveness, including investments that expand and upgrade infrastructure to attract new industry, support technology-led development, redevelop brownfield sites and provide eco-industrial development.

Use of Tax Incentives

Various tax incentives, financing methods and strategies have been used successfully in other states as a means to offset development costs associated with brownfield sites.

- **Tax Credits** - A tax credit program would allow cleanup and/or development costs (or portions thereof) on a brownfield site to be taken as a tax credit. Essentially the eligible amount could be deducted from the developer's tax burden or sold to a third-party desiring to reduce its tax burden. Depending how the program is

developed it could provide a credit for state or local taxes. Several states have implemented tax credit programs that have been very successful in stimulating investment. The benefit could be similar to the impact of historic preservation tax credits on recent development in downtown Roanoke. When sold, the credits can be a significant financing tool.

- **Tax Abatement** – Unlike tax credits that can be sold, tax abatement simply freezes the assessed value (and therefore the property tax amount) of a property at the level prior to redevelopment for a defined period of time. Although this does not provide assistance with financing on the front end of a project, it can reduce the operating cost of a property during the abatement period which may allow a developer/owner to finance more debt than would otherwise have been economically feasible.
- **Tax Increment Financing** – Tax increment financing (TIF) allows the creation of a development project area where the net change in real estate values is used to service debt incurred to provide public facilities including infrastructure and acquisition of real estate for use as public open space.

Long-Term Stewardship

For redevelopment to be truly successful it must not only restore properties to a productive use but must do so in a way that is protective of human health and the environment over time. Long-term stewardship is the process used to make sure that environmental cleanups, engineering controls and/or institutional controls that are proposed as part of a redevelopment project are properly implemented and maintained over time. This is an important consideration in this corridor where much of the redevelopment will likely occur by the private sector with only assistance from the City.

The two primary concerns with redevelopment work in the corridor are:

1. Ensuring that prospective purchasers/developers perform adequate due diligence to determine what environmental conditions exist on a property and how those conditions can be addressed during redevelopment.
2. Ensuring that once a site reaches a regulatory closure status that there is a record assigned with the property that indicates what level of clean up occurred and how the property is intended to be used in the future (restrictions on land use).

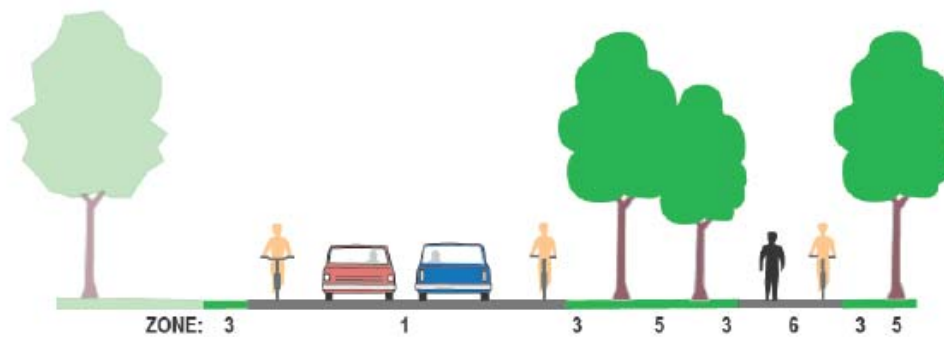
The property owner is ultimately responsible for performing appropriate care to make sure the site is safe for use. However, there are currently no mechanisms in place in the City's development review process to check that environmental issues have, in fact, been assessed and addressed. State Code (§15.2-2286) allows the City to require that Phase I and Phase II, when necessary, environmental site assessments be performed and the disclosure and remediation of contamination or other adverse environmental conditions prior to approval of subdivision and development plans. An overlay zoning district could be applied to the corridor that would require the submittal of necessary environmental assessment and cleanup data to document that proposed redevelopment projects are safe for the intended users, adjacent properties and the environment.

Design Considerations

As the corridor is redeveloped it is critical that new facilities and infrastructure be designed in a manner that adds to the overall appeal of the neighborhoods and encourages even more investment. Public rights of way should be adapted to provide complete streets in accordance with the City's Street Design guidelines, including sidewalk street trees and bicycle accommodations. Careful consideration should also be given to the proposed special use zoning district on Cleveland Avenue with regard to building set backs, orientation, height and other design and aesthetic features. Form-based elements or use patterns may be incorporated in the district or an overlay as deemed appropriate.

Funding for streetscape improvements may be provided from the city as part of a capital improvement program or as part of a TIF district during the course of the revitalization work. Some elements, such as sidewalk and street trees could potentially be added as individual properties are redeveloped. Design elements for new or renovated structures would be incorporated as part of the development or rehabilitation process. These efforts would be funded by the individual developers but could be assisted/offset by City façade grants and/or tax abatement programs.

Street	Street Type	Primary Streets in Corridor			
		Function	Future Character District	Right-of-Way Width	Street Elements Needed
13 th Street	Collector	Neighborhood gateway, access to greenway	Traditional neighborhood/ Village center	60'	street trees
18 th Street	Local	Neighborhood connection to future special use and park space	Traditional neighborhood/ commercial	50'	curb, sidewalk and street trees
Ashlawn Street	Local	Neighborhood connection to future park space	Traditional neighborhood	60'	curb, sidewalk and street trees
Bridge Street	Local	Connection between greenway and targeted village center	Traditional neighborhood/ Recreation open space	70'	curb, sidewalk, street trees
Cleveland Avenue	Local	Primary route to future special use district	Commercial	50'	curb, sidewalk, street trees

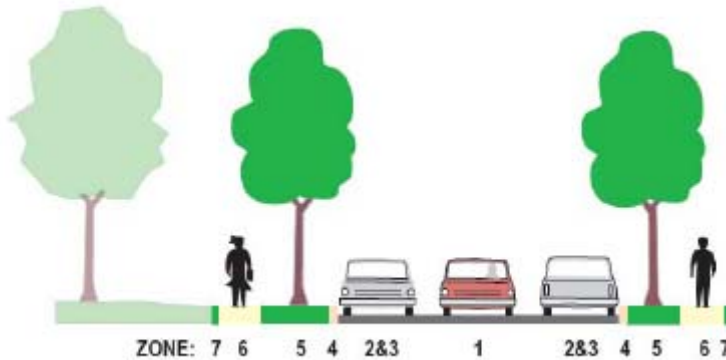


LCROS (2a)

Zone 1: Travel - 30'
 Zone 2: Parking - 0'
 Zone 3: Gutter/Drainage - 12' (4'/4'/2'/2')
 Zone 4: Curb - 0'
 Zone 5: Planter/Utilities - 15' (10'/5')
 Zone 6: Pedestrian - 10'
 Zone 7: ROW Edge - 0'

Total ROW: 67'

Potential Street section for Bridge Street at future greenway/linear park along the Roanoke River

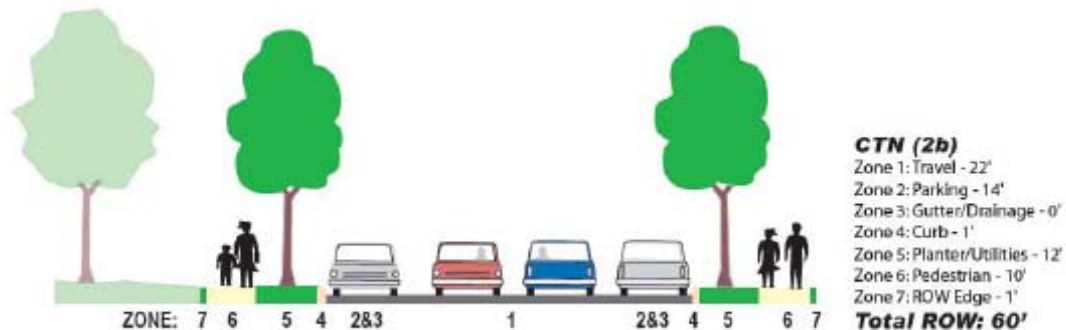


LTN (1b)

Zone 1: Travel - 12'
 Zone 2: Parking - 14'
 Zone 3: Gutter/Drainage - 0'
 Zone 4: Curb - 1'
 Zone 5: Planter/Utilities - 12'
 Zone 6: Pedestrian - 10'
 Zone 7: ROW Edge - 1'

Total ROW: 50'

Preferred street section for 18th Street, Ashlawn Avenue and Cleveland Avenue at 13th Street.

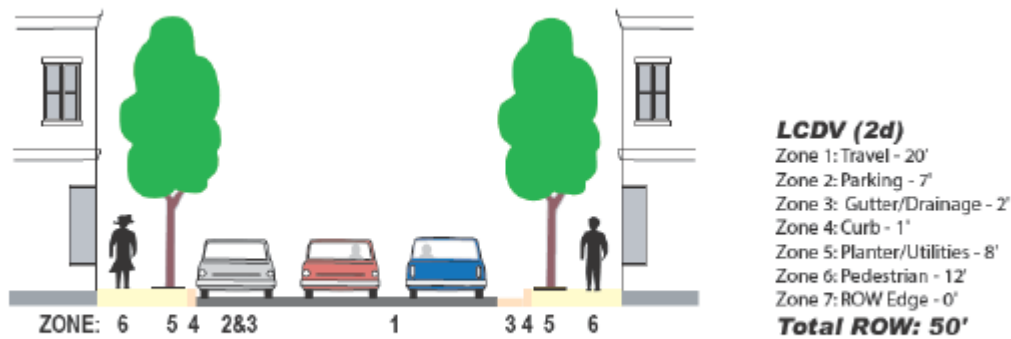


CTN (2b)

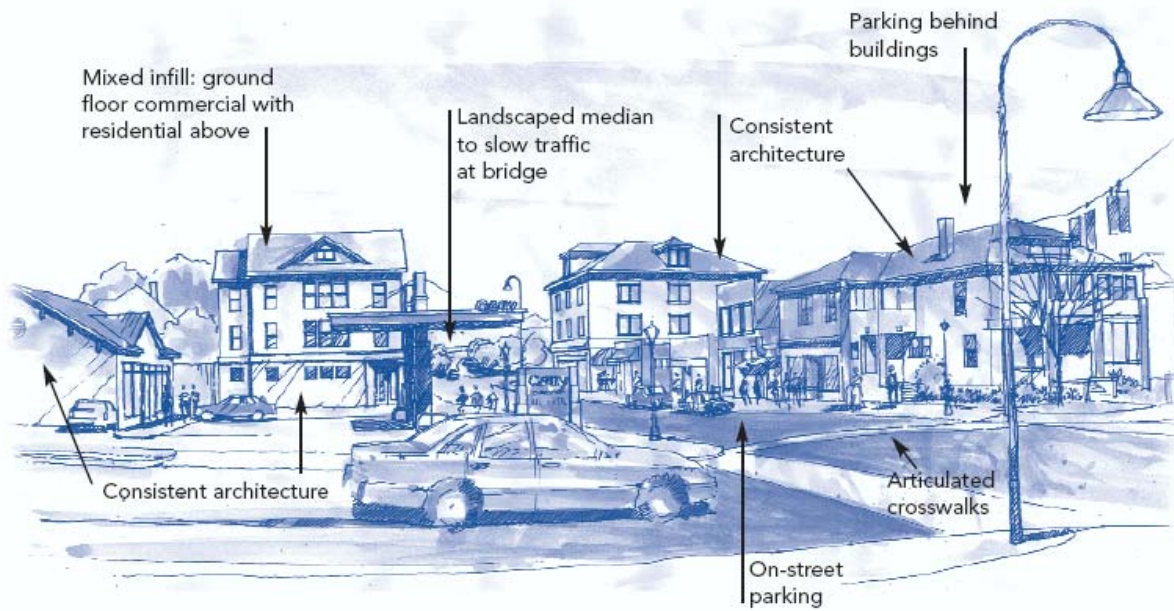
Zone 1: Travel - 22'
 Zone 2: Parking - 14'
 Zone 3: Gutter/Drainage - 0'
 Zone 4: Curb - 1'
 Zone 5: Planter/Utilities - 12'
 Zone 6: Pedestrian - 10'
 Zone 7: ROW Edge - 1'

Total ROW: 60'

Preferred street section for 13th Street gateway with modifications for current bicycle accommodations.



Potential street section for more densely developed portions of the 13th Street village center and Cleveland Avenue Special Use District.



Conceptual image of a small neighborhood village center from Vision 2001-2020 that may serve as a model for commercial portions of 13th Street, the Cleveland Avenue Special Use District and commercial portions of the Norwich neighborhood.

5. Implementation of Policy and Actions

Implementation of the corridor plan will require partnerships between property owners, prospective developers and the surrounding community with support and assistance from the City. For such partnerships to be successful, effective communication of progress, opportunities and needed changes will be critical.

Create a marketing theme

Attracting development to the area will be critical for the implementation of the corridor plan. City staff will develop a theme for marketing the project area to

potential developers and partners that projects the vision for the corridor along with support that can be offered.

Routine plan review

The plan must be dynamic to reflect changes in market condition, development and actions within the corridor, and development in the surrounding area. Action on the plan will be reviewed annually and updated to reflect current and anticipated needs.

Stakeholder advisory committee

As work in the corridor will directly impact business owners, property owners and the surrounding neighborhoods, continued input and support from the community is needed. The City will solicit volunteers representing residential and business stakeholders to participate in a stakeholder advisory committee. The committee will meet with City staff on a periodic basis to monitor progress and provide input on proposed projects in the corridor.

Coordination with parties

As transformation of the Mountain View/Norwich corridor will be based on partnerships, coordination will be a key element to success. All parties must be in a position to take full advantage of opportunities that advance the community vision. This involves coordination and communication with various departments in the City, coordination with community stakeholders and private sector developers. Leveraging resources to support projects will be critical. The identification of a primary liaison to champion development issues in the corridor should also be considered.

APPENDIX A

Summary of Historical Industrial Operations and Known Environmental Issues

Appendix A - Summary of Historical Industrial Operations and Known Environmental Issues

Area One - Cleveland Avenue Special Use District

	Site	Address	Tax ID	Current Zoning	Current Land use	Proposed Land Use	100yr Flood Depths	Enviro. Issues	Historic Uses	2008 Assessed Value	2007 Assessed Value	2006 Assessed Value	06-07 % Change	07-08 % Change	06-08 % change	Acres	Building Square Footage	Building Condition	Year Built
1	Central Oil Asphalt	1520 Cleveland, 1602 Cleveland	1321201, 1321214, 1321301, 1321314, 1321315, 1321317, 1321327	I-1	Vacant Lots, 2 Vacant Buildings. Former asphalt plant	SUD	6-8 ft	DEQ Petroleum Releases (1321301), LTANKS (closed), LUST, AST (20 tanks), manufactured toxic chemicals (TSCA), EPA Air Minor	Hunter Coal, Hunter Dean and Sayars Coal	126500	126500	126500	0.00%	0.00%	0.00%	1.44	1602 Cleveland - 794sf 1520 Cleveland - 1818sf	1602 Cleveland - vacant, mason bldg 1520 Cleveland - vacant, metal bldg	1602 Cleveland - built 1880 1520 Cleveland - built 1967
2	Evans Paint	1516 Cleveland	1321325	I-1	Abandoned building. Former paint and coatings manufacturer	SUD	8-14ft	CERCLIS, SSTS (producer of fungicide), AST, UST, RCRA, reported emergency releases to soil (ERNS)	Roanoke Coal Co, Lawson Oil Co, Dixie Paint	194900	194900	291135	-33.06%	0.00%	-33.06%	1.68	48584	fire damaged	1955
3	Old Radio Station	1432 Cleveland	1220908	I-1	Vacant	SUD				48000	48000	48000	0.00%	0.00%	0.00%	1.67	0		
4	7-Up Bottling	1732 Cleveland	1321101	I-2	Vacant. Buildings demolished, site filled with soil from flood reduction project	SUD	12-14ft	DEQ Petroleum Releases, LUST, LTANK (closed), UST's removed from ground	Cinderblock Manufacturer, Soft drink bottler	86200	206500	206500	0.00%	-58.26%	-58.26%	6.78	0	demolished	
5	Home Lumber (southside of Cleveland)	1619 Cleveland Ave, 720 17th St,	1321202-06, 1321212, 1321213, 1321324, 1321209	I-2	Commercial Vacant	SUD	12ft		Storage & Auto Repair, JR Welsh Foundry, Lumber Mill	162800	162800	162800	0	0.00%	0.00%	3.92	41502	1619 Cleveland - vacant, large white brick 720 17th - contractor's shop, white cinder block	1936
6	Automotive	1501 Cleveland	1220427	I-1	Auto repair	SUD				100100	100100	100100	0.00%	0.00%	0.00%	0.92	14659	vacant and occupied (various shops)	1946
7	Commonwealth Coach & Trolley Museum	602 18th	1320803	I-1	Bus museum, maintenance	SUD			Tomato warehouse, C&P telephone facility	109400	109400	109400	0.00%	0.00%	0.00%	1.01	15007	in use (brick)	1940
8	Mario Industries/General Sales/ Kline Group	1521 Cleveland	1320909	I-1	Paper Distributer/ warehousing/ distribution	SUD		DEQ Petroleum Releases - Closed PC #20012100, LTANKS (closed), LUST	Evans Paint building, Four R Enterprises, Brick Storage (1951), Carborator Shop (1955)	296100	296100	296100	0.00%	0.00%	0.00%	1.07	18108	in use (cinder block)	1955
9	Harman Ceiling and Partition Co.	1615 Cleveland	1320805	I-1	Contractor	SUD				329600	329600	329600	0.00%	0.00%	0.00%	2.02	12620	metal and masonry - virtually vacant	1946
10	Home Lumber	Cleveland Ave	1320801	I-1	Contractor/ small scale manufacturing/ vacant	SUD			Lumber mill	38600	38600	38600	0.00%	0.00%	0.00%	1.45			

Appendix A - Summary of Historical Industrial Operations and Known Environmental Issues

Area One - Continued

	Site	Address	Tax ID	Current Zoning	Current Land use	Proposed Land Use	100yr Flood Depths	Enviro. Issues	Historic Uses	2008 Assessed Value	2007 Assessed Value	2006 Assessed Value	06-07 % Change	07-08 %Change	06-08 % change	Acres	Building Square Footage	Building Condition	Year Built
11	Lyle Plastering	1415 & 1421 Cleveland	1220423, 1220429	I-1	Contractor shop	SUD				86700	86700	86700	0.00%	0.00%	0.00%	0.42	1421 Cleveland - 4150sf 1415 Cleveland - 3840sf	lyle plastering using both	1421 Cleveland - built 1960 1415 Cleveland - built 1972
12	Scrap Facility	607 18th St	1320706	I-1	Scrap yard	SUD		UST (1 out of use, 1 closed in ground)	Buck Oil, Andrews Trout Inc (RE Data)	15900	15900	15900	0.00%	0.00%	0.00%	0.36	1665	vacant	1950
13	James Glass Automotive	1701 Cleveland	1320804	I-1	Auto repair	SUD		DEQ Petroleum Releases - Closed PC #20012013, LUST, UST (4 removed), LTANKS	TBI Family Services (visual) Habitat for Humanity (RE data) New River Electrical (RE data) Cinder Block storage/supplies (1951)	231500	231500	231500	0.00%	0.00%	0.00%	0.91	10715	office building - currently vacant	1949
14	Commercial Building	1409 Cleveland	1220424	I-1	Unknown	SUD				60500	60500	60500	0.00%	0.00%	0.00%	0.35	5488	vacant - currently for lease	1956
15	?	Cleveland	1220425	I-1	Commercial Vacant	SUD				10300	10300	10300	0.00%	0.00%	0.00%	0.25		vacant - parking	
16	Commercial Building	1401 Cleveland	1220426	I-1	Commercial	SUD				67200	67200	67200	0.00%	0.00%	0.00%	0.32	5453	vacant	1956
17	?	Cleveland	1220428	I-1	Commercial Vacant	SUD				4400	4400	4400	0.00%	0.00%	0.00%	0.11		vacant - parking	
18	C&P Welding	621 18th & 1727 Cleveland	1320715, 1320802	I-2	Manufacturing / Metal fabrication	Mixed Use/ CN			Southwest Fuel Co (1951) Al-Steel Fabrications (RE data)	194500	186300	186300	0.00%	4.40%	4.40%	5.13	621 18th - 8076sf 1727 Cleveland - 1080sf	621 18th - in use, in good condition	621 18th - built 1937 1727 Cleveland - built 1984
19	C&P Welding	611 18th	1320710	I-2	Manufacturing / Metal fabrication	Mixed Use/ CN				67600	67600	67600	0.00%	0.00%	0.00%	0.08			

Appendix A - Summary of Historical Industrial Operations and Known Environmental Issues

Area Two - Recreation Open Space

	Site	Address	Tax ID	Current Zoning	Current Land use	Proposed Land Use	100yr Flood Depths	Enviro. Issues	Historic Uses	2008 Assessed Value	2007 Assessed Value	2006 Assessed Value	06-07 % Change	07-08 %Change	06-08 % change	Acres	Building Square Footage	Building Condition	Year Built
20	Hannah Court	1234 Midvale	1221406		Vacant	ROS		1215 Midvale (Environmental Options Inc) - 12 RCRA violations, NY Manifest FINDS As Trompeter Bros. LLC - UST (removed) LTANKS (closed)	Former wood working / sawmill w/ rail access	308100	308100	308100	0.00%	0.00%	0.00%	13.39			
21	Lacks Properties (Marshall Industrial Services)	2201 Railroad Ave	1420101R-1420104R, 1420101-1420104, 1321501R, 1321501, 1321502	I-1, ROS	Small scall industrial operation	ROS		UST (3 closed in ground - 2 removed), small amounts of lead impacted soil removed	Harris-Tackett Hardwood Flooring (1919)	163,500	NA	NA	NA	NA	NA	13.98	22960	metal building	1953

Area Three - 13th Street Gateway

	Site	Address	Tax ID	Zoning	Current Land use	Proposed Land Use	100yr Flood Depths	Enviro. Issues	Historic Uses	2008 Assessed Value	2007 Assessed Value	2006 Assessed Value	06-07 % Change	07-08 %Change	06-08 % change	Acres	Bldg SF	Bldg Condition	Year Built
22	BP Gas Station	701 13th St SW	1220416	CG	Auto repair/ service station	Mixed Use/ CN	NA	Dudley Automotive - UST (3 in use, 2 removed)		162900	152200	142408	6.43%	7.03%	14.39%	0.78	2137	in use	1956
23	Schaal Catering	717 13th St SW	1220419	CG	Food service	Mixed Use/ CN	NA			112700	105300	100271	4.78%	7.03%	12.40%	0.49	1152	in use	1956
24	Christian Car Care	725 & 733 13th St SW	1220420, 1220421	CG	Auto repair	Mixed Use/ CN	NA	725 13th - SPILLS WC (petroleum, crushing cars on property spilling gasoline) FINDS - AFS (airborne pollution) 737 13th - UST (4 Removed, 1 closed in ground), AST		259200	236600	218400	7.69%	9.55%	18.68%	1.48	4322	in use	1976
25	Lot behind CCC	Cleveland Ave SW	1220422	I-1	Outdoor storage	Mixed Use/ CN	NA			48800	48800	48800	0.00%	0.00%	0.00%	1.01			
26	Single Family Home	732 13th	1220802	RM-2	Condemned Home	Mixed Use/ CN	NA			86200	86200	86200	0.00%	0.00%	0.00%	0.37	3224	vacant - disrepair	1900
27	Old Mapleshades	740 13th	1220803	RM-2	vacant lot	Mixed Use/ CN	NA			32000	460800	460800	0.00%	-93.06%	-93.06%	0.37	15246		
28	Black Dog Salvage Properties	902 & 914 13th St SW	1221201, 03, 07	I-1	Contractor shop/salvage, single family	Mixed Use/ CN	NA	902 13th - Mario Industries - LUST	Mario Industries Magic City Cleaners	624500	617200	617200	0.00%	1.18%	1.18%	1.65	34810	in use	1938
29	vacant lot bt Hannah Court & Black Dog	902 Spottswood Ave	1221301	I-1	vacant	Mixed Use/ CN				16800	16800	16800		0.00%	0.00%	2.32			
30	vacant lot	13th St SW	1220901	MX	vacant	Mixed Use/ CN	NA			36000	36000	36000	0.00%	0.00%	0.00%	0.48			
31	vacant lot	13th St SW	1221002	MX	vacant	Mixed Use/ CN	NA			10000	10000	10000	0.00%	0.00%	0.00%	0.15			
32	vacant lots	13th St SW	1220905-06	MX	vacant	Mixed Use/ CN	NA			16800	16800	16800	0.00%	0.00%	0.00%	0.48			
33	Vacant Lot next to Radio Station	Cleveland Ave SW	1220907	I-1	vacant	Mixed Use/ CN	NA			48800	48800	48800	0.00%	0.00%	0.00%	1.96			

Appendix A - Summary of Historical Industrial Operations and Known Environmental Issues

Area Four - Existing Large Scale Industrial - South of River

	Site	Address	Tax ID	Zoning	Current Land use	Proposed Land Use	100yr Flood Depths	Enviro. Issues	Historic Uses	2008 Assessed Value	2007 Assessed Value	2006 Assessed Value	06-07 % Change	07-08 %Change	06-08 % change	Acres	Bldg SF	Bldg Condition	Year Built
34	Amber Way	2009 Russell	1321602, 05	I-1	Industrial	Light Industrial		Dehaven Transfer - UST (2 Removed) LTANKS closed, LUST		81900	81900	80060	2.25%	0.00%	2.30%	0.40	247sf 6000sf	Metal bldg - good condition	1942 1967
35	DE Eakin & Sons	618 Ashlawn	1321611-14	I-1	Industrial, Vacant	Light Industrial		RCRA - CESQG		137200	137200	133807	2.47%	0.00%	2.54%	0.90	16666		1956
36	Dominion Air & Machine	629 Ashlawn	1420602	I-1	Industrial	Light Industrial				229800	229800	223848	2.59%	0.00%	2.66%	0.83	21602		1969
37	Contracting Enterprises	622 Ashlawn, 2002, 2003 Russell, 630 Bedford	1321801, 1321901, 1321601, 1321608	I-1	Contractor yard	Light Industrial		EPA - SQG, Spills (petroleum - saturated soils), UST (2 in Use, 1 Removed), ERNS [2016 Russell - Roanoke Welding - RCRA-SQG, UST - removed]	D E Eakin & Sons Roanoke Welding	554800	554800	543593	2.02%	0.00%	2.06%	5.68	622 Ashlawn - 21120sf 2003 Russell - 6903sf 2002 Russell - 10800sf and 5000sf 630 Bedford - 4000sf		622 Ashlawn - built 1952 2003 Russell - built 1958 2002 Russell Ave - built 1954 630 Bedford - built 1978
38	Roanoke Welding	621 Ashlawn	1420601	I-1	Maunfacturing/ Contractor shop	Light Industrial		RCRA-SQG	ne Mills Corp (19	388800	388800	381063	1.99%	0.00%	2.03%	2.79	45993		1969
39	Lacks Properties	605 Ashlawn	1420401	I-1	Commercial Vacant, Commercial/ Industrial			UST (3 closed in ground)	Harris-Tackett Hardwood Flooring (1919)	67,500	NA	NA	NA	NA	NA	1.91	2,115		1952
40	Blue Ridge Moulding & Frame	619 Warwick	1420324		Maunfacturing	Light Industrial		UST -2 removed		500500	500500	486736	2.75%	0.00%	2.83%	1.10	35000		1973