

City of Fairmont Renaissance Plan



Submitted to
Fairmont Renaissance Authority
Fairmont, West Virginia

Prepared by
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I. Introduction

INTRODUCTION

A. Purpose of Plan

The Fairmont Renaissance Plan (FRP) is a result of the community's response to declining physical, social and economic conditions in the heart of the City. A declining demographic and economic landscape has resulted in decades of diminishing private investment in downtown and surrounding neighborhoods to a degree which warranted the formation of the Renaissance Area (RA). Evidence of this decline identified within the RA included:

- Continued deterioration of commercial and residential buildings including increasing numbers of vacant structures and land;
- Significant population, household and employment declines since 1950s;
- Deteriorating housing conditions in surrounding downtown neighborhoods;
- Declining household incomes;
- Loss of historic fabric and buildings; and
- Stagnant private investment

The ongoing disinvestment that has occurred throughout downtown and surrounding areas serves as an impediment for future private investment. In order to halt this process, the Fairmont Renaissance Authority (FRA) has decided to aggressively pursue facilitating the redevelopment and revitalization of the RA, a geography that generally includes Downtown Fairmont and its environs and that is critical to the success of the broader community.

The FRP has been reviewed by the FRA as specified under state code 16-18-5 (b) of the West Virginia Code as amended. The purpose of the plan is for revitalization of a portion of the City of Fairmont designated as the RA through a number of actions, including:

- Installation of site improvements;
- Designation of permitted uses in redevelopment;
- Redevelopment of land for new public and private uses;
- Acquisition of buildings and sites for development/redevelopment;
- Clearance of buildings which are structurally substandard, blighted, or incompatible with the objectives of the FRP;
- Construction of new street improvements, sidewalks, public facilities, landscaping, and urban design features to serve the needs of the area;
- Underground placement of utility distribution lines to the fullest extent possible;

- Retention of buildings which are structurally sound or capable of being improved, preserved or rehabilitated;
- Provision of general design and development guidance in conjunction with suitable principles or controls to achieve the objectives set forth by the FRP; and
- Provision of adequate parking, on-site, structured, surface and street parking, to accommodate new land uses.

These actions relate to development opportunities and specific objectives for redevelopment of the RA concerning appropriate land uses/building requirements proposed in the area.

The impetus of the FRP is based on the decision to bolster the economy of the RA and the City of Fairmont by capitalizing on current physical and market opportunities prevalent around the RA (e.g. Marion County and regionally) that are not fostering private economic growth within the RA due to disinvestment. These include:

- The Downtown/I-79 connector,
- An expanding housing market,
- A growing high-tech sector, and
- An expanding Fairmont State University.

B. Renaissance Plan Objectives

Part of the planning process involved defining the role of the FRA through a series of objectives. These objectives are consistent with community desires, city policies and state codes. The primary goal of the Plan is to encourage and facilitate the redevelopment and revitalization of the RA as a regional hub for government, civic, cultural, business, educational, recreational and residential uses. This will be achieved through the FRA objectives:

1. Re-establish Downtown Fairmont as a vital and active center of the city and regional economy offering quality housing, employment, and recreation;
2. Celebrate the unique heritage and cultural fabric of the RA, the City of Fairmont, and the region;
3. Leverage public projects (such as parking garages and the Downtown/I-79 Connector) to attract private investment and maximize the return of public investment in the RA;
4. Enhance the marketability of the RA by improving the character and functionality

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- of gateways into Downtown Fairmont; such as the riverfront, Fairmont Avenue, Pennsylvania Avenue, and Locust Avenue;
5. Establish unique retail and entertainment destinations and districts within the RA that attract local, regional, and national visitors and encourage repeat visits;
 6. Develop a quality hospitality service industry within the Central Business District, as defined by the 2005 Comprehensive Plan boundaries, that provides visitor accommodations, meeting facilities and community gathering venues to residents and visitors;
 7. Improve housing quality and increase available price range throughout the RA;
 8. Establish mutually beneficial partnerships with other organizations and agencies with the goal of achieving the objectives of the FRP and commonly held goals;
 9. Maximize the reuse of existing structures, especially historic and vacant or underutilized property, making them attractive to the commercial and residential development community, and governmental and non-governmental institutions.
 10. Develop the RA as a multimodal transportation environment that supports transit, pedestrians, bicycles, and other appropriate transportation systems that are inviting to visitors, that serve residents and support commerce.

C. Renaissance Area Boundaries

The RA boundaries encompass an area approximately 516 acres in size (approximately .8 square miles). This area includes Downtown Fairmont proper (the Central Business District as defined by the *City of Fairmont 2005 Comprehensive Plan*) and its adjacent neighborhoods and the east side of the Monongahela River along Merchant Street. A boundary description for the RA is included in the Appendix of this plan.

D. Methodology

The FRP planning process began in January 2004 with a work session with the Fairmont City Council. The initial steps in the process focused on the formation of the FRA. During the first half of 2004 the Fairmont City Council worked to establish the FRA, and define its role and purpose in accordance with West Virginia Urban Renewal Authority Law.

In June 2004 the newly formed FRA initiated a data gathering process within the City of Fairmont to inform and guide the process of defining the RA boundaries. The analysis consisted of documenting the existing physical conditions through a series of site visits and utilizing demographic and market data from the U.S. Census Bureau and other sources. Based on the findings of this analysis, the FRA found evidence of deterioration, slum, blight and continued disinvestment in Downtown Fairmont and its environs. These findings directly guided the formation of the RA boundaries as well as the final outcomes of the planning process. The findings and proposed FRA boundaries were presented to the public on November 11, 2004 and formally adopted on February 8, 2005. Figure 1-1 shows the RA Boundaries. The findings are represented in the series of maps and diagrams in the "Existing Conditions & Findings" section of this report.

1. Character Areas

The RA encompasses a large geography with a diverse character and a range of land uses. As such, the RA was divided into six "Character Areas" based on streets, neighborhoods, geographic features, land uses and existing boundaries. Character Areas provide the means of defining the role of different areas of the community and the various planning principles that should be applied within each one and suggesting a general pattern of future land use. The six Character Areas include Downtown, Riverfront/Merchant Street, High Street, Maple Avenue, Pennsylvania Avenue and Third Street and Fairmont Avenue. These Character Areas are discussed in further detail in the "Renaissance Strategy" section of this plan.

2. Development Districts

As later defined in the "Renaissance Strategy" section of this plan, the six Character Areas include various types of "Development Districts". Development Districts have distinct qualities and proposed development directions that support the objectives of the FRA and the roles of their respective Character Areas. The same type of Development District may be found in two different Character Areas suggesting a similar direction for development with consideration given to the unique features of each area. For example, "Single-Family Residential Infill/Redefinition" Development Districts are appropriate for a variety of single-family residential housing options including various styles, sizes and affordability. The same Development Districts in different Character Areas should reflect the uniqueness of each geography and maintain distinct identities.

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Figure 1-1: Renaissance Area Boundaries



3. Renaissance Area Projects

A project list was derived principally from a series of existing studies that already possessed much momentum and support from the community. The process for selecting projects is defined in figure 1-2. These projects are discussed in further detail in the "Renaissance Strategy" section of this report. The FRA chose projects that: support the role of the respective character areas, corresponded to real opportunities (market or physical), and met the RA objectives (as discussed earlier). The FRA then prioritized the list of projects based on those that had the highest probability of success for short- mid- and long-term timeframes. Each project enhances or supports the identified role of its corresponding Development District and Character area.

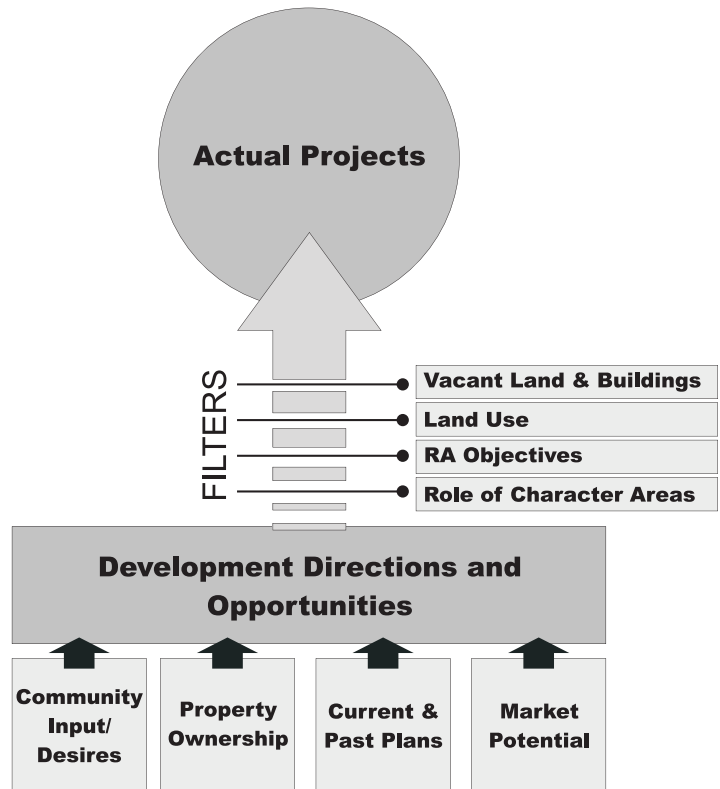
E. Consistency With Adopted Plans

The FRP is consistent with the *City of Fairmont 2005 Comprehensive Plan* adopted by the Fairmont City Council in 2005. The FRP supports and reinforces the *City of Fairmont 2005 Comprehensive Plan* to reestablish the RA as a vital and active center for government, commerce, recreation and habitation. Although minor differences in land use exist between the comprehensive plan's "Future Land Use Map" (see Appendix) and the FRP's "Development Directions" diagram (on page 19 of this report), the majority of proposed uses and projects coincide with the intent of the City's Comprehensive Plan.

The most notable land use difference is that the Comprehensive Plan calls for commercial and industrial uses along a portion of the west side of the riverfront below Washington Street north of Downtown where the FRP proposes green space. Green space in this area is preferred over commercial and industrial use in order to preserve views to the river from adjacent neighborhoods.

In addition, the comprehensive plan's "Future Land Use Map" shows a significant amount of land dedicated to commercial use along major corridors into downtown; specifically Pennsylvania Avenue. In contrast, the FRP proposes that these corridors develop in a more mixed-use manner with particular emphasis on residential. Encouraging commercial uses to locate in nodes at critical intersections, particularly in downtown, will reduce unwanted sprawling commercial strips. This strategy will also help maintain existing neighborhood character and reduce the intrusion of commercial uses into residential areas.

Figure 1-2: Project Selection Methodology

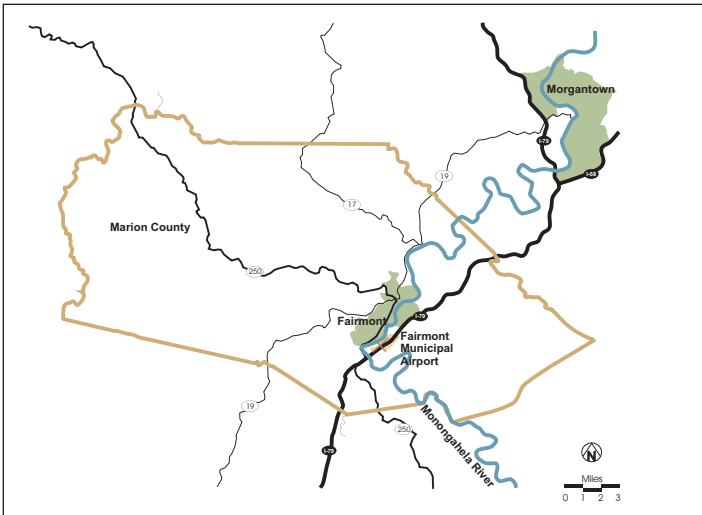




II. Existing Conditions & Findings

EXISTING CONDITIONS & FINDINGS

Figure 2-1: Marion County, West Virginia



Most of the RA contains outdated and substandard housing and vacant and unkempt properties. Some properties have been inventoried as potential or designated historic properties. The diagram titled "Renaissance Authority Vacant Lots and Surface Parking" (see Appendix) illustrates the vacancy pattern found in the RA. In the Maple Avenue and Pennsylvania Avenue District, more than 50% of the parcels are vacant or contain vacant structures. The High Street area has about 30% vacant land and structures. And in the Riverfront/Merchant Street and Third Street and Fairmont Avenue district, more than 20% of the parcels are vacant or contain surface parking. In the Downtown district, the vacant parcels, vacant structures, and surface parking lots represent more than 27% of the district.

A. Physical Organization

1. Location

Fairmont, West Virginia is located in North Central West Virginia approximately 130 miles Northeast of the City of Charleston, West Virginia and approximately 90 miles south of Pittsburgh, Pennsylvania. With a population of more than 20,000, Fairmont is the largest municipality in Marion County. The Monongahela River runs through Fairmont dividing the RA from the southwest to the northeast.

2. Land Use

A site analysis of Fairmont and its environs was conducted to gather information about the overall physical characteristics including circulation, building conditions, and land use. This information was used to create the various maps and diagrams (see Appendix) that depict the RA's existing conditions.

Findings indicate that the RA suffers from fragmented parcel ownership and a lack of competitive identity within the regional market. There is an overall presence of deteriorated and vacated buildings as well as vacant lots and numerous surface parking lots. These factors also contribute to a variety of public safety and health issues.

The "Land Use" Diagram (see Appendix) indicates that the RA is largely mixed-use. This diagram indicates a prevalence of parking lots along with incompatible land uses. Other concerns in the RA include sites with environmental issues, and numerous vacant property, especially in key neighborhoods, commercial areas and the riverfront.

Renaissance Authority Property Ownership

The RA contains a significant amount of publicly owned property. The diagram titled "Renaissance Authority Property Ownership Diagram" (see Appendix) outlines the public and not-for-profit ownership of the parcels in the RA. The City of Fairmont, Marion County, and the State of West Virginia own many parcels. In addition, the Fairmont Community Development Partnership, the Vandalia Heritage Foundation, and the Housing Authority of the City of Fairmont own property within the RA.

Substandard Buildings

Further evidence of blight in the RA is found through the number of buildings that require substantial improvements or comprehensive



Example of a building with minimal improvements required

EXISTING CONDITIONS & FINDINGS



As demonstrated above, many buildings in the RA require comprehensive repairs.

repairs. The "Building Condition" Diagram (see Appendix) shows the condition of the buildings in the RA. The buildings in green are listed as 'Minimal Improvement Required'. This means that either no major rehabilitation is needed or that only minor cosmetic improvements such as paint or minor repairs are necessary. The buildings labeled yellow indicate buildings with 'Substantial Improvements Required'. These buildings require extensive masonry repairs, window/door replacement, or new engineering systems. The blue shaded buildings indicate 'Comprehensive Repairs Required'. This includes major interior and exterior renovation with the possible addition of new structural elements such as stairs or elevators.

Further evidence of the poor condition of many of the buildings is found in Figure 2-2 which indicates that 79% of the buildings in census tract 201 are in need of substantial improvements or comprehensive repair. In census tract 205, Figure 2-3 indicates that 81% of the buildings are in need of substantial improvements or comprehensive repair.

3. Traffic and Circulation

Difficult and disruptive transportation and pedestrian linkages and access plague the RA. Interstate 79 currently runs south of the City of Fairmont. Two U.S. highways provide access to and through Fairmont - U.S. 19 and U.S 250 as well as State Route 310. However, access across the river along this state road, locally called 3rd Street and also via Jefferson Street, are the only available routes that cross the Monongahela River. These routes offer access to various areas of the county and region. But, having only two routes across the river causes an influx of heavy truck traffic through the downtown area which has a negative effect on commerce and limits pedestrian movement across the river.

In addition, the infrastructure in the RA is not well configured. Circulation in and around downtown

Figure 2-2: Census Tract 201 Building Condition

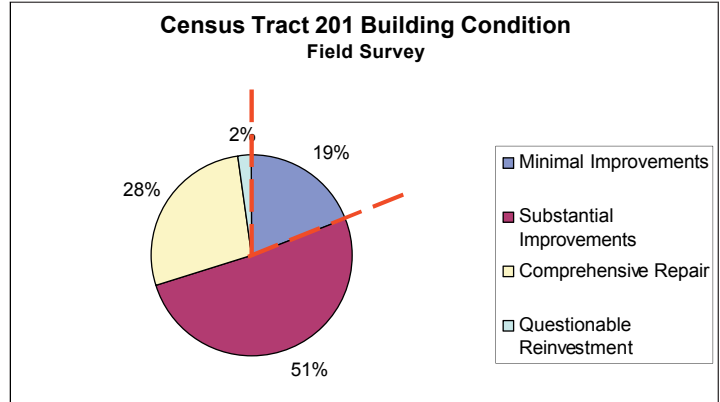
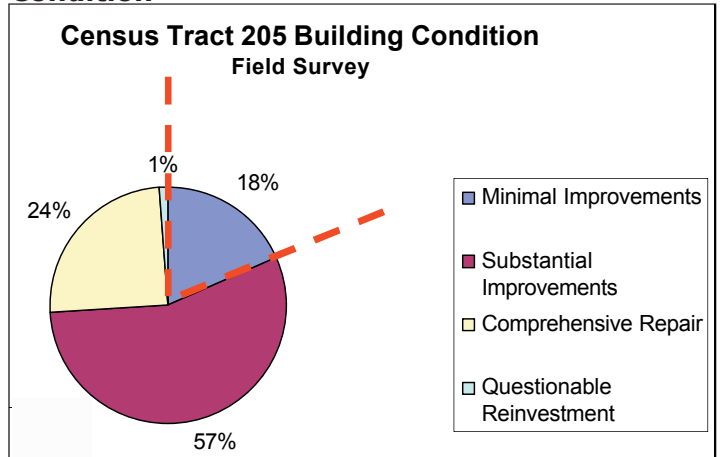


Figure 2-3: Census Tract 205 Building Condition



was noted to be confusing with a lack of appropriate signage to orient downtown users to major thoroughfares, parking, and important landmarks.

B. Measures of Disinvestment

The Urban Renewal Law contains key language that defines a methodology for documenting findings of disinvestment. The following factors have been identified as contributing to the slum and blighted conditions that are found in Fairmont. These include economic and social liability, impairment and impediment of sound growth, an ineffective private sector, unsafe buildings, significant job loss, a reduction in property values, and inadequate housing accommodations.

1. Impairment of sound growth

Marion County has witnessed significant population, household, and employment declines relative to the State of West Virginia and the United States. Every census tract within the city of Fairmont has had a decline in population. For example, as demonstrated in Figure 2-4, the population of Fairmont has

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decreased by about 10% over the past 20 years. In addition, the number of households has been reduced by 6%. Between 1980 and 2001, census tract 205 lost more than 30% of its population. Other areas near downtown lost between 20 and 30% of their population as shown in Figure 2-5. The reduction of people living in the RA has resulted in a significant number of vacant and deteriorating residential properties.

Between 1980 and 1997, the county experienced substantial declines in earnings and earnings per worker. As demonstrated in Figure 2-6, more than 70% of residents in census tract 201 and more than 50% in census tract 202 have incomes of less than \$20,000. Figure 2-7 shows that the median household income in Census Tracts 201 and 202 are at or below the poverty level for a family of four. Figure 2-8 shows that the City of Fairmont and particularly census tracts 201 and 202 have a higher percentage of individuals living below the poverty level than the state of West Virginia. The decline in income has contributed to ongoing and expanding slum and blight. Residents have less money available for reinvestment and home improvement. This results in an increase in vacant and substandard housing.

2. Significant Job Loss

Marion County has experienced significant job loss. Employment rates between 1980 and 1990 for Marion County decreased by 8% and between 1990 and 2000 increased by 9% while the state increased 16% and the nation increased by 22%. The rate of unemployment in 2000 was 5.8% versus the state's rate of 5.4% and the nation's at 4.0%. The Marion County economy has performed poorly since 1980. The major cause has been the loss of some manufacturing and mining jobs. The higher paying manufacturing jobs were replaced by jobs that were concentrated in relatively low paying industry and service sectors. Per capita income gains, while comparable to the statewide economy average were very modest compared to the nation. In addition, Fairmont's job growth for the near future is expected to be modest.

The loss of jobs has caused a drop in the demand for office space causing even more vacant parcels. The CBD contains about 300,000 square feet of office space of which 56% is vacant. This office space is leasing for only about \$7 to \$10 per square foot which is significantly below class A office space rates.

Figure 2-4: U.S. Census Population Trends for the City of Fairmont

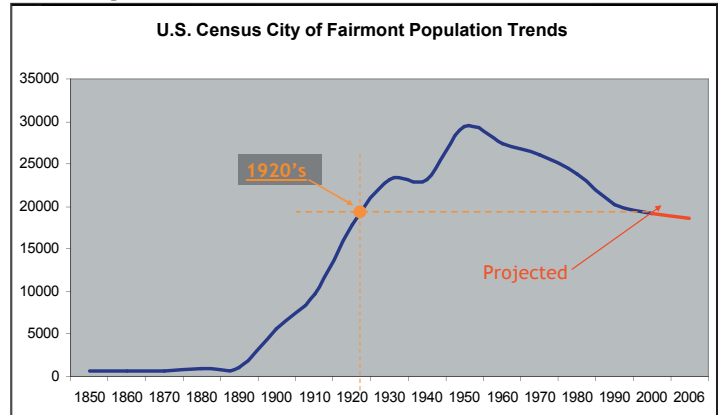
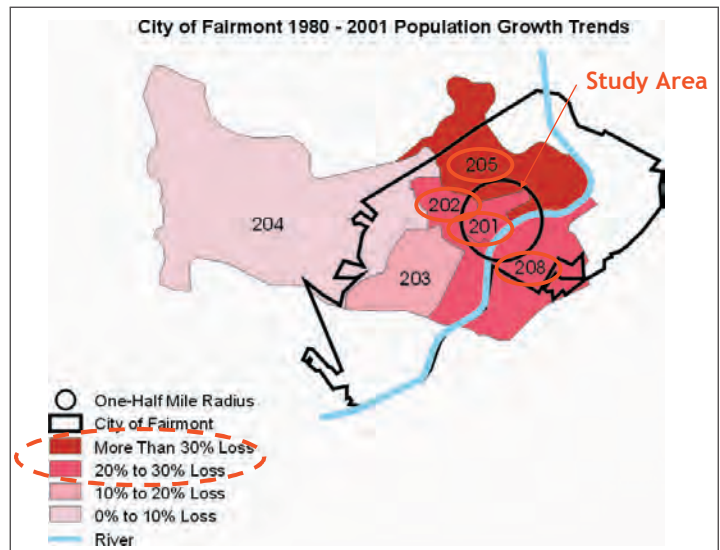


Figure 2-5: 1980 - 2001 Population Growth Trends for the City of Fairmont



3. Loss of Property Values

Property values in Fairmont have not kept pace with the national average. The median owner occupied housing value in 2000 for the City of Fairmont was \$62,000 compared to the United States of \$110,000. In Downtown Fairmont, the median value is even lower at about \$45,000. 47% of the housing units are valued below \$60,000 with only 14.1% valued greater than \$100,000 and 1.2% valued greater than \$200,000. Figure 2-9 illustrates that the median value of owner-occupied housing units in Census Tracts 201, 202, and 205 is \$40,000 which is only 1/3 that of the median value of an owner-occupied house in the United States.

4. Low Owner Occupancy

Another factor contributing to the low property values found in Fairmont is the high number of renter-occupied housing units. Only 50.7% of single-family units are owner-occupied. And,

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Figure 2-6: 2000 U.S. Census Income Distribution

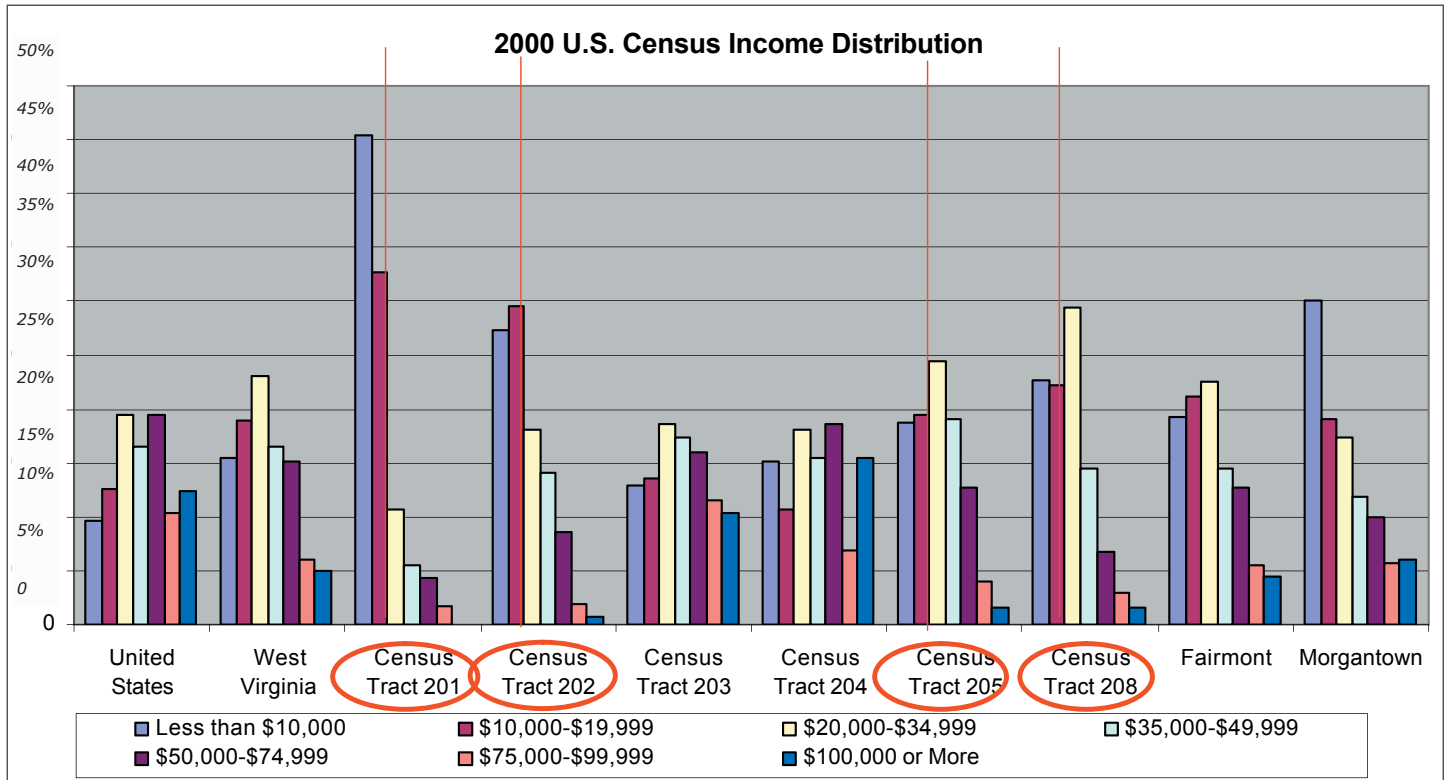
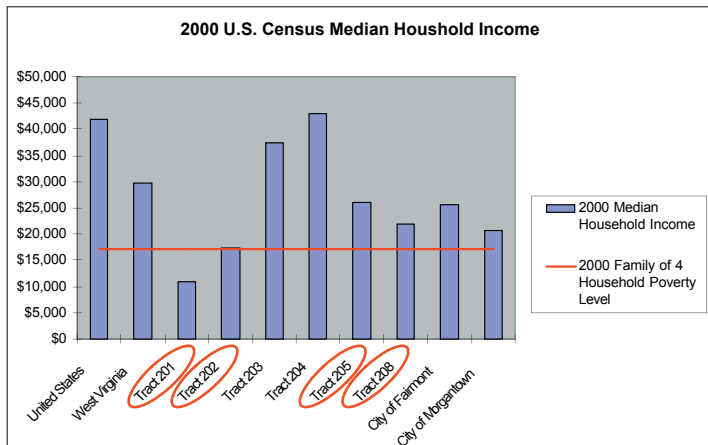
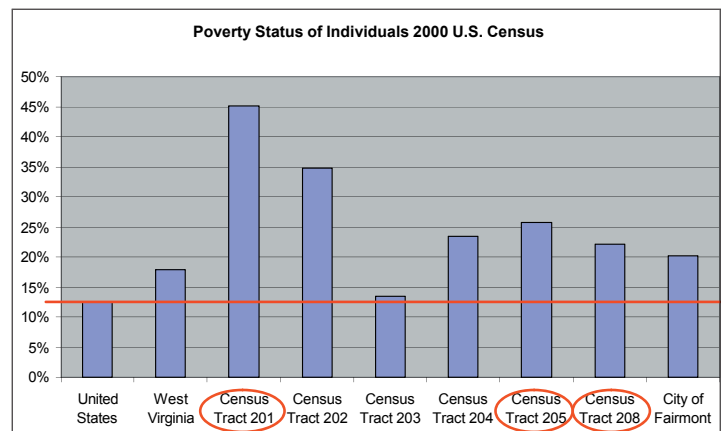


Figure 2-7: 2000 U.S. Census Median Household Income



8.2% of the owner-occupied units are vacant. The downtown area has disproportionately high concentrations of multi-family rental units compared to other areas in the community, state, and national averages. In Figure 2-11, the highest number of renter-occupied housing is found in census tracts 201 and 202. Another illustration is found in Figure 2-10 which shows that between 1990 and 2000, the percent change in the median value of owner-occupied housing units in the downtown census tracts 201 and 202 did not keep pace with the City of Fairmont or the national average.

Figure 2-8: 2000 U.S. Census Poverty Status of Individuals



5. Inadequate Housing Accommodations

Fairmont does not have an active, vibrant housing market. Essentially, there is no new construction in or around downtown. Between 1995 and 2001 there were only 180 new units constructed in the City of Fairmont. The residential structures downtown are ageing with 65% of them built before 1960.

6. Ineffective Private Sector

The average home sale price per square foot varies dramatically between new construction and existing home prices. As shown in Figure 2-12, the new construction sale price per square foot for

EXISTING CONDITIONS & FINDINGS

homes is about \$120.00 in Fairmont. In Downtown Fairmont, the value of the existing home price per square foot is about \$40.00 and slightly higher in Fairmont at about \$50.00 per square foot. Figure 2-13 demonstrates that without considering a key redevelopment project, the private dollars spent on new construction, additions, and remodels between 2000 and 2004 are low in downtown Fairmont.

7. Low Educational Attainment

The educational attainment of persons over 25 years of age in the RA is low. Figure 2-14 shows that in Census tract 201, over 40% of the population has not graduated from high school. In addition, in Census tract 201, less than 10% of the population has obtained an associate, bachelor's, or graduate degree. These low educational levels contribute to stagnant economic growth and the low earning potential of the population within downtown. Low incomes then contribute to low numbers of owner-occupied housing as residents are not able to afford to own a home.

8. Inability to Capitalize on Historic Districts

Currently, there are two historic districts that are partially located within the downtown area. They are the Downtown Historic District and the Fleming Watson Historic District and are shown in the Appendix. However, many of these historic neighborhoods and prominent historic downtown structures are continuing to deteriorate and are not being redeveloped by the private or public sectors. Consequently, many historic buildings that have unique and desirable features have fallen into disrepair or are underutilized.



Many historic buildings in the RA have fallen into disrepair and are vacant or underutilized like the former Elks Lodge at the intersection of Madison Street and Cleveland Avenue.

Figure 2-9: 2000 U.S. Census Median Value of Owner-Occupied Housing Units

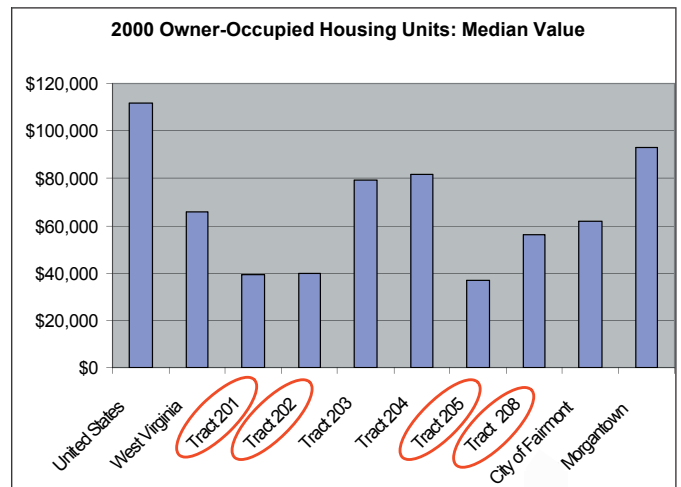


Figure 2-10: 1990 - 2000 Percent Change in Median Value of Owner-Occupied Housing Units

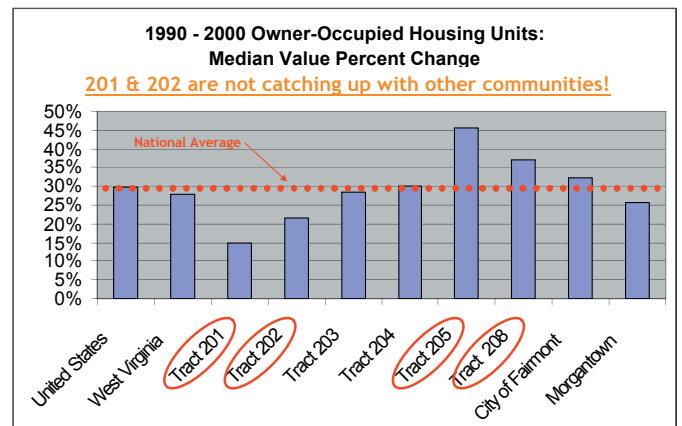
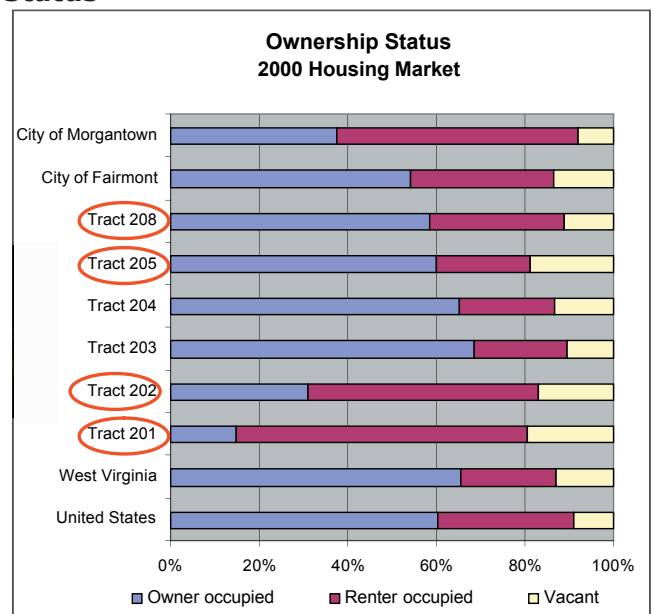


Figure 2-11: 2000 U.S. Census Ownership Status



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Figure 2-12: Average Home Sale Price Per Square Foot

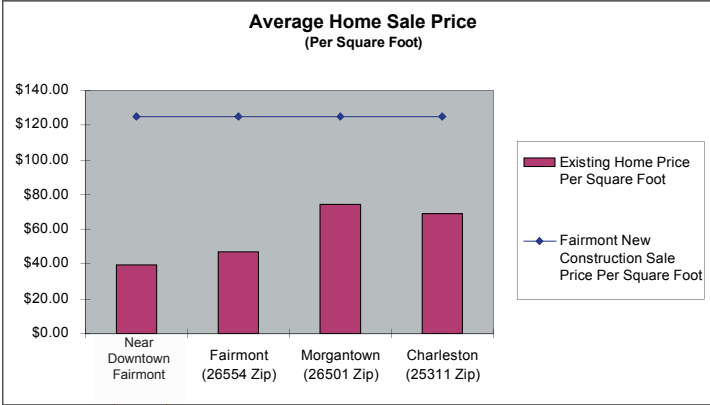


Figure 2-13: 2000 - 2004 Construction Dollars on New Construction, Additions, and Remodels

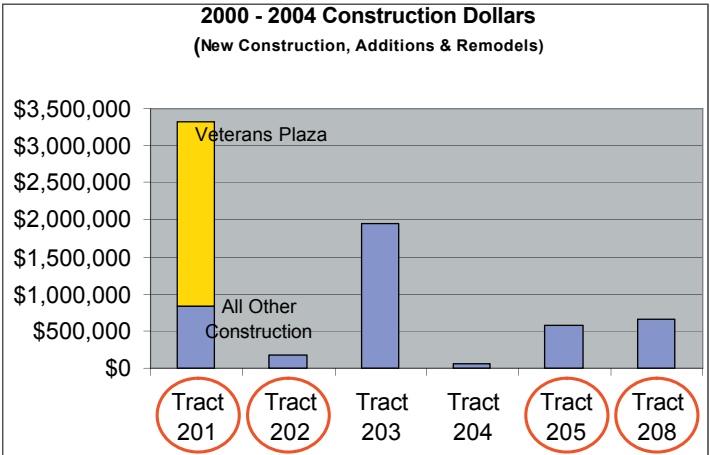
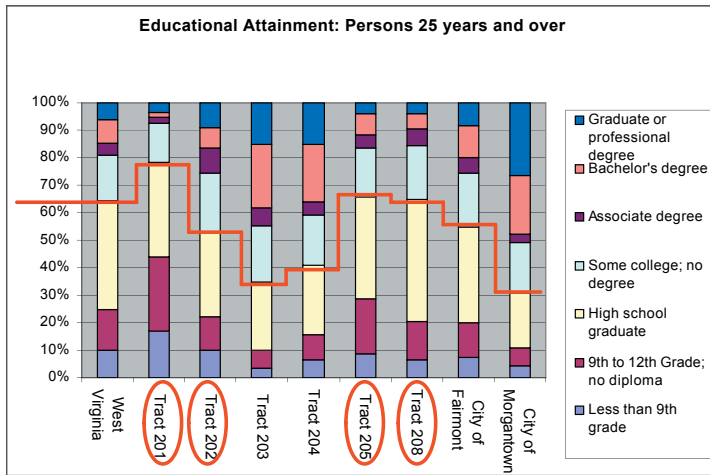


Figure 2-14: Educational Attainment of Persons 25 Years and Over





III. Renaissance Strategy

RENAISSANCE STRATEGY

A. Renaissance Area Geographies

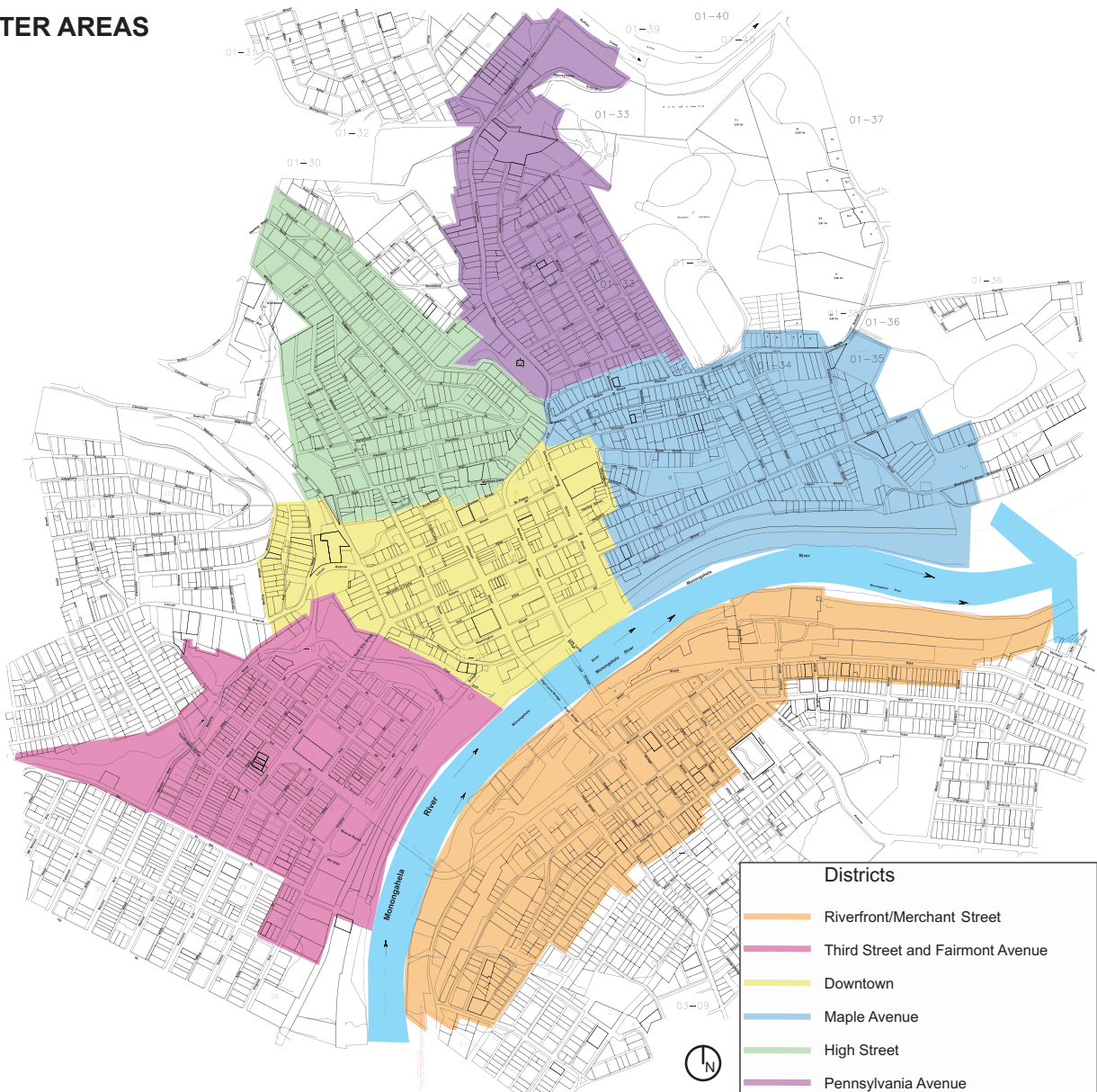
1. Character Areas & Projects

As mentioned in the "Methodology" section of this plan, the RA is divided into six "Character Areas" (described below). Character Areas are used as a means of defining smaller and more manageable geographies that have related uses, functions and physical qualities. Each character area has the potential to play a distinct and vital role within the City of Fairmont and the region. Unfortunately, the Character Areas in their current state are struggling to fulfill their respective roles. As such, the *Fairmont Renaissance Plan* organizes a series of proposed catalyst projects for the Character Areas that support each of their defined roles. The projects (discussed in further detail below)

support the overall development direction of the RA and provide a character and function for the corresponding Development District within each character area. These projects in turn support the broader objectives of the FRA.

Although the FRA may operate anywhere in the RA, the renaissance plan calls for implementation of projects in four of the six Character Areas; Downtown, Riverfront/Merchant Street, Maple Avenue, and High Street. The projects within these four Character Areas were determined by the FRA to hold the most potential for redevelopment and to have a significant impact on addressing slum and blight and improving the economic climate of the character area and the whole RA over the long-term.

CHARACTER AREAS



B. Development Directions

1. Overview

The center of activity for the City of Fairmont was once downtown and along the riverfront, anchored by a strong business base, vital neighborhoods and a visible government center. The *Fairmont Renaissance Plan* utilizes three principal strategies for revitalizing Fairmont including; housing, riverfront development, and downtown activation. These broad planning strategies are defined on the "Development Directions" diagram (located on page 19). The "Development Directions" diagram presents a district-oriented approach to reactivating and redefining land use within the RA with the goal of coordinated improvements to slum and blighted conditions through distinct "Development Districts" supported by public and private investments. Most thriving communities have well established districts that are recognized as a place to go for their unique mix of uses and their offerings. The development strategy identifies eleven types of districts within the RA. Each of the districts described in the subsequent pages play a role in restoring the City of Fairmont as the locus of activity for Marion and adjacent counties.

2. Residential Reinforcement

The pale yellow areas on the diagram indicate residential reinforcement. Reinforcement of living conditions and the introduction of new housing options surrounding the Downtown Character Area will enhance the redevelopment potential of the entire RA. Reinvestment in these neighborhoods is critical since housing is necessary for a healthy and operational community. The following elements are necessary for successful redevelopment of the residential reinforcement area:

- Reinvestment – Target near downtown housing for reinvestment incentive programs
- Ownership – Implement programs that encourage and facilitate home ownership over renting
- Infill – Identify available land near downtown for infill development, possibly townhouses
- Enhanced Streetscape Environment – Utilize thematic enhancements of neighborhoods such as unique signage, street furnishings, and appropriate gateways
- Linkages – Appropriate pedestrian linkages to the CBD and civic/institutional areas allowing residents to travel to destinations via foot or bike

3. Single-Family Residential Infill/Redefinition

The areas shaded bright yellow on the diagram indicate geographies that should be redefined as single-family neighborhoods. Opportunities to infill vacant single-family lots, rehabilitate historic properties, and enhance the area through private investment should be initiated. Streetscape elements such as sidewalks, fences, trees, and lighting are all important to reestablish a unique neighborhood with an urban character. Many of the single-family homes are subdivided into rental units. Incentives should be created to promote home ownership over renting.

4. Multi-family Residential Redefinition

The light orange shaded areas on the diagram are the Multi-family Residential Redefinition Development Districts. These districts offer new downtown residential development with a range of multi-family housing options. These districts would primarily consist of housing but would also include some retail development below the residential. Housing would target singles, young couples, empty nesters, and seniors. Housing would include an assortment of multi-family units that directly connect to adjacent areas.

5. Mixed-use Central Business District (CBD)

The area shaded red is the Mixed-use Central Business District. This Development District is the center for business activities including a mix of commercial uses supporting a wide range of retail, restaurant, and service uses. The goal of this district is to create a business friendly atmosphere that attracts and fosters entrepreneurship. The FRA should seek to locate new businesses to this area. Emphasis should be placed on locating retail at street-level with loft housing or offices on upper floors.

6. Downtown Entertainment and Heritage

The magenta shaded area is the Downtown Entertainment and Heritage Development District. This district will be the hub of activity for residents and visitors in Fairmont. It includes development of a vibrant mixed-use entertainment destination and an enhancement of the Jefferson Street gateway. The emphasis on development in this district would include bars, restaurants, entertainment venues (live performances, etc.), and heritage oriented businesses. These would include businesses serving the local tourism market. Its unique, historic buildings create a dynamic and active place for interaction and discovery that make the area immediately distinguishable from other areas.

RENAISSANCE STRATEGY

7. Riverfront Recreation

The area shaded in bright green is the Riverfront Recreation Development District. This district will provide recreational opportunities for residents and visitors of Fairmont. This district supports the development of a network of trails and public spaces that connect the community to its surrounding natural features. A pedestrian bridge across the Monongahela River would provide a necessary pedestrian link from the Downtown Character Area to the Riverfront/Merchant Street Character Area. This district could also support facilities for people to learn about the history and heritage of Fairmont.

8. Marina/Commercial

The areas shaded in dark green on the diagram represent the Marina/Commercial Development Districts. These districts include private and public access to the Monongahela River in the form of boat slips and peripheral retail uses. The proposed marinas anchor the broader riverfront development with a more active and engaging use than is found in the riverfront recreation district.

9. Mixed-Use Corridor

The areas shaded orange on the diagram are the Mixed-Use Corridor Development Districts. These districts include a mix of retail, residential, and business uses. Higher density residential opportunities would be available with an emphasis on locating retail at street-level with housing on upper floors. This area would provide a clear and defined identity while serving the daily needs of nearby residents. Riverfront/Merchant Street would also act as a gateway that introduces people to Fairmont who are coming into town from the interstate.

10. Hotel and Cultural Center

The area shaded in purple is the Hotel and Cultural Center Development District. This district includes space for cultural events and performances. The district also provides accommodations for visitors with a hotel and cultural space.

11. Riverfront Landscape Improvement

The area along the river shaded in pastel green is the Riverfront Landscape Improvement district. The district would enhance the existing natural features found along the riverfront and enhance views from surrounding areas. These enhancements would be used as a catalyst for investment in the surrounding districts.

12. Mixed-use Civic and Institutional

The area shaded in light red is the Mixed-Use Civic and Institutional Development District. This district reinforces the expansion of governmental and institutional uses in the Downtown Character Area. The district is principally home to government buildings, churches and other non-profits but also includes residences and businesses. This area is appropriate for future government expansion. Proper expansion of civic uses in this district is paramount to making the RA the center of activity in the region.

C. Development Standards

1. Overview

For purposes of this document, development standards refer to recommended intensity and scale of commercial and residential land use for each parcel or conglomeration of parcels that form a project with a Development District. As mentioned earlier, each Character Area is comprised of a series of Development Districts that, together, form the overall preferred land use for the RA. The standards are meant to provide a measure for achieving certain housing densities or commercial development intensities based on desired levels of development investment that will create an active and vital RA. Residential land use standards are measured in dwelling units per acre (DUA) and commercial standards use Floor Area Ratio (FAR). A more detailed definition of these standards is provided below. The application of the development standards to each Development District are discussed later in this section.

2. Dwelling Units Per Acre (DUA)

Neighborhood density (defined in figure 3.1) refers to the number of DUA of land devoted to residential building sites, local streets, and facilities serving the population including common areas of undeveloped land. More rural areas typically have DUAs of less than .05 DUA. That is, less than 5 dwelling units in 100 acres of land. Smaller urban areas like the City of Fairmont may have DUAs closer to five to seven that is 500 to 700 dwelling units in 100 acres of land.

3. Floor Area Ratio (FAR)

The most typical standard used for development is Floor Area Ratio. FAR is the ratio of the total building floor area to the total lot or parcel size. Consequently, the FAR reflects the bulk of the structure in relation to lot size. For example, a plot with an FAR of one that is 10,000 square feet,

RENAISSANCE STRATEGY

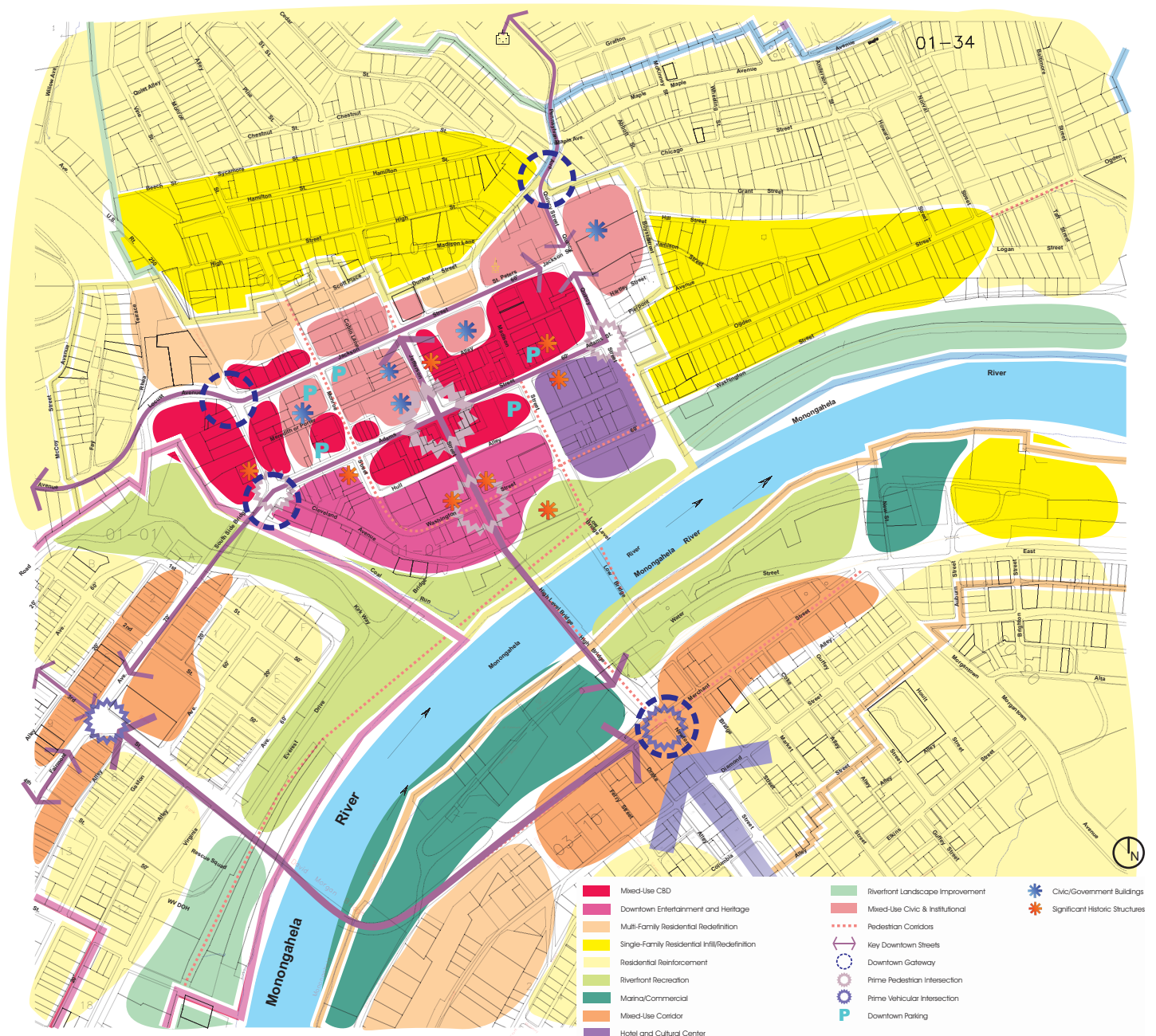
Figure 3-1: Neighborhood Density Description

| Residential Use | Neighborhood Density DUA |
|---------------------|--------------------------|
| Rural Estates | 0.05 |
| Rural Residential | 0.15 |
| Low Density SF | 1.5 |
| Medium Density SF | 3.5 |
| High Density SF | 5.2 |
| Duplexes | 6 |
| Low Density TH | 5 |
| High Density TH | 7 |
| 1 Story Apartments | 10 |
| 3 Story Apartments | 20 |
| 6 Story Apartments | 35 |
| 12 Story Apartments | 60 |

requires that 10,000 square feet of gross floor area must be built on the plot. This can be accomplished in a number of ways. For example, covering 1/4 of the site with four stories gives a FAR of 1.0. Four floors of 2,500 square feet each are built on a site of 10,000 square feet.

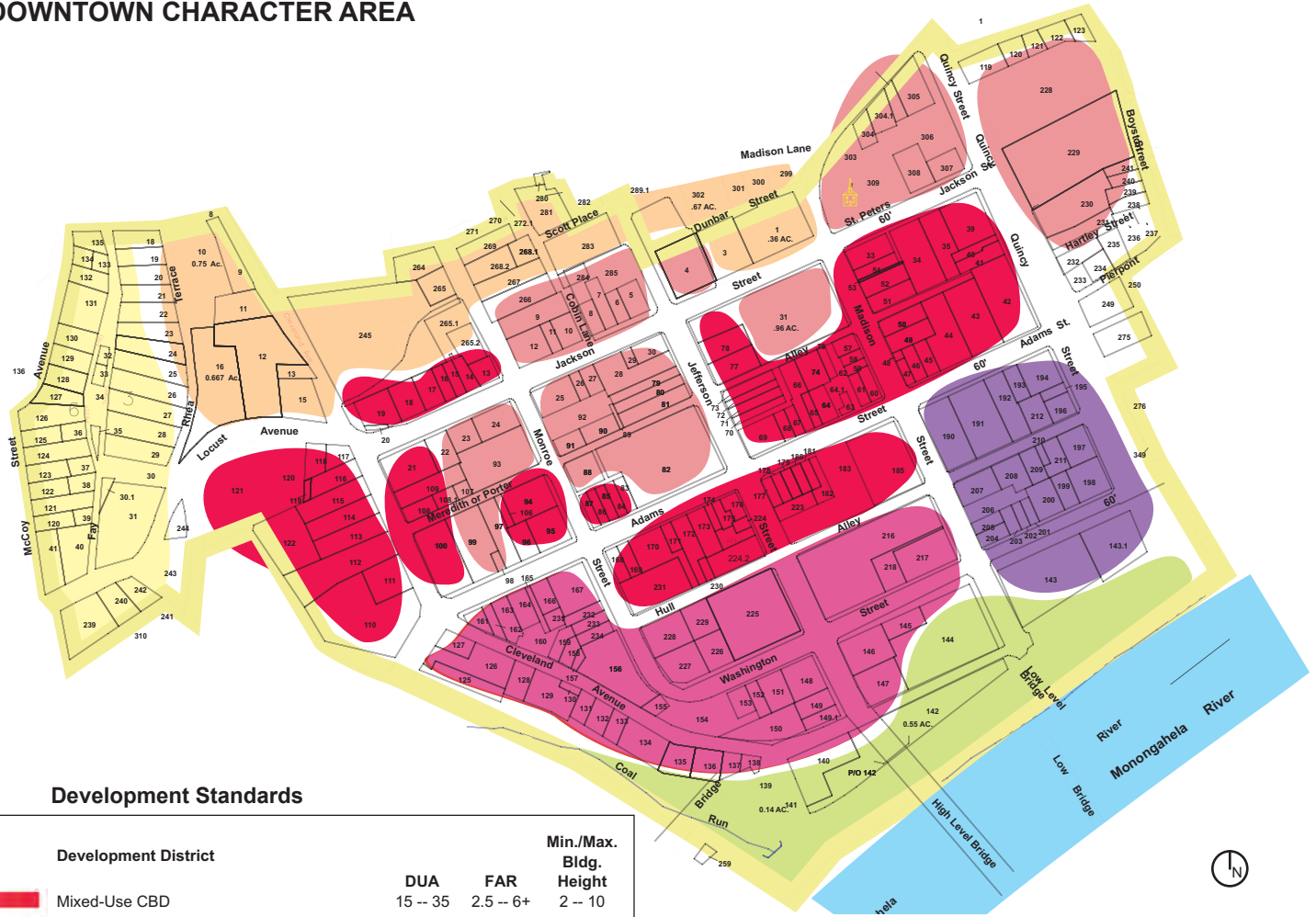
In much of the Downtown Character area, a FAR of four is often exceeded. A four FAR is considered normal for central business districts of a community such as Fairmont. This FAR requires four or more story buildings that are typically built to the property line with no set back.

DEVELOPMENT DIRECTIONS DIAGRAM



RENAISSANCE STRATEGY

DOWNTOWN CHARACTER AREA



Development Standards

| Development District | DUA | FAR | Min./Max. Bldg. Height |
|---------------------------------------|----------|-----------|------------------------|
| Mixed-Use CBD | 15 -- 35 | 2.5 -- 6+ | 2 -- 10 |
| Downtown Entertainment and Heritage | 10 -- 25 | 2.5 -- 4 | 3 -- 6 |
| Multi-Family Residential Redefinition | 7 -- 20 | .6 -- 2.5 | 2 -- 5 |
| Residential Reinforcement | 3 -- 5 | .6 -- 1 | 1 -- 3 |
| Riverfront Recreation | -- | -- | -- |
| Hotel & Cultural Center | 10 -- 20 | 2.5 -- 4 | 3 -- 6 |
| Mixed-Use Civic & Institutional | 10 -- 30 | 2.5 - 6+ | 2 -- 8 |

D. Character Areas

1. Downtown Overview

The Downtown Character Area includes the historic Central Business District of Fairmont. This Character Area was once the center of business, entertainment, retail and cultural activity for the City of Fairmont. For years, the Downtown Character Area has not been able to compete for private investment much of which has gone to other areas of the City or to other counties. The lack of investment has perpetuated a misunderstanding by the community and the private sector of the Downtown Character Area's role within the City of Fairmont. Many no longer view the Downtown Character Area as the heart and center of the community.

Although the current role of the Downtown Character Area is not well recognized or defined, the outcome of this planning effort presents a clear intent to restore the area as a center of government, civic, social and commerce activities for Marion and adjacent counties. The following projects will improve the Downtown Character Area's identity and support it's role.

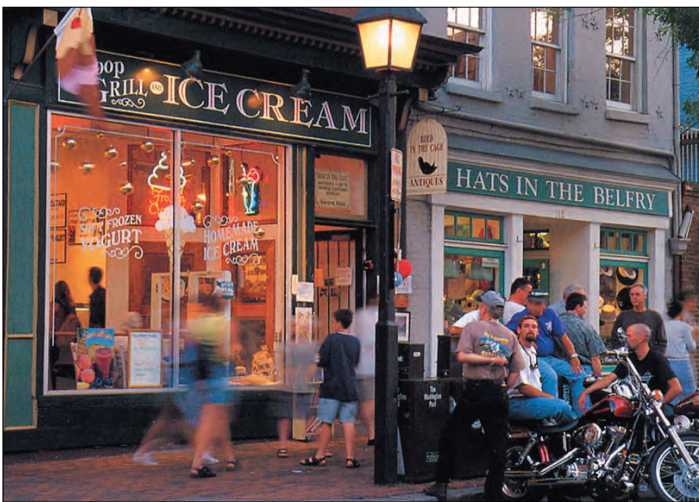
D1 - Deveny Building

The Deveny building is one of several prominent historic structures in the Downtown Character Area. This underutilized structure, owned by Vandalia Heritage Foundation (VHF), is planned as a mixed-use building to include the ground floor as commercial and educational with residential uses on the upper floors. Located in the "Entertainment and Heritage District", the reuse of the Deveny should include commercial uses at ground level as a crucial component to creating a vibrant downtown and thriving entertainment district. Repopulating the Downtown Character Area through the introduction

RENAISSANCE STRATEGY



The Downtown Entertainment and Heritage Development District should include a mix of entertainment and retail uses that encourages people to linger and animate the streets as depicted above and below.



As demonstrated above, empty lots in the Downtown Character Area should be redeveloped as close to the sidewalk as possible. Mixed-use buildings that include residential above commercial are preferred over single-use buildings.

of additional housing units in the Deveny Building is also an important objective of the FRA as part of creating a base that supports downtown commerce.

The current downtown housing market is geared towards affordable and senior housing. However, the market for singles, particularly Fairmont State University (FSU) students, is strong and the Deveny is appropriately configured and located for capturing such market as a redevelopment project. Although VHF is facilitating the redevelopment, the FRA should offer VHF or other partners support and assistance to expedite the project. Support could include securing additional financing and helping to locate the necessary developers to appropriately complete the project.

D2 - City Fire Station

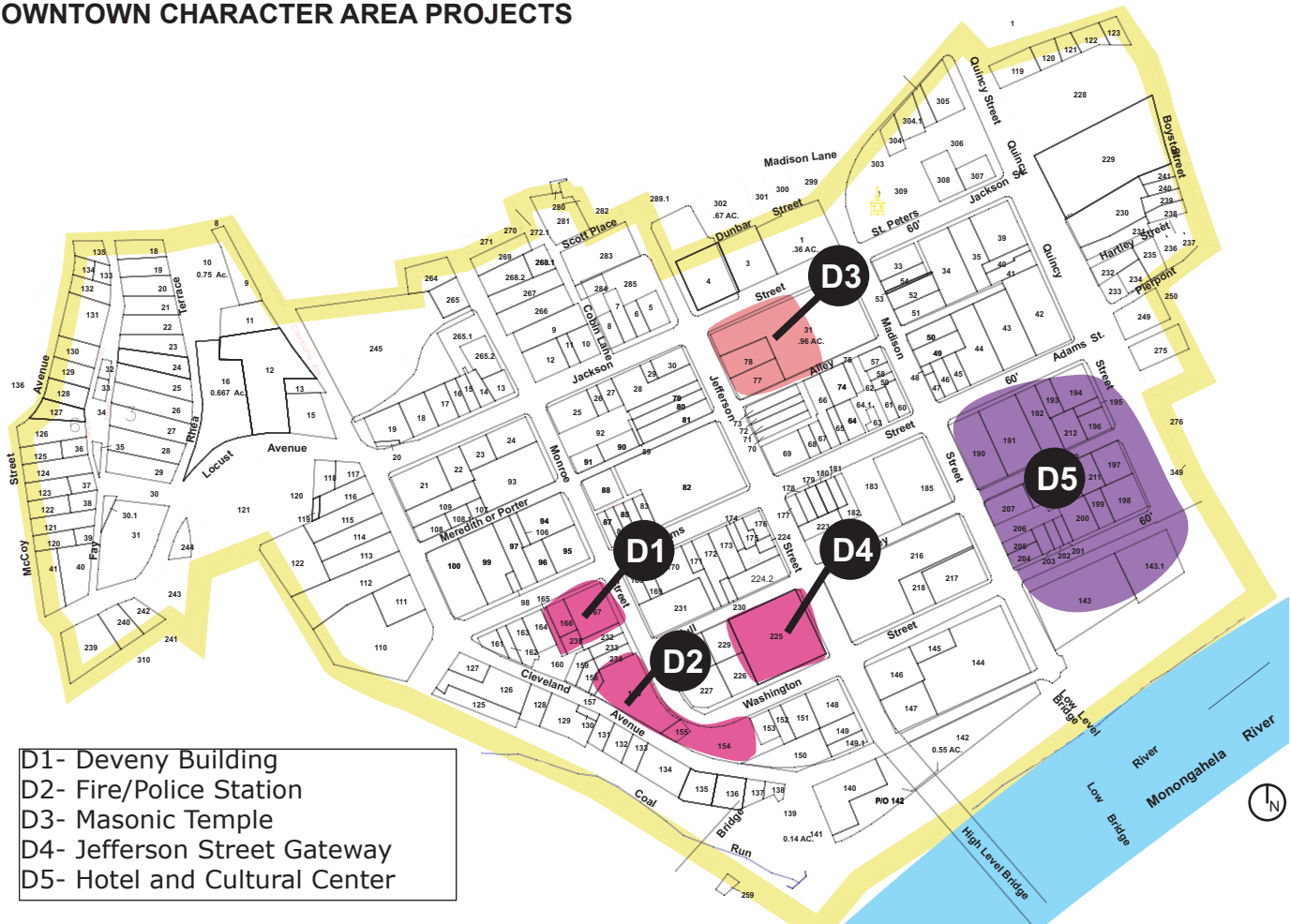
Located in the "Entertainment and Heritage District", the City Fire Station is no longer adequate for today's equipment and staffing needs. The City will relocate the police and fire departments to the new public safety building on the opposite side of downtown in 2006. Once the transition is complete, the historic City Fire Station will be available for redevelopment. The FRA's objectives support the creation of new attractors in the Downtown Character Area and the City Fire Station is appropriately configured and located for such a venture. Its new use(s) should support the concept of an active and vibrant destination and the establishment of an entertainment district. New uses could include, housing, restaurants, bars and night clubs, or health and fitness clubs. Local residents have shown interest in reusing the building for retail, arts, culture, and entertainment venues. These ventures should be encouraged and supported by the FRA.

D3 - Masonic Temple

The Masonic Temple is another defining historic structure located in the Downtown Character Area. The building is located on Jefferson Street mid-block between Jackson and Adams Streets. Completed in 1907 the building was placed on the National Register of Historic Places in 1993. The structure has remained in disrepair for many years. The underutilized building is now used as a storage facility and is in dire need of repairs in order to maintain the structure's integrity. The building is at risk of suffering from serious cosmetic and structural problems if its exterior does not receive immediate maintenance to prohibit interior exposure to the harsh elements of the West Virginia climate.

RENAISSANCE STRATEGY

DOWNTOWN CHARACTER AREA PROJECTS



The Masonic Temple can be used for a variety of uses thanks to its large spacious floor plan and sturdy steel reinforced concrete structure. Its height, location, character, and presence also make it one of the most important buildings in downtown. With the right mix of uses, the building should be able to be returned to service and aid in the redevelopment of the RA.

The biggest issue in reuse of the Masonic Temple is locating a viable use to occupy the upper stories. A soft office market in Downtown Fairmont makes conversion of upper floors to office space a less desirable option. Yet, the potential for market rate housing in Fairmont is growing. As technology and its peripheral industries continue to expand in Marion and adjacent counties, Fairmont can capture regional growth in the housing market. Furthermore, like many communities across the United States, Fairmont is seeing a growing interest in housing in downtown by young singles, couples and empty nesters. As such, one potential reuse opportunity for the building includes conversion into lofts or condos.

The potential for reuse as a mixed-use residential building is contingent upon capturing additional land adjacent to the Masonic Temple to provide adequate parking for residents, workers and patrons. Additional planning would be needed to determine the amount of parking that would be adequate for the proposed uses. In addition, a planning and feasibility study for the reuse of the Masonic Temple will be required to adequately determine the best use for the building.

D4 - Jefferson Street Gateway

The Downtown Character Area's lack of private investment is apparent when viewed from the High Level Bridge, a gateway to downtown. Moreover, the addition of the I-79/Downtown connector will increase the Downtown Character Area's visibility by drawing people from the interstate into Downtown Fairmont. As a result, the viewshed from the High Level Bridge will be the "first impression" for an increasing number of visitors. The intersection of Washington and Jefferson Streets is a prominent opportunity to address the diminished appearance of the Downtown Character Area from this

RENAISSANCE STRATEGY

A Hotel and Cultural center in Downtown Fairmont would improve the visibility and attractiveness of the City of Fairmont. Cultural space could also be used for the arts and other cultural performances.



Buildings with consistent character and quality are important to defining districts and establishing a unique aesthetic quality.

gateway. The intersection is currently occupied by a vacant Legion building, the former Fairmont Hotel and other institutional uses. This “gateway” is downtown’s front door and should offer a more appealing experience for both visitors and residents.

A prominent site from the High Level Bridge viewshed is the property once occupied as the Legion. The former Legion site should be upgraded with hospitality, entertainment or civic uses, enhancing the view and arrival experience from the High Level Bridge and intersection of Washington and Jefferson Streets. The stone wall that creates a physical and visual barrier to downtown should be reconfigured to open up the site, and thus downtown, to visitors arriving from the High

Level Bridge. This site should be developed with a structure of striking and open character that makes a statement about the City of Fairmont and its residents. Building and site design and location are of utmost importance and should maximize the urban design statement.

D5 - Hotel and Cultural Center

Downtown Fairmont has little venue space available for arts and culture events. Furthermore, no hotels are available to accommodate guests in downtown – visitors must stay in outlying areas or along Interstate 79. A new multiuse hotel and cultural complex would give Downtown Fairmont the edge it needs to compete for additional businesses, residents and visitors.

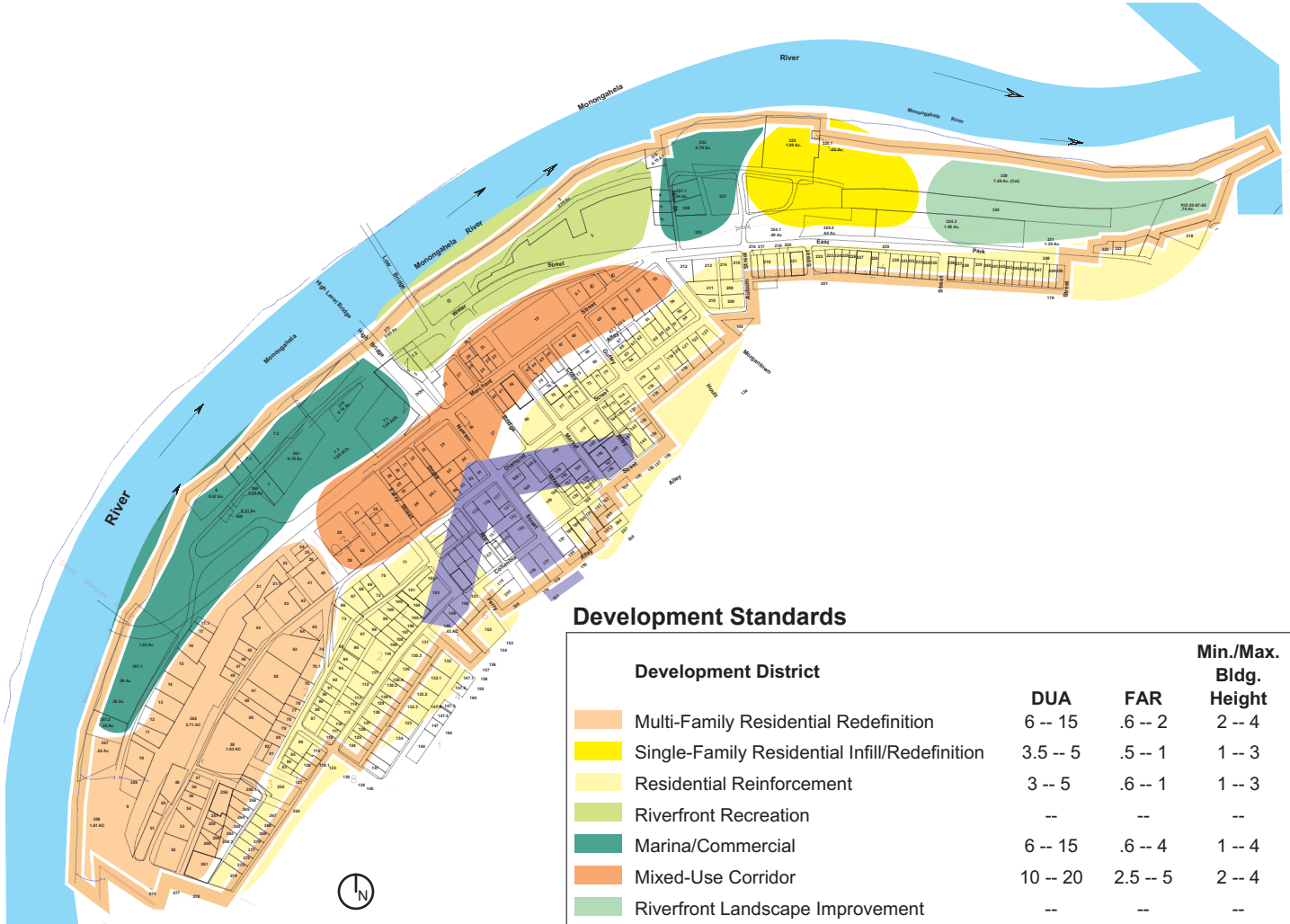
The proposed center is located on the block bounded by Adams, Madison and Quincy Streets and the Monongahela River. The area is currently comprised of a significant number of vacant lots, buildings and surface parking lots. The Fairmont Theater is also located in the proposed Hotel and Cultural center area. The site provides views and access to the Monongahela River and Adams Street – Downtown Fairmont’s “Main Street”. The site is also adjacent to the future Low Level Pedestrian Bridge.

The proposed Hotel and Cultural Center would include a multiple use structure for accommodating culturals, cultural performances, and art related activities. Redevelopment would include reuse and incorporation of the Fairmont Theater. Additional structures would be located south of the Fairmont Theater down to the Riverfront. The hotel, Fairmont Theater and multiple use complex would be interconnected. According to the *Fairmont Downtown Revitalization Plan*, the City of Fairmont can support approximately 200 additional hotel rooms and approximately 45,000 square feet of museum and arts/performance space.

Additional uses on the site could include a mix of housing and retail fronting Adams Street to the east of the Fairmont Theater. The topography of the site presents some challenges for development activity. Parking could be accommodated in the newly constructed garage on the northeast corner of Madison and Adams Streets as well as on site. Feasibility and planning studies should be conducted to accurately determine the appropriate square feet and mix of uses for the site.

RENAISSANCE STRATEGY

RIVERFRONT/MERCHANT STREET CHARACTER AREA



2. Riverfront/Merchant Street Overview

The Riverfront/Merchant Street Character Area includes the east bank of the Monongahela River. This area is currently comprised of vacant and underutilized land that is littered with remnants of former commercial uses that remain as an eyesore for users and as viewed from the Downtown Character Area. The area is haphazardly organized and includes a mix of property owners and various parcel shapes and sizes. The area to the southeast of the riverfront includes the struggling Merchant Street commercial corridor and a residential area with an amalgamation of housing styles and ages. This area includes a significant number of vacant lots and structures.

Fairmont has not effectively utilized the Riverfront/Merchant Street Character Area to reconnect itself to its river city past and provide uses that attract people to the City of Fairmont. The Character

Area's current role is not well defined. Existing uses suggest that it is primarily a struggling commercial corridor that offers daily goods and services to surrounding neighborhoods. However, the Character Area should be a much more well defined and vibrant area given its proximity to downtown, coming connection to I-79 and direct access to the Monongahela Riverfront. As such, the *Fairmont Renaissance Plan* outlines strategies for redefining the Riverfront/Merchant Street Character Area into a more dynamic and active place. The proposed I-79/Downtown Connector and its underutilized riverfront present this area with reconfiguration opportunities that should be guided and used to create a community gathering and regional attractor that includes a range of housing, shopping and recreational uses. A comprehensive and planned approach to redevelopment is critical in order to give this Character Area a cohesive and unified development theme that fulfills its larger role.

RENAISSANCE STRATEGY



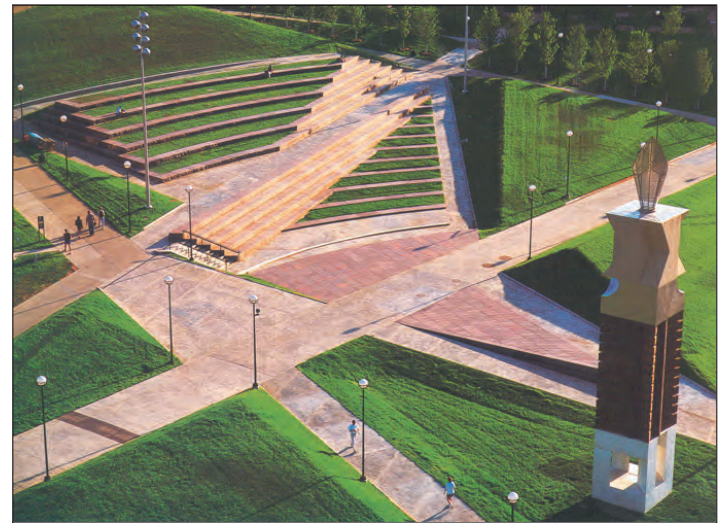
Development of a marina in the Riverfront/Merchant Street Character Area is a vital component to successful redevelopment of the RA. A new marina would create a unique regional attractor to distinguish Fairmont from surrounding communities.

Careful consideration should be given to the design and commercial mix of the Riverfront/Merchant Street Character Area. The entire riverfront project should be connected with pedestrian paths and a riverfront boardwalk to encourage people to stay in the area once out of their automobile. Furthermore, the addition of shops and restaurants to the riverfront should be limited in number and to establishments that are related to surrounding activities. The proper development mix for this area is important. The riverfront should complement and enhance downtown and should not compete for redevelopment activities. Striking a balance in investment patterns and uses is important for the successful redevelopment of both geographies.

The projects outlined below support the Character Area's role as a mixed-use community gathering space that provides public access to the Monongahela Riverfront.



New multi-family housing in the Riverfront/Merchant Street Character Area is important to revitalization of the riverfront. As pictured above and below, new housing can take many forms including condos and townhouses.

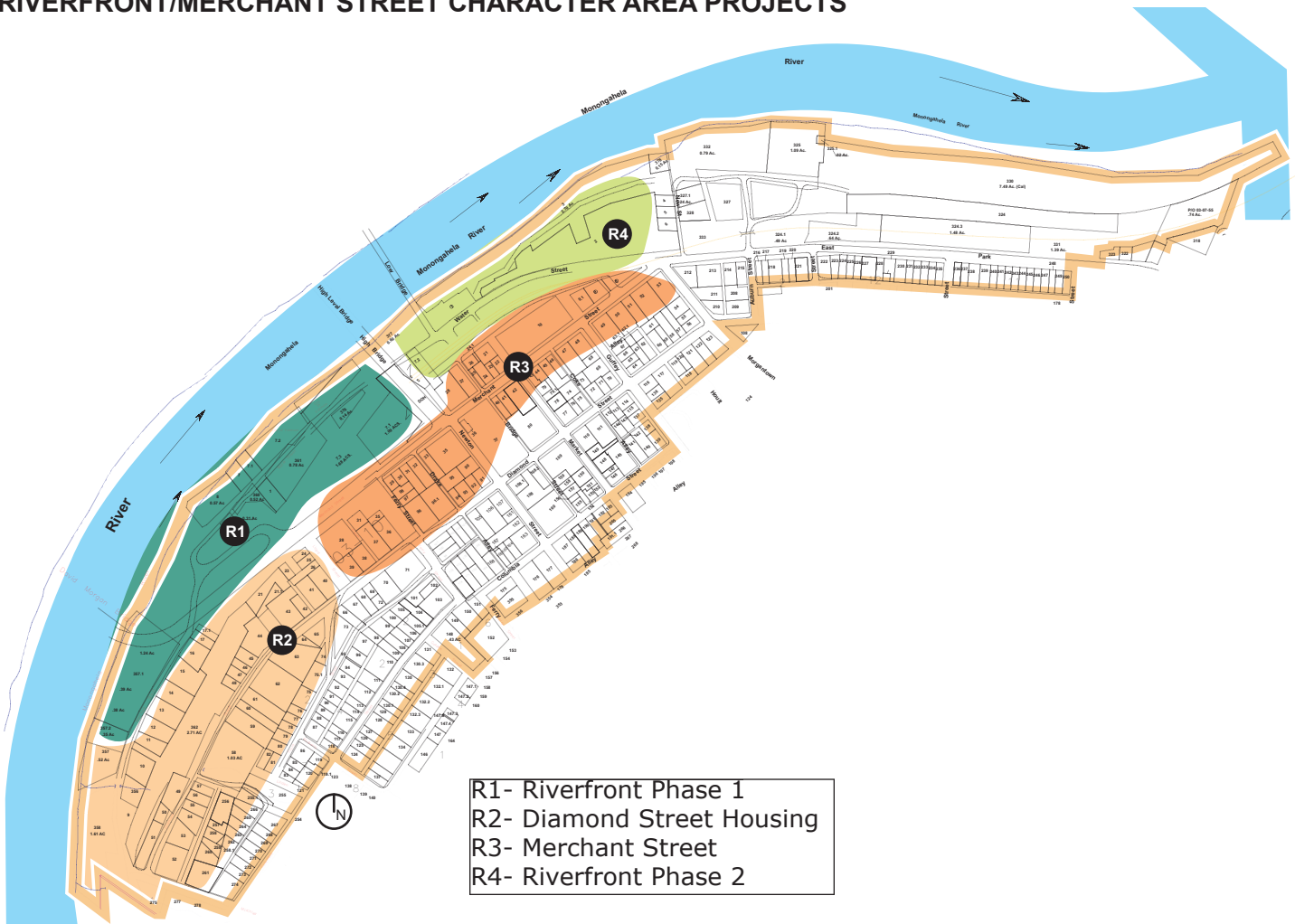


The riverfront should provide spaces for community gatherings and events as well as personal recreation and reflection. The new park should be functional but also whimsical and interactive.



RENAISSANCE STRATEGY

RIVERFRONT/MERCHANT STREET CHARACTER AREA PROJECTS



R1- Riverfront Phase 1

The guiding principle for redevelopment of the Phase 1 Riverfront is creating a mixed-use riverfront development that reconnects Fairmont to the Monongahela River by establishing access to the river with public open space, and a mix of uses including residential dwellings and private shops and restaurants. Although open space would be predominantly public, private operations related to boating and water sports and dining is encouraged. Proposed north of the Third Street Bridge, the marina would include boat slips, a launching dock, and a restaurant with related shops. A new housing component is proposed immediately south of the Third Street Bridge along Diamond Street.

R2 Diamond Street Housing

The southwest portion of the Riverfront/Merchant Street Character Area is largely undeveloped and vacant. Much of the housing that exists in this area is lower density and marginal in quality and appearance. A number of the structures in the area require substantial investment in order to



New multi-family housing in the Diamond Street area could include townhouses that front the street and relate to the riverfront and the proposed marina.

RENAISSANCE STRATEGY



New restaurants and retail in the Riverfront/Merchant Street Character Area should be limited to enterprises that relate to the marina or serve surrounding neighborhoods.



The new Downtown/I-79 Connector will bring new visibility to the City of Fairmont. The Riverfront/Merchant Street Character Area should provide interesting and unique gateway statements to visitors.

meet building and zoning codes. The investment in the adjacent Riverfront Phase 1 and the I-79/ Downtown Connector, offer the opportunity to redefine this area. The FRA should present a clear and comprehensive approach for redevelopment of this area that improves the quality and increases the housing choices available in the RA.

If left unchecked, the area could redevelop in a piecemeal manor that offers no clear identity to the neighborhood. A suburban housing solution in this area is not the recommended development pattern. Housing should be more urban in character and incorporate a pedestrian scale with walkable connections to surrounding areas. In addition, the area should relate well to its surroundings including strong visual and physical connections to proposed developments along the riverfront and neighborhoods. Development should not become an enclave that is fragmented and disconnected from the riverfront, downtown and surrounding areas. Failure to make adequate connections to other areas will inhibit leveraging of additional development along the Riverfront and Merchant Street and in the Downtown Character Area.

R3- Merchant Street

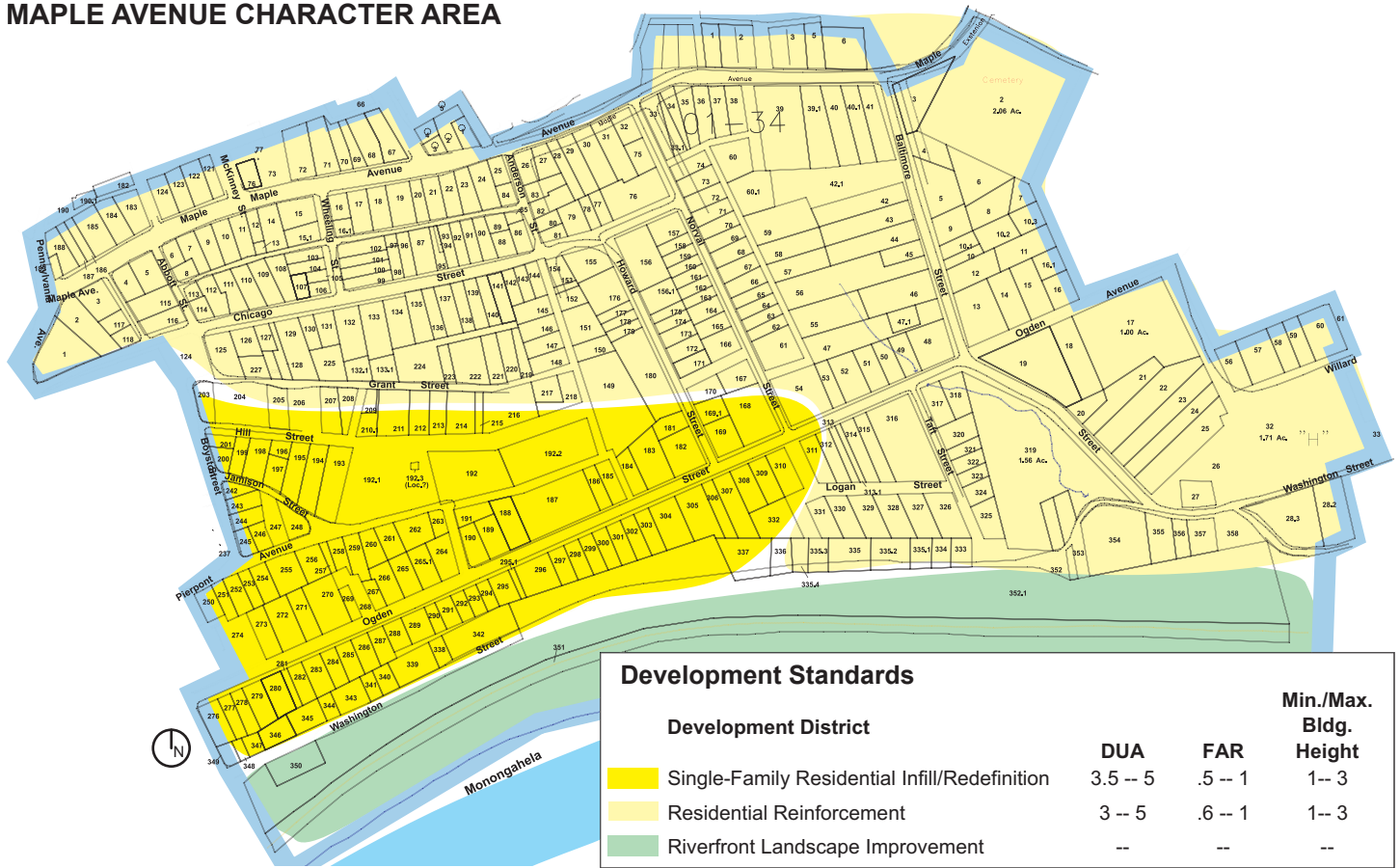
Merchant Street is an important but struggling mixed-use neighborhood commercial corridor providing goods and services to the surrounding area. Although the property fronting Merchant Street is mostly occupied and businesses are operational, the corridor’s role as a mixed-use neighborhood corridor is not well defined. Redefinition of the corridor is inevitable with construction of the new Downtown/I-79 connector and future riverfront investments. The corridor’s proximity to the riverfront makes it an excellent location for a truly mixed-use corridor including restaurants, neighborhood shops and unique housing with a view to downtown. The area could also play a secondary hospitality role within the RA with the development of a hotel with direct access to I-79. Care should be given to implementing a planned and unified development approach.

R4- Riverfront Phase 2

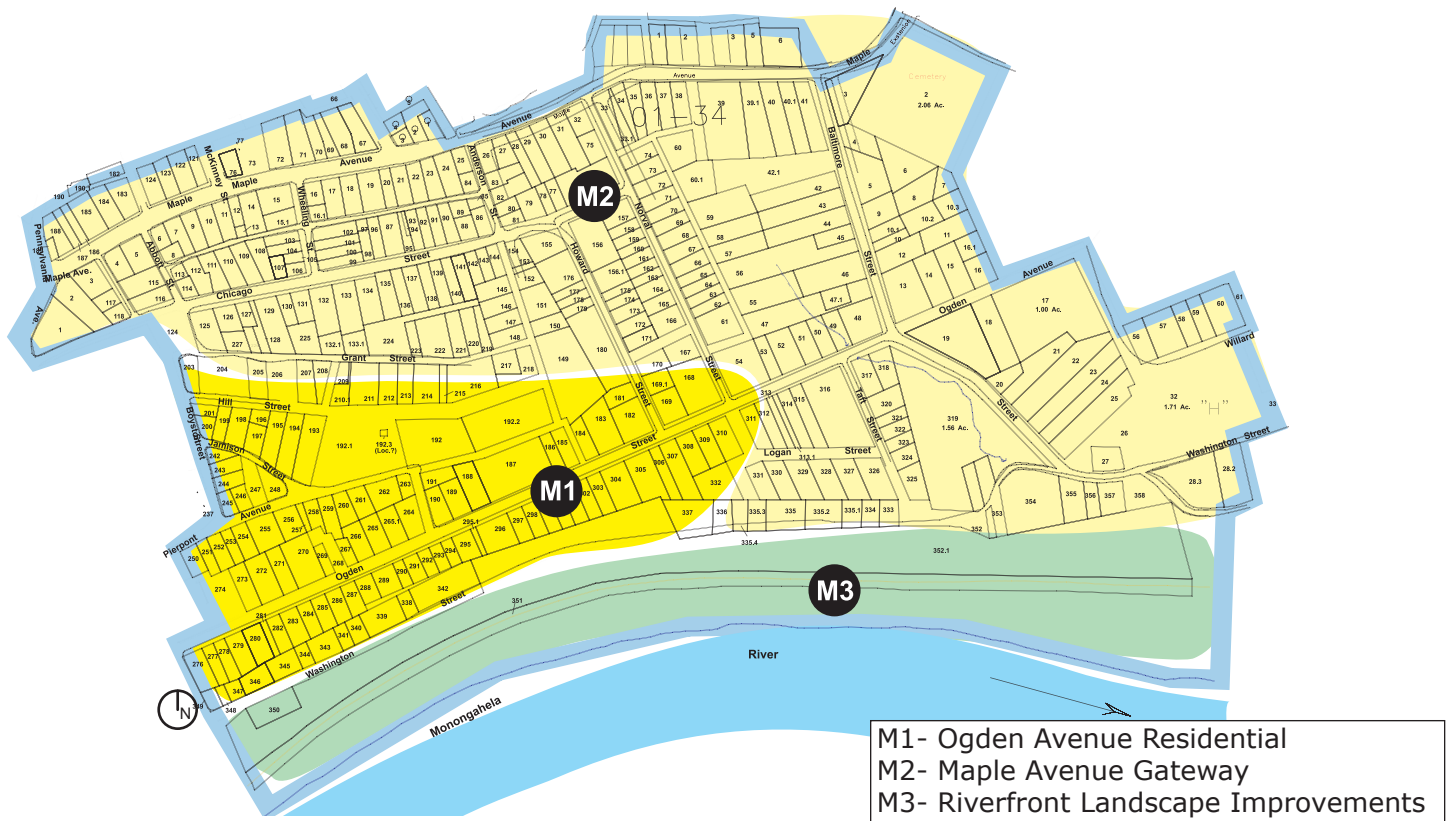
The downtown/I-79 Connector will provide the opportunity for additional private investment along the riverfront. The area immediately northeast of the High Level Bridge could include open space for large programmed events and community gatherings. Well defined connections to surrounding residential and commercial uses are important to the success of the riverfront.

RENAISSANCE STRATEGY

MAPLE AVENUE CHARACTER AREA



MAPLE AVENUE CHARACTER AREA PROJECTS



RENAISSANCE STRATEGY



Rejuvenating existing historic homes is important to preserving the existing character of the Maple Avenue Character Area. New housing should be sensitive to the design of historic structures.

3. Maple Avenue

Overview

Near downtown housing is an important aspect in making any downtown operational. Nearby residents support downtown businesses and events and make downtown an active and vital place particularly after normal business hours. One strategic neighborhood in proximity to downtown includes the Maple Avenue Character Area. The Maple Avenue Character Area was once a thriving residential area adjacent to Downtown Fairmont. Revitalization of this neighborhood is key to successful redevelopment of the broader RA. The City of Fairmont, Vandalia Heritage Foundation and the Fairmont Community Development Partnership (FCDP) have already initiated efforts to improve the housing quality in this area.

M1- Ogden Avenue Residential

The Ogden Avenue Residential project should include infill housing with predominantly single-family residential homes to fit a mix of incomes. The area has a number of historic homes that should be rehabilitated to help reestablish the character of the neighborhood. New infill homes should resemble the historic character and quality of former and existing architectural styles. Additional study will be needed to determine the best approach for redevelopment of the area.

M2- Maple Avenue Gateway

The Fairmont Community Development Partnership has already accomplished a significant amount of work in the Maple Avenue Character Area. The FRA should seek a partnership with the FCDP or other partners to support the completion of this initiative.

M3- Riverfront Landscape Improvements

The riverfront along the Maple Avenue Character Area is overgrown with thick brush and dense tree foliage. As a result, the properties along Ogden Avenue have an obstructed, or in most cases, no view to the riverfront. A strategic landscape plan is recommended for this area that improves view access to bolster investment in the adjacent properties.

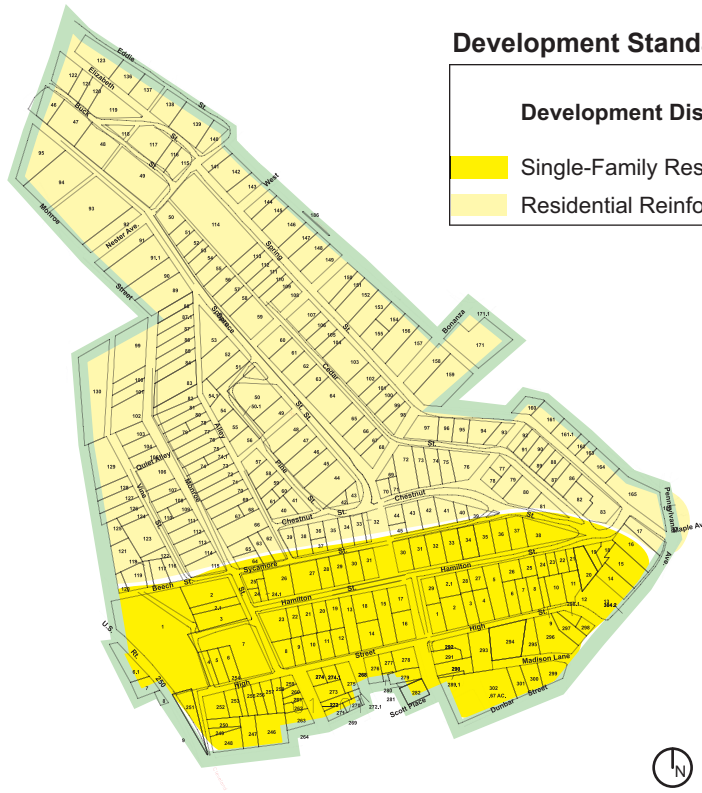


The Maple Avenue Character Area has a significant amount of vacant and undeveloped land. Vacant lots should be returned to residential use. The area should be cordoned into neighborhoods with distinct markers and a unifying design. This area should provide housing for a mix of incomes including upper market rate.



RENAISSANCE STRATEGY

HIGH STREET CHARACTER AREA

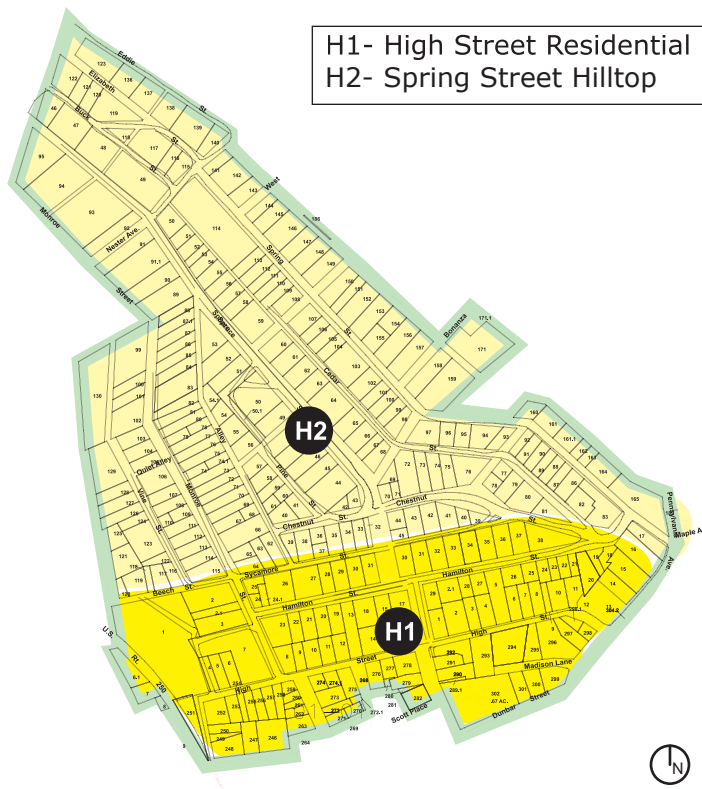


Development Standards

| Development District | DUA | FAR | Min./Max. Bldg. Height |
|-----------------------------------------------|---------|-----------|------------------------|
| Single-Family Residential Infill/Redefinition | 6 -- 10 | .6 -- 1.5 | 1-- 4 |
| Residential Reinforcement | 3 -- 5 | .6 -- 1 | 1-- 3 |



HIGH STREET CHARACTER AREA PROJECTS



H1- High Street Residential
H2- Spring Street Hilltop

New housing in the High Street Character area should establish a new precedent for urban housing in the City of Fairmont. Standard suburban housing should be avoided and attention to architectural style is critical in creating a new identity in this important neighborhood.



RENAISSANCE STRATEGY

4. High Street

Overview

The High Street Character Area is an important near downtown neighborhood. Portions of the area offer excellent views into Downtown Fairmont. In addition, the area is highly visible from downtown and the I-79 connector. The views offered in this character area are impressive and the private sector has been unable to capitalize on this asset in part because of topography that aggravates the area's limited access and increases the costs of redevelopment. Still, redevelopment potential in some portions of the High Street Character Area are more marketable than in others.

Like any neighborhood, consideration should be given to a unifying identity for the character area that makes it unique from other residential areas. Additional study will be needed to adequately determine the appropriate mix of single- and multi-family residential units and identify the target market.

H1- High Street Residential

The High Street Residential Project Area is predominantly residential in land use. Reconfiguration of this area would include upgrading and improving vehicular and pedestrian circulation, and making streetscape enhancements. The proximity to Downtown Fairmont makes it a good fit for multi-family market rate housing. The private sector should lead the charge for new housing and rehabilitation and upgrades to existing housing with the support of the FRA.

H2- Spring Street Hilltop

This area is currently low to moderate income housing. Its proximity to downtown makes it appropriate for new infill housing and rehab of blighted or vacant properties. The FRA led by the FCDP and private developers should initiate redevelopment of this area. Reconfiguration and upgrading infrastructure is necessary for revitalization of the project area.



Housing in the High Street Character Area should offer a mix of types including townhouses and single-family homes as demonstrated in the images above and below. Offering housing for a mix of incomes is important to the success of the RA.

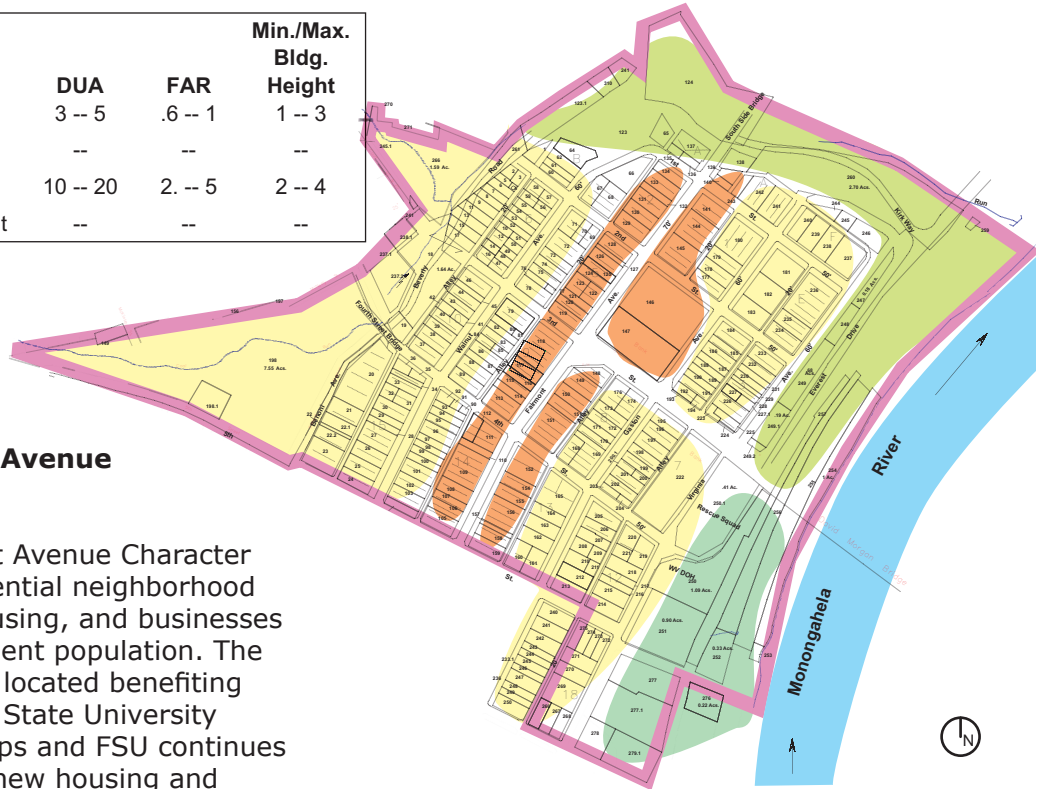


RENAISSANCE STRATEGY

THIRD STREET & FAIRMONT AVENUE CHARACTER AREA

Development Standards

| Development District | DUA | FAR | Min./Max. Bldg. Height |
|----------------------------------|----------|---------|------------------------|
| Residential Reinforcement | 3 -- 5 | .6 -- 1 | 1 -- 3 |
| Riverfront Recreation | -- | -- | -- |
| Mixed-Use Corridor | 10 -- 20 | 2. -- 5 | 2 -- 4 |
| Riverfront Landscape Improvement | -- | -- | -- |



5. Third Street & Fairmont Avenue Overview

The Third Street and Fairmont Avenue Character Area is a mixed-income residential neighborhood including university rental housing, and businesses and services for the local student population. The character area is strategically located benefiting from downtown and Fairmont State University (FSU). As downtown redevelops and FSU continues to grow, the district will gain new housing and commercial services. In the long-term, the Third Street and Fairmont Avenue intersection will become a major commercial node.

Plans for improving access to FSU via a new Third Street bridge will foster growth and intensify development. The FRA and the City of Fairmont must prepare a long-term strategy for managing automobile oriented commercial growth in the Character Area. Commercial growth should not intrude into well established neighborhoods. New residential units should be of appropriate quality and design. Existing single-family residences should not be converted into low income multi-family units.

No active projects exist for the character area. Potential Third Street and Fairmont Avenue redevelopment projects include:

- Multi-Family Housing
- Right-of-Way Improvements
- Affordable and Market Rate Single-Family Infill Housing
- Downtown Gateway Statements
- Enhanced Pedestrian Connections to Downtown
- Improved Neighborhood and FSU Commercial Services
- New Third Street Bridge



Housing in the Third Street and Fairmont Avenue Character Area should offer a mix of market rate single-family homes (as demonstrated in the image above) and affordable mixed-use residential above commercial for nearby FSU student population



IV. Approach

APPROACH

A. Partnership

It is the intent of the Fairmont Renaissance Authority to activate and facilitate partnerships between a mix of public, not for profit, governmental and stakeholder representatives to bring about the redevelopment of the Renaissance Area as a better place to live, work and play. This includes working cooperatively with partners for the overall redevelopment of plan and individual projects forming “creative alliances” that benefit the community by coordinating efforts and resources as a catalyst for redevelopment; not as an additional procedural impediment to development.

B. Land Acquisition Strategy

1. Overview

In order to carry out the activities proposed, the FRA will use the powers granted to the FRA by the State Code 16-18-5(b) of the West Virginia Code as amended. These powers include acquisition, demolition, relocation, rehabilitation, and/or selling of property within the RA. Generally, in order to carry out the latter of these activities, the FRA must first hold title to the properties through acquisition. Therefore, acquisitions of specific properties will be the first step in carrying out each individual project in the plan.

RA Acquisition - Figures 4-1 and 4-2 below, illustrate the areas proposed for acquisition by the RA. The total estimated cost of acquisition for projects in the FRP is \$1,800,000. Estimated proceeds from sale to redevelopers (excluding publicly developed land) is \$150,000 to \$1,100,000. These acquisition determinations were made based on the existing uses, condition of the properties, the uses and condition of adjacent properties, and the feasibility for redevelopment of specific properties to address disinvestment. Future FRA acquisition list will be determined utilizing similar criteria.

2. Acquisition by Others – Properties not listed for RA Acquisition within project areas will be acquired by parties other than the FRA as part of the development process. Such land may be acquired by FRA only in future amendments to this Plan necessitating such acquisition.

3. Land Not to be Acquired – Land outside of the project areas is not to be acquired. Such land may be acquired only in future amendments to this Plan necessitating such acquisition.

Figure 4-1: Property Acquisition List

| Tax Map | Parcel # | Acres | Status |
|---------------------------------|----------|-------|----------|
| Masonic Temple | | | |
| 01-01 | 77 | 0.14 | Occupied |
| 01-01 | 78 | 0.14 | Occupied |
| Jefferson Street Gateway | | | |
| 01-01 | 225 | 0.63 | Occupied |
| 01-01 | 226 | 0.12 | Occupied |
| 01-01 | 229 | 0.12 | Occupied |
| Riverfront Phase 1 | | | |
| 03-07 | 7.3 | 1.82 | Occupied |
| 03-07 | 376 | 0.14 | Vacant |
| 03-07 | 377 | 0.6 | Vacant |
| 03-10 | 7 | 0.16 | Vacant |
| 03-10 | 7.1 | 0.14 | Vacant |
| 03-10 | 8 | 0.57 | Vacant |
| 03-10 | 357.1 | 2.01 | Vacant |
| 03-10 | 359 | 0.31 | Vacant |
| 03-10 | 360 | 0.52 | Vacant |
| 03-10 | 361 | 0.78 | Vacant |

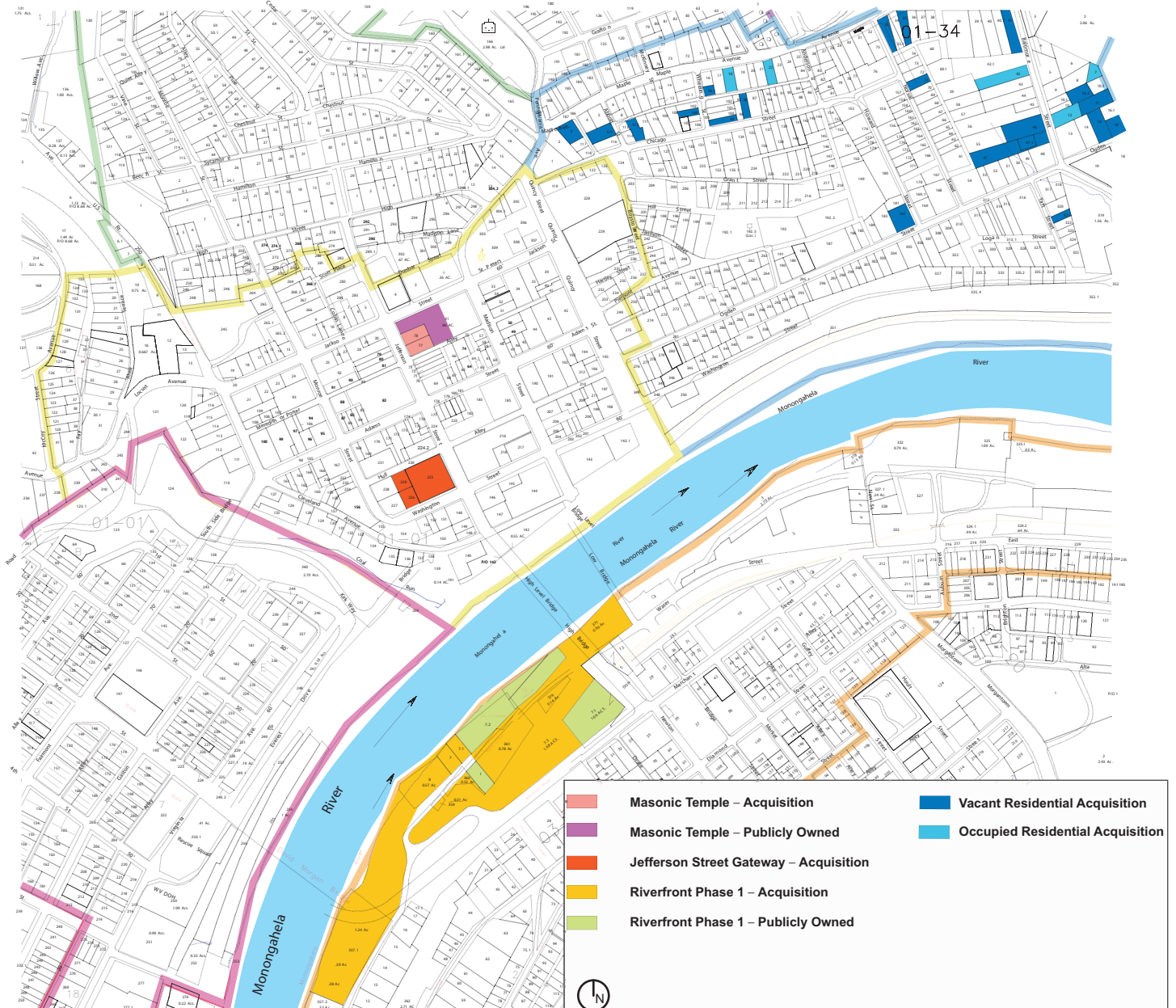
| Tax Map | Parcel # | Acres | Status |
|-----------------------------------------|----------|-------|----------|
| Vacant Residential Acquisition | | | |
| 01-34 | 115 | 0.14 | Vacant |
| 01-34 | 112 | 0.11 | Vacant |
| 01-34 | 182 | 0.20 | Vacant |
| 01-34 | 33 | 0.13 | Vacant |
| 01-34 | 35 | 0.10 | Vacant |
| 01-34 | 321 | 0.06 | Vacant |
| 01-35 | 03 | 0.31 | Vacant |
| 01-34 | 71 | 0.09 | Vacant |
| 01-34 | 16.1 | 0.05 | Vacant |
| 01-34 | 96 | 0.08 | Vacant |
| 01-34 | 99 | 0.07 | Vacant |
| 01-34 | 104 | 0.06 | Vacant |
| 01-34 | 41 | 0.20 | Vacant |
| 01-34 | 46 | 0.30 | Vacant |
| 01-34 | 47 | 0.42 | Vacant |
| 01-34 | 47.1 | 0.21 | Vacant |
| 01-35 | 10.2 | 0.13 | Vacant |
| 01-35 | 11 | 0.18 | Vacant |
| 01-35 | 15 | 0.19 | Vacant |
| 01-35 | 16 | 0.12 | Vacant |
| Occupied Residential Acquisition | | | |
| 01-34 | 18 | 0.13 | Occupied |
| 01-34 | 22 | 0.11 | Occupied |
| 01-34 | 42 | 0.27 | Occupied |
| 01-35 | 07 | 0.10 | Occupied |
| 01-35 | 12 | 0.18 | Occupied |

4. Provisions for Treatment of Properties within the RA - The prevalence of slum and blight as well as other evidence of disinvestment warranted the formation of the RA. The stated purpose of the FRP is to halt the disinvestment trends and to encourage and facilitate redevelopment within the RA. With these outcomes in mind, the FRA will endeavor to monitor improvements, maintenance and operation of all property within the RA based on the following requirements; (1) has the property owner addressed slum and blight, as it applies to their property, and (2) does the property comply with all applicable local, state, and federal laws, codes, and ordinances. If the owners of properties within the

RA do not conform to these requirements and are found to be either sustaining or aggravating slum or blight, the FRA may issue a written request for improvements.

5. Relocation – The Fairmont Renaissance Plan’s acquisition list includes properties occupied at the time of the development of the plan. Future amendments to this plan may contemplate the acquisition of additional occupied properties when required by the scope and nature of a proposed redevelopment initiative. Acquisition procedures regarding relocation for occupied properties will be based on the Uniform Relocation Assistance and Real Property Policies Act of 1970, as amended.

Figure 4-2: Property Acquisition Map



APPROACH

Figure 4-3: Overall Scope

| Project Components | Units | Tier 1 | Tier 2 | Tier 3 | Total |
|-------------------------------|--------------|-----------|-----------|------------|---------|
| | | Years 1-3 | Years 3-6 | Years 6-10 | |
| Parks & Recreation | Acres | 12 | 8.5 | 10 | 31 |
| Parking Garage | Spaces | 410 | 60 | 560 | 1,030 |
| Commercial / Retail | Square Feet | 32,000 | 10,000 | 75,000 | 117,000 |
| Commercial / Office | Square Feet | 12,000 | 10,000 | 0 | 22,000 |
| Education | Square Feet | 12,000 | 0 | 0 | 12,000 |
| Arts & Culture | Square Feet | 12,000 | 0 | 41,200 | 53,200 |
| Hospitality | Square Feet | 0 | 0 | 180,000 | 180,000 |
| Hotel Keys | Keys | 0 | 0 | 288 | 288 |
| Residential | Square Feet | 245,600 | 305,600 | 334,500 | 885,700 |
| Residential | Units | 109 | 119 | 181 | 408 |
| Transportation Infrastructure | Blocks Faces | 14.5 | 14.4 | 10.2 | 39 |

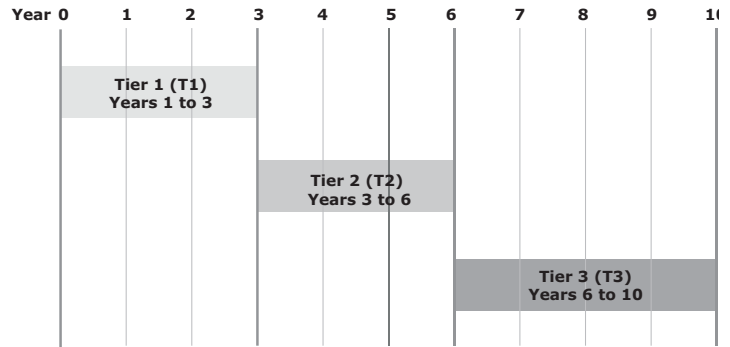
Figure 4-4: Estimated Investment

| Project Number | Tier / Project Name | Tier 1 | Tier 2 | Tier 3 | Future |
|------------------------------------------------------------|-------------------------|---------------------|---------------------|----------------------|--------|
| | | Years 1-3 | Years 3-6 | Years 6-10 | |
| <u>Downtown Character Area</u> | | | | | |
| D1 | Deveny Building | \$9,523,650 | | | |
| D2 | Fire/Police Station | \$5,563,275 | | | |
| D3 | Masonic Temple | \$7,551,250 | | | |
| D4 | Jefferson St. Gateway | | \$7,896,250 | | |
| D5 | Civic Center | | | \$51,985,975 | |
| <u>Merchants Street (Riverfront) Character Area</u> | | | | | |
| R1 | Riverfront Phase 1 | \$4,671,537 | | | |
| R2 | Diamond Street | | \$13,698,737 | | |
| R3 | Merchants Street | | | \$22,114,900 | |
| R4 | Riverfront Phase 2 | | | \$7,080,058 | |
| <u>Maple Avenue Character Area</u> | | | | | |
| M1 | Maple Avenue - 1 | \$2,166,880 | \$2,166,880 | | |
| M2 | Ogden Avenue - 1 | \$7,061,744 | \$7,061,744 | | |
| M3 | Riverfront La. Imp. | | \$824,513 | | |
| <u>High Street Character Area</u> | | | | | |
| H1 | High St. Res - 1 | | | \$12,277,778 | F |
| H2 | Spring St. Res - 1 | | | \$7,138,889 | F |
| <u>Third & Fairmont Character Area</u> | | | | | |
| No projects in this plan | | | | | |
| <u>Pennsylvania Street Character Area</u> | | | | | |
| No projects in this plan | | | | | |
| <u>General Infrastructure</u> | | | | | |
| IP | Infrastructure Projects | \$5,875,000 | \$5,875,000 | \$3,750,000 | F |
| Tier Sub-Total | | \$42,413,337 | \$37,523,124 | \$104,347,599 | |

C. Timing, Scope and Impact

1. Timing – The various projects included in the FRP are grouped into three different implementation time frames; Tier 1 – a short-term time horizon of one to three years, Tier 2 – a midterm time horizon of three to six years, and Tier 3 – a long-term time horizon of six to ten years (see figure 4-5). Several projects have been sub-divided into phases that are implemented over multiple tiers. For example, project M1-Ogden Avenue is divided into two phases, one in Tier 1 and the final phase in Tier 2.

Figure 4-5: Timing



2. Scope – Estimates of the scope of the projects within each tier of the FRP are based on the project descriptions included in this plan. Estimates are categorized under the following headings; parks & recreation, parking garages, commercial/retail, commercial/office, education, arts & culture, hospitality, residential, and transportation infrastructure. These estimates are provided to illustrate the anticipated scope and impact of redevelopment investment proposed by the FRP.

3. Impact – Based on the estimated scope, a general assessment of the economic impact of each tier of the FRP is provided including; new jobs, estimated payroll from new jobs, spin-off jobs based on new jobs payroll, and spin-off jobs payroll. These estimates are provided to illustrate the general economic benefits of the FRP.

Figure 4-6: Sources & Uses

| Funding & Sources | Tier 1 | Tier 2 | Tier 3 | Totals |
|------------------------------------------------|---------------------|---------------------|----------------------|----------------------|
| | Years 1-3 | Years 3-6 | Years 6-10 | |
| Funding Sources | | | | |
| Public Investment | \$9,844,315 | \$8,266,422 | \$21,578,530 | \$39,689,267 |
| Private Investment | \$32,569,022 | \$29,256,702 | \$82,769,069 | \$144,594,793 |
| Uses for Funding | | | | |
| Land Acquisition & Infrastructure Improvements | \$7,147,302 | \$7,520,142 | \$6,294,023 | \$20,961,467 |
| Site Preparation | \$3,374,866 | \$2,350,787 | \$8,411,720 | \$14,137,374 |
| Construction | \$24,331,363 | \$22,440,306 | \$70,673,991 | \$117,445,660 |
| Contingency & Soft Cost | \$7,559,805 | \$5,211,889 | \$18,967,865 | \$31,739,558 |
| Totals | \$42,413,337 | \$37,523,124 | \$104,347,599 | \$184,284,060 |

Figure 4-7: Impact

| Economic Impact | Tier 1 | Tier 2 | Tier 3 | Total |
|----------------------|---------------------|--------------------|---------------------|---------------------|
| | Years 1-3 | Years 3-6 | Years 6-10 | |
| New Jobs | 405 | 141 | 883 | 1,428 |
| Estimated Payroll | \$13,428,050 | \$5,109,234 | \$25,725,896 | \$44,263,180 |
| Spin-Off Jobs | 162 | 56 | 353 | 571 |
| Spin-Off Payroll | \$5,371,220 | \$2,043,694 | \$10,290,358 | \$17,705,272 |
| Total Jobs | 567 | 197 | 1,236 | 2,000 |
| Total Payroll | \$18,799,270 | \$7,152,928 | \$36,016,254 | \$61,968,452 |

APPROACH

4. Funding Uses - Uses for funds from public and private investment sources supporting catalyst projects are projected by tier under four categories; land acquisition and infrastructure improvements, site preparation, construction, and contingency and soft cost. Land acquisition includes RA acquisition and acquisition by others (see above for definition) for each project. Infrastructure improvements include public improvements such as utilities, transportation, right-of-way enhancements, and public amenities (parks, plazas, etcetera) supporting a project or generally supporting the FRP.

Funding Sources – This plan recognizes the benefits of an alliance between governmental and non-governmental institutions when implementing a redevelopment plan. Redevelopment partners may include private developers as well as non-governmental institutions such as nonprofits, community-based organizations, and other intermediary groups, such as business improvement districts. Investment levels based on a public private partnership program (PPP) are estimated for each project in each tier of the FRP. Public funding sources for projects within the RA may include tax increment financing (TIF), bonds, abatement, grants, and loans; some of which are described below.

D. Potential Funding Mechanisms

1. Overview

This section describes various funding sources that may be available for the projects outlined in the Fairmont Renaissance Plan. The list is not comprehensive and is only a reference for sources of dollars that may be utilized throughout the implementation of the plan. Additional sources not found in the list may also be available and should be investigated. Additional research is required to determine which sources are appropriate and how to implement them.

2. Tax Increment Financing (TIF)

TIF allows increases in property tax associated with qualified economic development and public improvement projects to assist with long-term financing. TIF is a tool that is used to generate money for economic development. TIF allows for re-investment of all new property tax dollars in the defined TIF district from which they came. These “new” revenues – also referred to as “increments” – arise if new development takes place in the TIF district, or if the value of existing properties rises, resulting in increased tax revenues. Figure

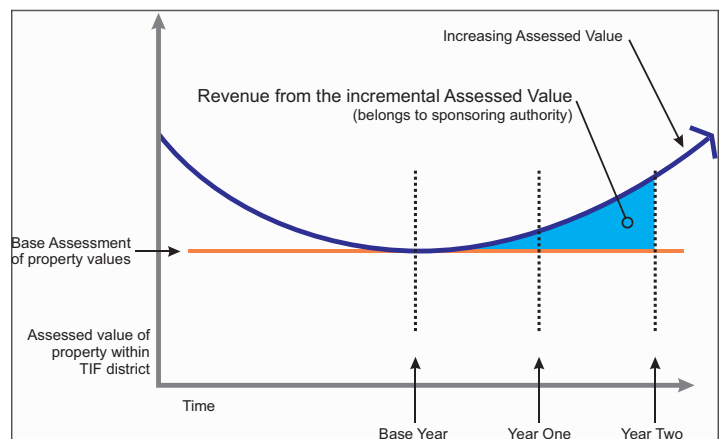
4-8 demonstrates how the TIF process works by capturing the increasing property values from the base Assessed Value.

Base Assessed Value is calculated by summing the base year Assessed Value of all tax parcels and tangible personal property (except autos) within the TIF district. The area shaded blue is the incremental Assessed Value. The incremental Assessed Value is the sum of the current Assessed Value of all tax parcels within the TIF district minus the Base Assessed Value. Incremental revenue is then calculated by multiplying incremental Assessed Value by the TIF district tax rate.

The incremental revenue is the portion that goes to the Tax Increment Financing Fund (TIFF) which is administered by the authorized governmental entities. These monies are later allocated for redevelopment in the TIF district or used to service “Pay-as-You-Go”, bonds, notes or other forms of indebtedness issued by the county commission or municipality (Class I or II) and payable to the Tax Increment Financing Fund. The maturity of these obligations cannot exceed the expiration date of the TIF District whose lifespan is limited to 30 years. Obligations may also be secured by other revenues but not the credit of the issuer.

The incremental revenues are directed to public works projects or given as subsidies to encourage private development. TIF can also be used to acquire private property and demolish buildings to make way for new construction. After the base year, only the property tax revenue generated by the base Assessed Value goes to the taxing jurisdiction – the increment goes to the TIFF. Projects funded by TIF money are subject to conflict of interest, prevailing wage, competitive bid and public notice/hearing requirements.

Figure 4-8: Schematic of TIF Assessed Value



3. "Pay-as-You-Go" TIF

In most cases, TIF revenues are used in two ways. Traditionally, debt (i.e. Bonds) is incurred based on anticipated future revenue streams by issuing increment revenue bonds. Although incurring debt allows for a large amount of cash up front, it is also more risky because incremental revenue must be projected annually for the duration of the debt.

A less risky alternative that does not rely on debt is the Pay-as-You-Go TIF. Pay-as-You-Go TIF collects the incremental revenue generated on an annual basis and places it in a TIF fund. Rather than funding the TIF up front by borrowing money, a Pay-as-You-Go TIF waits for new tax money (the increment) to come in, then spends that money on redevelopment projects. The Pay-as-You-Go TIF is the preferred method for redevelopment of a focus area when redevelopment involves a relatively large number of small projects. A policy review of this approach would be required prior to implementation. This review would include the creation of criteria for selecting areas where pay-as-you-go TIFs are to be used.

4. West Virginia Main Street

The program provides technical assistance to designated state programs that continue to meet the national criteria for recognition as Main Street communities. The program provides technical services, such as design assistance, and continuous training of board/committee members and program managers in the four-point approach. Main Street West Virginia also serves as a liaison between various state agencies and organizations with designated communities.

5. Small Cities Block Grant

The Small Cities Block Grant program (SCBG) provides federal funds for community and economic development projects throughout West Virginia. The program supports job creation and retention efforts, local government efforts to provide affordable infrastructure systems and community efforts to improve the quality of life for low- to moderate-income citizens.

The SCBG program supports the development of viable communities by assisting in the provision of a suitable living environment and expanding economic opportunity, principally for those of low and moderate income (80 percent and below median household income).

6. Neighborhood Investment Program

The Neighborhood Investment Program (NIP) increases charitable giving to local nonprofit organizations. The program allows 501(c)3 designated charitable organizations to apply for tax credit vouchers. These organizations distribute the vouchers to contributing businesses and individuals. By donating to approved NIP organizations, contributors can support their communities and earn credits to reduce certain West Virginia taxes.

The West Virginia Legislature sets aside \$2 million annually in state tax credits for the NIP. To participate, a 501(c)3 charitable organization must apply to the West Virginia Development Office. Upon meeting program requirements and obtaining approval from the NIP Advisory Board, organizations are awarded tax credit vouchers. Businesses and individuals that contribute to NIP-approved organizations are eligible to receive up to 50 percent of the contributed amount in the form of state tax credits.

7. New Markets Tax Credits

The New Markets Tax Credit (NMTC) Program provides an allocation of tax credits to Community Development Entities (CDEs) which enable them to attract investment from the private sector and reinvest these amounts in low-income communities. The New Markets Tax Credit (NMTC) Program permits taxpayers to receive a credit against Federal income taxes for making qualified equity investments in designated Community Development Entities (CDEs). Substantially all of the qualified equity investments must in turn be used by the CDE to provide investments in low-income communities. The credit provided to the investor totals 39% of the cost of the investment and is claimed over a seven-year credit allowance period. In each of the first three years, the investor receives a credit equal to five percent of the total amount paid for the stock or capital interest at the time of purchase. For the final four years, the value of the credit is six percent annually. Investors may not redeem their investments in CDEs prior to the conclusion of the seven-year period.

8. Historic Tax Credits

The Federal Historic Preservation Tax Incentives program is one of the Federal government's most successful and cost-effective community revitalization programs. The Preservation Tax Incentives reward private investment in rehabilitating historic properties such as offices, rental housing, and retail stores. Current tax

incentives for preservation, established by the Tax Reform Act of 1986 (PL 99-514; Internal Revenue Code Section 47 [formerly Section 48(g)]) include:

- 20% tax credit for the certified rehabilitation of certified historic structures.
- 10% tax credit for the rehabilitation of non-historic, non-residential buildings built before 1936.

The 20% rehabilitation tax credit equals 20% of the amount spent in a certified rehabilitation of a certified historic structure. The 20% credit is available only to properties rehabilitated for income-producing purposes, including commercial, industrial, agricultural, rental residential, or apartment use. The credit cannot be used to rehabilitate personal residences (although the State of West Virginia has a historic tax credit program for personal residences).

E. Procedures for Modifications

The Fairmont Renaissance Plan may be modified at any time. Modifications, or amendments to the plan, must be carried out in accordance with West Virginia State Code 16-18-6(j) which states, among other things that the Renaissance Authority must seek approval from the City of Fairmont City Council for substantial modifications.



V. Appendix

City of Fairmont
2005 Comprehensive Plan

CITY OF FAIRMONT
8.9 SQUARE MILES
(12/7/2002)



1" = 1000'



RESIDENTIAL

RESIDENCE/COMMERCIAL

CENTRAL BUSINESS DISTRICT

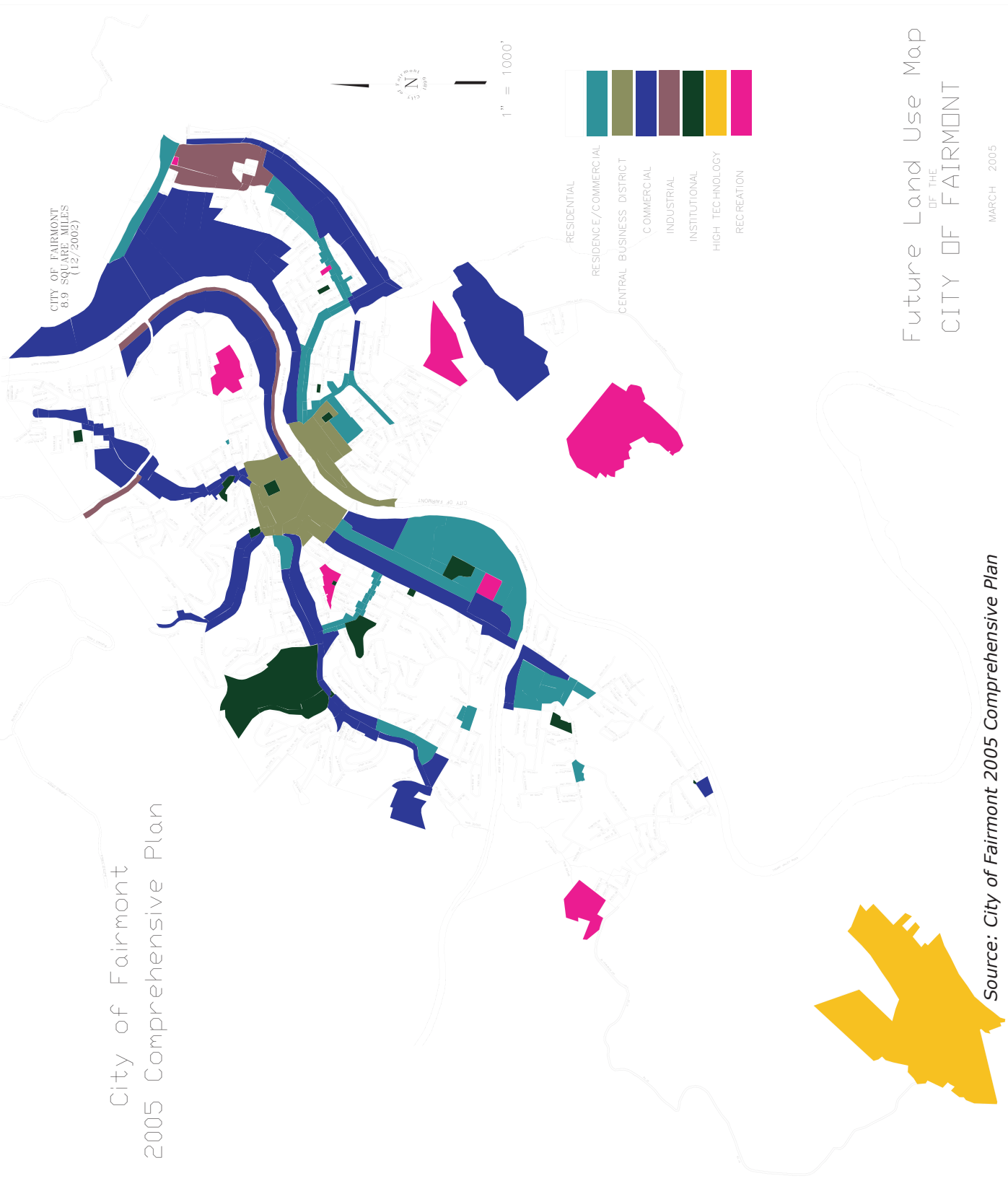
COMMERCIAL

INDUSTRIAL

INSTITUTIONAL

HIGH TECHNOLOGY

RECREATION



Future Land Use Map
OF THE
CITY OF FAIRMONT

MARCH 2005

Source: City of Fairmont 2005 Comprehensive Plan

URBAN RENEWAL AUTHORITY
BOUNDARY DESCRIPTION

Beginning at a point on the west bank of the Monongahela River, being the northeast corner of Parcel No. 293 of Marion County Tax Map 01-03; thence with the west bank of the said river in a southerly direction a distance of 430 feet, more or less, to a point in the line of said Parcel No. 293; thence in an easterly direction across said river a distance of 800 feet, more or less, to a point in the dividing line between the corporate limits of the City of Fairmont and the Town of Pleasant Valley, said point being in the dividing line of Parcels 276 and 277.1 of Marion County Tax Map 03-10; thence in a northerly direction with the dividing line between Parcels 276 and 277.1 of said tax map a distance of 200 feet, more or less, to a point in the southern right of way line of McKinley Street; thence with the southern right of way line of McKinley Street and with the northern lines of Parcels 277, 278 and 279 of Marion County Tax Map 03-10, a distance of 275, feet, more or less, to a point, being the northeast corner of Parcel 279 of said tax map; thence in a northerly direction crossing McKinley Street and with the western right of way line of Columbia Street and the eastern line of Parcels 274, 273, 272, 271, 270, 269, 268, and 267, of said tax map, crossing Arlington Street and continuing with said right of way line of Columbia Street and the eastern line of Parcel 255 of said tax map, crossing Linden Street, and continuing with the said western right of way line of Columbia Street and the eastern line of Parcel 121, 120, 119.1 and 119 of said tax map, and crossing Mulberry Street, a distance of 740 feet, more or less, to a point in the northern right of way line of Mulberry Street, being the southeast corner of Parcel 118 of said tax map; thence crossing the right of way of Columbia Street and running with the northern right of way line of Mulberry Street and the southern line of Parcel 124 of said tax map, in a southeasterly direction a distance of 140 feet, more or less, to a point in an unnamed alley, being the southeast corner of Parcel 124 of said tax map; thence in a northeasterly direction with the northwest right of way line of said alley and the southeast lines of Parcels 124, 125, 126, 127, 128, 129, 130.1, 130.2, 130.4, 130, 130.3, and 131 of said tax map and crossing Golden Street, a distance of 630 feet, more or less, to a point in the northern right of way line of Golden Street, being in the southern line of Parcel 148 of said tax map; thence with the northern right of way line of Golden Street and said Parcel 148, for a distance of 150 feet, more or less, to a point, being the southeast corner of said Parcel 148 and the southwest corner of Parcel 157 of said tax map; thence in a northerly direction with the division line of said Parcels 148 and 157 and 156 of said tax map, for a distance of 73 feet, more or less, to a point, being the northwest corner of said Parcel 156 and said point also being the northeast corner of Parcel 148 of said tax map; thence with the northern line of said Parcel No. 148, in a northwesterly direction, a distance of 120 feet, more or less, to a point, being the southeast corner of Parcel 149 of said tax map; thence with the southeast line of Parcels 149, 150 and 151 of said tax map, in a northeasterly direction crossing the right of way of East Ferry Street a distance of 178 feet, more or less, to a point in the southern line Parcel 175 of Marion County Tax Map 03-07; thence with the northern right of way line of E. Ferry Street in a southeasterly direction for a distance of 60 feet, more or less, to a point, formerly being the southeast corner of Parcel 365 and the southwest corner of Parcel 366 of said tax map, now the West Virginia Department of Highways and a part of the Gateway Connector; thence in an easterly direction crossing the right of way of the Gateway Connector and the right of way of Newton Street a distance of 330 feet, more or less, to a point being the southeast corner of Parcel of 186 of said tax map; thence with the southern line lines of Parcels 186, 188, 189 and

190 of said tax map, in a northeasterly direction a distance of 170 feet, more or less, to a point in the western line of Parcel 266 of said tax map; thence in a northwesterly direction with the division line of said Parcels 266, 190 and 191 a distance of 155 feet, more or less, to a point in the eastern right of way line of Columbia Street being the corner dividing Parcels 190 and 191; thence in a northeasterly direction with the eastern right of way line of Columbia Street and with the northern lines of Parcel 191, 191.1, 192, and 193 of said tax map, crossing Market Street and continuing with northern line of Parcel 194 and Parcel 195 of said tax map, crossing Coke Alley, continuing with the northern line of Parcels 196, 197 and 198, of said tax map, a distance of 450 feet, more or less, to a point in the southern right of way line of Guffey Street and the southern right of way line of Columbia Street being the northeast corner of Parcel 198 of said tax map; thence crossing Columbia Street in a northwesterly direction with the southern right of way line of Guffey Street and the northern line of Parcel 139 and Parcel 138 of said tax map a distance of 160 feet, more or less, to a point being the northeast corner of Parcel 138 of said tax map; thence in an easterly direction crossing Guffey Street a distance of 55 feet, more or less, to a point being the southeast corner of Parcel 135 of said tax map and the southwest corner of Parcel 124 of said tax map; thence in a northeasterly direction with the division line of said Parcels 124 and 135 and 117, and crossing an unnamed alley and with the line of Parcels 118, 121, 122, and 123 of said tax map and crossing the right of way of Morgantown Avenue, a distance of 435 feet, more or less, to a point being the southeast corner of Parcel 108 of Marion County Tax Map 03-05 and the southwest corner of Parcel 107 of said tax map; thence in a northwesterly direction with the northern right of way line of Morgantown Avenue and the southern line of Parcel 108 for a distance of 95 feet, more or less, to a point in the southern right of way line of Maryland Avenue; thence in an easterly direction with the southern right of way line of Maryland Avenue and the northern line of Parcel 108 a distance of 137 feet, more or less, to a point being the northeast corner of Parcel 108 and the northwest corner of Parcel 107; thence crossing the right of way of Maryland Avenue a distance of 55 feet, more or less, to a point in the northern right of way line of Maryland Avenue and the eastern right of way line of Auburn Street, being the southwest corner of Parcel 206 of said tax map; thence in a northerly direction with the eastern right of way line of Auburn Street and the western lines of Parcels 206, 205 and 207 of said tax map, for a distance of 107 feet, more or less, to a point in the eastern right of way line of Auburn Street and in the southern right of way line of an unnamed alley; thence with the southern right of way line of said unnamed alley in an easterly direction crossing Brighton Street and continuing with said right of way line of said alley crossing Camden Street and continuing with said right of way line to the northeast corner of Parcel 178 of said tax map, , a distance of 1265 feet, more or less, to a point in the western right of way line of Dearborn Street, being the northeast corner of Parcel 178 of said tax map; thence in a northerly direction with the western right of way line of Dearborn Street crossing the aforementioned unnamed alley and with the eastern line Parcel 250 of said tax map crossing the right of way of East Park Avenue to a point in the southern line of Parcel 331 of said tax map for a distance of 170 feet, more or less, to a point; thence in an easterly direction with said right of way and the southern line of Parcel 331, for a distance of 110 feet, more or less, to a point being the southwest corner of Parcel 323 of said tax map and the southeast corner of Parcel 331; thence in a northeasterly direction with the division line of Parcel 331 and 323, 322, 321, 320, 319, 318 and the former Monongahela Railway Company right of way a distance of 580 feet, more or less, to a point being the southwest corner of Parcel 317 of Marion County Tax Map 03-05; thence crossing the former Monongahela Railway Company right of way to a point in the southern line now or formerly of

Mont Levine, being Parcel 330 of Marion County Tax Map 03-05, and thence with Mont Levine for the following five calls: northeast a distance of 200 feet to a point; thence northwest a distance of 70 feet to a point; thence southwest a distance of 330 feet to a point; thence southwest a distance of 350 feet to a point; thence southwest a distance of 240 feet to a point on the south bank of the Monongahela River; thence leaving Mont Levine in a northerly direction and crossing the Monongahela River and continuing through the railroad yard of CSX Transportation a distance of 1600 feet, more or less, to a point, being the southwest corner of Parcel 28.2 of Marion County Tax Map 01-35 and the southeast corner of Parcel 28.3 of said tax map; thence in an easterly direction with the southern line of said Parcel 28.2, for a distance of 75 feet, more or less, to a point, being the southeast corner of said Parcel 28.2 and the southwest corner of Parcel 28.1 of said tax map; thence with the division line of Parcel 28.2 and 28.1 in a northerly direction and crossing Washington Street Extension to a point in the southern line of Parcel 32 of said tax map for a distance of 177 feet, more or less; thence in an easterly direction with the line of Parcel 32 and the northern right of way line of Washington Street Extension, for a distance of 90 feet, more or less, to a point, being the southeast corner of said Parcel 32 and the southwest corner of Parcel 33 of said tax map; thence in a northerly direction with the division line between said Parcel 32 and Parcel 33 and 35 of said tax map crossing the unopened right of way of Willard Drive a distance of 260 feet, more or less, to a point in the southern line of Parcel 60 of said tax map; thence in an easterly direction with the southern line of Parcel 60 and the northern right of way line of Willard Drive, for a distance of 20 feet, more or less, to a point, being the southeast corner of said Parcel 60 and the southwest corner of Parcel 61 of said tax map; thence with the division line of said Parcels 60 and 61 in a northerly direction, a distance of 129 feet, more or less, to a point, being the northeast corner of said Parcel 60 and the northwest corner of said Parcel 61 and in the line of Windmill Park, thence with the line of Windmill Park for the following call: west a distance of 300 feet to a point; thence northwest a distance of 210 feet to a point; thence southwest a distance of 270 feet to a point; thence northwest a distance of 300 feet to a point; thence northeast a distance of 300 feet to a point; thence northwest a distance of 300 feet to a point in the eastern right of way line of Maple Avenue; thence crossing Maple Avenue a distance of 35 feet, more or less, to a point in the line now or formerly of Miracle Revival Center, being Parcel 8.1 of Marion County Tax Map 01-38; thence in a southwesterly direction with Miracle Revival Center for six calls as follows: southwest a distance of 100 feet to a point; thence southwest a distance of 100 feet to a point; thence southwest a distance of 70 feet to a point; thence southwest a distance of 80 feet to a point; thence northwest a distance of 100 feet to a point; thence northwest a distance of 100 feet to a point; thence in a westerly direction along and with the southern right of way line of an unnamed unopened alley and the northern line of Parcels 5, 3, 2, 1, 34, 35, and 36 of Marion County Tax Map 01-38 for a distance of 415 feet, more or less, to a point in the line of Woodlawn Cemetery, being Parcel 7 of Marion County Tax Map 01-38; thence with the line of Woodlawn Cemetery for five calls as follows: southwest a distance of 60 feet to a point; thence southeast a distance of 100 feet to a point; thence southwest a distance of 460 feet to a point; thence northwest a distance of 1615 feet to a point; thence southeast a distance of 240 feet to a point in the line of Woodlawn Cemetery, being the southeast corner of Parcel 229.3 and the southeast corner of Parcel 229.2 of Marion County Tax Map 01-38; thence with the division line of said Parcels 229.2, 229.3, 230, 231 and 237 and 238 of said tax map in a northwesterly direction eight calls as follows: northwest a distance of 320 feet to a point; thence northeast a distance of 20 feet to a point; thence northwest a distance of 215 feet to a point; thence northwest a distance of 100 feet to a point; thence northeast a

distance of 120 feet to a point; thence northwest a distance of 170 feet to a point; thence northeast a distance of 50 feet to a point; thence northwest a distance of 100 feet to a point in the southwest right of way line of Old Pennsylvania Avenue; thence with said right of way line in an easterly direction and with the line of Parcel 238 of Marion County Tax Map 01-33, for a distance of 820 feet, more or less, to a point, being the northwest corner of Parcel 238 of said tax map; thence in a westerly direction crossing the right of way of Old Pennsylvania Avenue and with the line now or formerly of Rich's Oil, being Parcel 242, of Marion County Tax Map 01-33, to the eastern right of way of U.S. Route 19, and crossing the right of way of U.S. Route 19 at the southern terminus of the Johnny Johnson Memorial Bridge which crosses Buffalo Creek for a distance of 670 feet, more or less, to a point; thence with two calls in the line now or formerly of the State of West Virginia Division of Highways as follows: southwest a distance of 10 feet to a point; thence northwest a distance of 180 feet to a point, being the northeast corner of the State of West Virginia Division of Highways property; thence in a northwesterly direction with the northern line of Parcel No. 3 of Marion County Tax Map 01-32, a distance of 70 feet, more or less, to the southern right of way line of Warren Street and thence in a southwesterly direction with the line of said right of way line of Warren Street and the northwest line of Parcels 3, 4, 5, 6, 19, 18, 17, 16, 15, 12, 13, and 14 of Marion County Tax Map 01-32 and crossing Hampton Road, a distance of 800 feet, more or less, to a point, being the northeast corner of Parcel 58 of Marion County Tax Map 01-32 and in an unnamed 15' alley; thence with the northwest line of said Parcel 58 and the southern right of way line of said 15' alley, a distance of 46 feet, more or less, to a point, being the northwest corner of said Parcel 58 and the northeast corner of Parcel 62 of said tax map; thence in a southeasterly direction with the division line of Parcels 62 and 58, 59, and part of 61 of said tax map, for a distance 166 feet, more or less, to a point in the line of Parcel 212 of Marion County Tax Map 01-29, being the southwest corner of Parcel 61 of Marion County Tax Map 01-32; thence in an easterly direction with the line of Parcel 61 of Marion County Tax Map 01-32 and Parcel 212 of Marion County Tax Map 01-29 a distance of 150 feet, more or less, to a point, being the southeast corner of said Parcel 61 and the northeast corner of said Parcel 212 in the western line of Pennsylvania Avenue; thence with the western right of way line of Pennsylvania Avenue in a southerly direction and with the line of Parcel 212 of Marion County Tax Map 01-29 for a distance of 80 feet, more or less, to a point, in the line of said Parcel 212 and also being the northeast corner of Parcel 244 of said tax map; thence with the division line of said Parcel 244 and said Parcel 212 in a westerly direction, a distance of 147 feet, more or less, to a point, being the northwest corner of said Parcel 244; thence in a southerly direction and with the division line of Parcel 213 of said tax map and Parcels 244, 243, 242, 241, 240, 239, and 238 of said tax map for a distance of 380 feet, more or less, to a point in the northern line of Parcel 237 of said tax map; thence in a westerly direction with the northern line of said Parcel 237, a distance of 38 feet, more or less, to a point, being the northwest corner of said Parcel 237, the southeast corner of Parcel 213 of said tax map, and the northeast corner of Parcel 215 of said tax map; thence in a southwesterly direction with the division line of Parcels 215 and 237 and Parcels 217 and 236 and a part of Parcel 235 a distance of 210 feet, more or less, to a point; thence with the northern line of said Parcel 235 in a westerly direction 130 feet, more or less, to a point in the eastern right of way line of Bourbon Street; thence in a southerly direction with the eastern right of way line of Bourbon Street and the western line of said Parcel 235, a distance of 35 feet, more or less, to a point; thence leaving the right of way line of Bourbon Street in an easterly direction with the common line of said Parcels 235 and Parcel 218 of said tax map a distance of 90 feet, more or less, to a point in the line of

said Parcel 235, being the northeast corner of Parcel 218 of said tax map and the northwest corner of Parcel 234 of said tax map; thence in a southerly direction with the division line of said Parcels 218 and 234 a distance of 40 feet, more or less, to a point in the line of Parcel 233, being the southwest corner of said Parcel 234 and the southeast corner of Parcel 218; thence in a westerly direction with the line of Parcel 218 and Parcel 233 70 feet, more or less, to a point in the eastern right of way line of Bourbon Street; thence in a southerly direction with the easterly right of way line of Bourbon Street and the western lines of Parcels 233, 232, 231, 230, 229, 228, 227, and 226 of said tax map and crossing the right of way of Bourbon Street, for a distance of 556 feet, more or less, to a point in the southern right of way line of Bourbon Street; thence in a westerly direction with the southern line of Parcel 219 of said tax map, a distance of 93 feet, more or less, to a point; thence in a southeasterly direction with the division line of an unnamed alley and the western line of Parcel 224 of said tax map, a distance of 63 feet, more or less, to a point in the northern right of way line of Bonanza Street; thence in a southwesterly direction with the northern right of way line of Bonanza Street and crossing said alley and with the southern line of Parcel 223, and crossing Berkeley Street and continuing with the southern line of Parcel 172 of said tax map, a distance of 270 feet, more or less, to a point, being the southeast corner of Parcel 172 of said tax map; thence in a northwesterly direction with the western line of Parcels 172, 173, 174, 175, 176, 177, 178, 179, 186, 187, crossing West Lawn Avenue and continuing with the western line of Parcel 194.2 of said tax map, for a distance of 752 feet, more or less, to a point, being the southwest corner of said Parcel 194.2 of said tax map; thence crossing the right of way of Nestor Avenue in a northwesterly direction, a distance of 30 feet, more or less, to a point in the southern line of Parcel 140 of said tax map; thence with the northern right of way line of Nestor Avenue and the eastern line of Parcel 140 in a northeasterly direction a distance of 30 feet, more or less, to a point, being the northeast corner of Parcel 140 and in the southern right of way line of Eddie Street; thence with the southern right of way line of Eddie Street and the northern line of Parcels 140, 139, 138 of said tax map, crossing an unnamed alley and with the northern line of Parcels 137, 136, and 123, of said tax map, for a distance of 570 feet, more or less, to a point, being the northwest corner of Parcel 123 of said tax map; thence in a southwesterly direction with the western line of said Parcel 123, for a distance of 65 feet, more or less, to a point; thence crossing Elizabeth Street a distance of 30 feet, more or less to a point in the southwest right of way line of Elizabeth Street and in the northern line of Parcel 122 of said tax map; thence with said right of way line of Elizabeth Street and the northern line of said Parcel 122, a distance of 48 feet, more or less, to a point, being the northern corner of said Parcel 122; thence in a southwesterly direction with the western line of said Parcel 122, a distance of 109 feet, more or less, to a point in the right of way of Buck Street, being the western corner of Parcel 122; thence diagonally across Buck Street, a distance of 35 feet, more or less, to a point, being the northern corner of Parcel 46 of said tax map; thence with the western line of said Parcel 46 in a southwesterly direction a distance of 100 feet, more or less, to the northeast right of way line of Spruce Street, being the southwest corner of said Parcel 46; thence across Spruce Street, a distance of 30 feet, and continuing with the northwest line of Parcel 95 of Marion County Tax Map 01-28, a distance of 199 feet, more or less, to a point in the northern right of way of Monroe Street, being the southwest corner of said Parcel 95 of said tax map; thence in a southeasterly direction with the northern right of way of Monroe Street and the southern line of said Parcel 95 and Parcel 94 of said tax map and crossing an unnamed alley, and continuing with the southern line of Parcels 93 and 92 of said tax map and crossing Nestor Street, and continuing with the southern line of Parcels 91, 91.1, 90 and 89, of said tax map, for a

distance of 650 feet, more or less, to a point being the southern corner of Parcel 89 of said tax map; thence crossing the right of way of Monroe Street in a southwesterly direction a distance of 20 feet, more or less, to a point in the southern right of way line of Monroe Street, being the southeast corner of Parcel 99.1 of said tax map; thence with the southern line of said Parcel 99.1 in a southwesterly direction a distance of 260 feet, more or less, to a point being the southwest corner of Parcel 99.1 of said tax map and the northwest corner of Parcel 130 of said tax map; thence in a southerly direction with the western line of said Parcel 130, a distance of 290 feet, more or less, to the northern terminus of the right of way an unnamed alley; thence in a southerly direction with the right of way of said alley and the eastern line of Parcel 136 of said tax map, a distance of 450 feet, more or less, to a point; thence in a southerly direction with the eastern line of Parcel 140 of said tax map, a distance of 230 feet, more or less, to the northeastern right of way line of Cleveland Avenue (U.S. Rt. 250); thence across Cleveland Avenue in a southerly direction a distance of 60 feet, more or less, to a point, being the northeast corner of Parcel 6.1 of Marion County Tax 01-27; thence in a westerly direction a distance of 20 feet, more or less, to the northwest corner of said Parcel 6.1; thence in southerly direction with the western line of Parcels 6.1 and 7 of said tax map, 200 feet more or less, to a point, being the southwest corner of Parcel 7 of said tax map; thence in an eastern direction with the southern line of said Parcel 7 a distance of 80 feet, more or less, to the western right of way line of Cleveland Avenue (U.S. Rt. 250); thence in a southerly direction with the right of way of Cleveland Avenue (U.S. Rt. 250), a distance of 50 feet, more or less, to a point; thence leaving said right of way in a westerly direction and with the southern line of Parcel 8 of said tax map, a distance of 23 feet, more or less, to a point, being the southwest corner of Parcel 8 and the northeast corner of Parcel 10 of said tax map; thence with the northern line of Parcel 10 in a westerly direction, a distance of 90 feet, more or less, to a point in the eastern right of way line of Rhea Terrace; thence crossing said right of way of Rhea Terrace, a distance of 251 feet, more or less, to a point, being the northeast corner of Parcel 18 of said tax map; thence with the southern line of Parcel 17 of said tax map, a distance of 200 feet, more or less, to a point in the eastern right of way line of Watson Avenue, being the northwest corner of Parcel No. 135 of said tax map; thence in a southwesterly direction and with the eastern right of way line of Watson Avenue and the western line of Parcels No. 135, 134, 132, 131, 130, 129, 128, 127 of said tax map and the northwestern line of Parcel 126 of said tax map, for a distance of 467 feet, more or less, to a point being a corner of McCoy Street; thence in a southerly direction with the eastern right of way line of McCoy Street and the western line of Parcels 126, 125, 124, 123, 122, 121, 120 and 41 of said tax map, a distance of 411 feet to a point in the intersection of McCoy Street and Locust Avenue, being the southwest corner of said Parcel 41; thence crossing Locust Avenue in a southerly direction 60 feet, more or less, to a point, being the northeast corner of Parcel 238 of Marion County Tax Map 01-01 and the northwest corner of Parcel 239 of said tax map; thence with the division line between said Parcel 238 and 239 a distance of 158 feet, more or less, to a point in the northern line of Parcel 123.1; thence with the northern line of said Parcel 123.1 in a southwesterly direction along the southern line of Parcels 238, 237 and 236 of said tax map, a distance of 220 feet, more or less, to a point, being the southwest corner of said Parcel 236 and the southeast corner of Parcel 275 of Marion County Tax Map 01-26; thence in a southwesterly direction along the southern line of Parcel 275, a distance of 84 feet to a point in the northern right of way line of Benoni Avenue (Beverly Road); being the southeast corner of Parcel 274 of said tax map; thence in a northwesterly direction along the southern line of said Parcel 274, a distance of 191 feet, more or less to a point, being the southwest corner of said Parcel 274 and

the northeast corner of Parcel 271 of said tax map; thence with the eastern line of said Parcel 271 in a southerly direction, a distance of 40 feet, more or less, to a point, being the southeast corner of said Parcel 271; thence in a northwesterly direction with the southern line of said Parcel 271, a distance of 178 feet, more or less, to a point, being the southwest corner of said Parcel 271; thence in a northerly direction with the western line of said Parcel 271, a distance of 15 feet, more or less, to a point, being the southeast corner of Parcel 270 of said tax map; thence in a westerly direction with the southern line of said Parcel 270, a distance of 55 feet, more or less, to a point; thence in a northern direction, a distance of 50 feet, more or less, to a point in the line of said Parcel 270; thence in a westerly direction, a distance of 20 feet, more or less, to a point in the line of said Parcel 270 to a point, being the corner of said Parcel 270 and the eastern corner of Parcel 266.1 and Parcel 266 of said tax map; thence with the division line between Parcels 266.1 and 266 of said tax map, in a southerly direction, a distance of 100 feet more or less, to a point in the eastern right of way line of Gypsy Court, thence with the eastern right of way line of Gypsy Court in a southeasterly direction and with the line of Parcel 266 of said tax map a distance of 310 feet more or less, to a point; thence leaving Gypsy Court in a southwesterly direction and with the southern line of Parcels 241, 240, 239, 238, and 237 of said tax map, a distance of 270 feet, more or less, to a point in the eastern right of way of Fourth Street, being the southwest corner of Parcel 237 of said tax map; thence with the eastern right of way line of Fourth Street and the western line of Parcel 237.1 of said tax map, a distance of 70 feet, more or less,; thence in a westerly direction across Fourth Street, a distance of 40 feet, more or less, to a point, being the northeast corner of Parcel 198 of said tax map; thence with the northern line of Parcel 198, for the following calls: northwest a distance of 60 feet to a point; thence southwest a distance of 240 feet to a point; thence northwest a distance of 59 feet to a point; thence southwest a distance of 260 feet to a point; thence northwest a distance of 55 feet to a point; thence southwest a distance of 264 feet to a point; thence southeast a distance of 55 feet to a point; thence southwest a distance of 30 feet to a point; thence northwest a distance of 45 feet; thence southwest a distance of 111 feet to a point; thence northwest a distance of 20 feet to a point; thence southwest a distance of 317 feet to a point; thence southwest a distance of 10 feet to a point; thence southeast a distance of 445 feet to a point; thence northeast a distance of 36 feet to a point; thence southeast a distance of 203 feet; thence southeast a distance of 440 feet to a point in the western right of way line of Benoni Avenue and the northern right of way line of Fifth Street; thence in a northeasterly direction crossing Benoni Avenue, a distance of 60 feet, more or less, to a point, being the southwest corner of Parcel 23 of Marion County Tax Map 01-02 and in the northern right of way line of Fifth Street; thence with the northern right of way line of Fifth Street in a southeasterly direction with the southern lines of Parcels 23, 24, crossing Walnut Avenue and continuing with the southern line of Parcel 104 of said tax map, across an alley, and with the southern line of Parcel 105 of said tax map, then crossing Fairmont Avenue, and continuing with the southern line of Parcel 159 of said tax map, crossing an alley, and continuing with the southern line of Parcels 160, and 161 of said tax map, crossing Gaston Avenue and then with the southern line of Parcel 213 of said tax map, a distance of 1090 feet, more or less, to point in the right of way line of Gaston Avenue, being the southeast corner of said Parcel 213; thence in a southerly direction crossing Fifth Street, a distance of 50 feet, more or less, to a point being the northeast corner of Parcel 240 of Marion County Tax Map 01-03 and in the southern right of way line of Fifth Street; thence with the western right of way line of an unnamed alley between Gaston Avenue and Virginia Avenue and the eastern line of Parcels 240, 241, 243, 244, 245, 246, 247, 248, 249, and 250 of said tax map, a distance of 450 feet, more or less, to point,

being the southeast corner of said Parcel 250 and in the northern right of way line of Sixth Street; thence crossing said alley in a southeasterly direction and continuing with the southern line of Parcel 266, 267 and 268 of said tax map, crossing Virginia Avenue and continuing with the southern line of Parcels 278 and 279.1 of said tax map, for a distance of 480 feet, more or less, to a point in the line of said Parcel 279.1 and the CSX right of way; thence in a northerly direction with said CSX right of way and the eastern line of Parcels 279.1, 277, 1 and 277 of said tax map, a distance of 390 feet, more or less, to a point; being the northeast corner of Parcel 277 of said tax map and the southern right of way of Fifth Street; thence crossing said CSX right of way in an easterly direction and with the northern line of Parcels 276, 292 and 293 of said tax map, a distance of 470 feet, more or less, to the point and place of beginning.

INTERPRETATION OF URBAN RENEWAL AUTHORITY BOUNDARIES

The boundary of the Urban Renewal Authority area is established by the above description. If the above description conflicts with or alters, amends, or modifies the boundaries depicted on the boundary map, it is the intent of the Urban Renewal Authority that this description shall control. If any uncertainty exists in this written description it shall be resolved in order of monumentation, distance or course and then area.

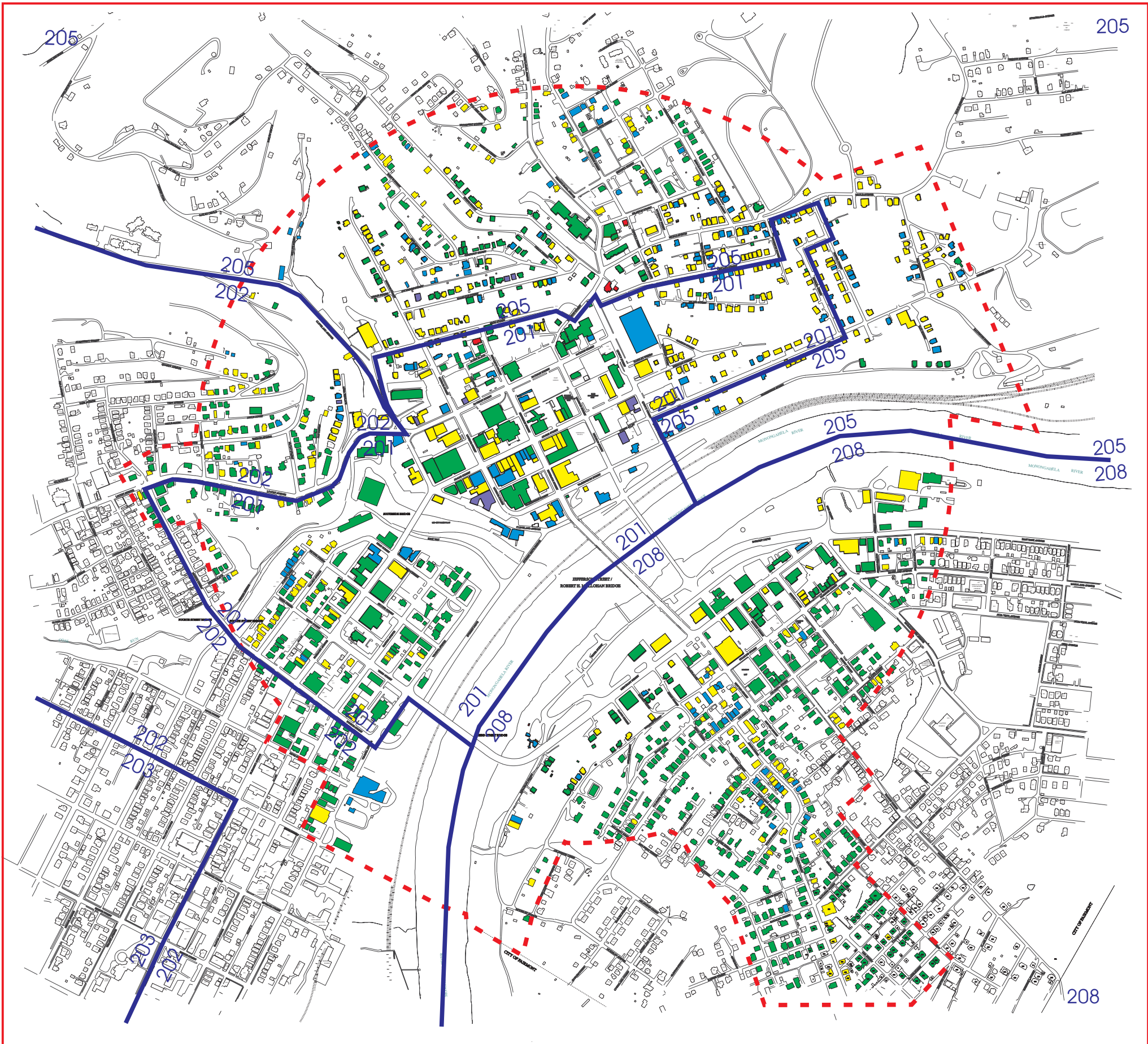


Current Land Use

— Census Tract Boundary
20X Census Tract Number

- | | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> - - - Study Area ■ Single Family Residential ■ Duplex Residential ■ Medium Density Residential ■ High Density Residential (15+ units/acre) | <ul style="list-style-type: none"> ■ Commercial Office ■ Commercial Retail ■ Light Industrial ■ Heavy Industrial | <ul style="list-style-type: none"> ■ Special Use - Not for profit ■ Special Use - Education ■ Special Use - Governmental ■ Parking Lot | <ul style="list-style-type: none"> ■ Parking Garage ■ Green Space - Park ■ Green Space - Open ■ Vacant Land |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|





Building Condition

- - - Study Area

Minimal Improvements Required

No rehabilitation needed to superficial improvements including paint and minor repairs

Substantial Improvements Required

Significant improvements such as extensive masonry repairs, window/door replacement, and new engineering systems

Comprehensive Repair Required

Major interior and exterior renovation of complete MEP system replacement and possible addition of new structural elements such as stairs, elevators, and programmed space

Questionable Reinvestment

— Census Tract Boundary
20X Census Tract Number











Fairmont, West Virginia

October, 2005



Historic Districts Located Within the Renaissance Authority

| Historic Districts | | Character Areas | |
|-------------------------------------------------------------------------------------|----------------------------------|---------------------------------------------------------------------------------------|----------------------------------|
|  | Downtown Historic District |  | Riverfront/Merchant Street |
|  | Fleming Watson Historic District |  | Third Street and Fairmont Avenue |
| | |  | Downtown |
| | |  | Maple Avenue |
| | |  | High Street |
| | |  | Pennsylvania Avenue |

Fairmont, West Virginia

October, 2005



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Renaissance Authority Property Ownership

| | | | |
|--------------------------------------------|-----------------------------------------|----------------------------------|---------------------|
| Property Ownership | State of West Virginia | Character Areas | Maple Avenue |
| Fairmont Community Development Partnership | City of Fairmont | Riverfront/Merchant Street | High Street |
| Housing Authority of the City of Fairmont | Marion County | Third Street and Fairmont Avenue | Pennsylvania Avenue |
| Vandalia Heritage Foundation | Property Leased to the City of Fairmont | Downtown | |

Fairmont, West Virginia

October, 2005



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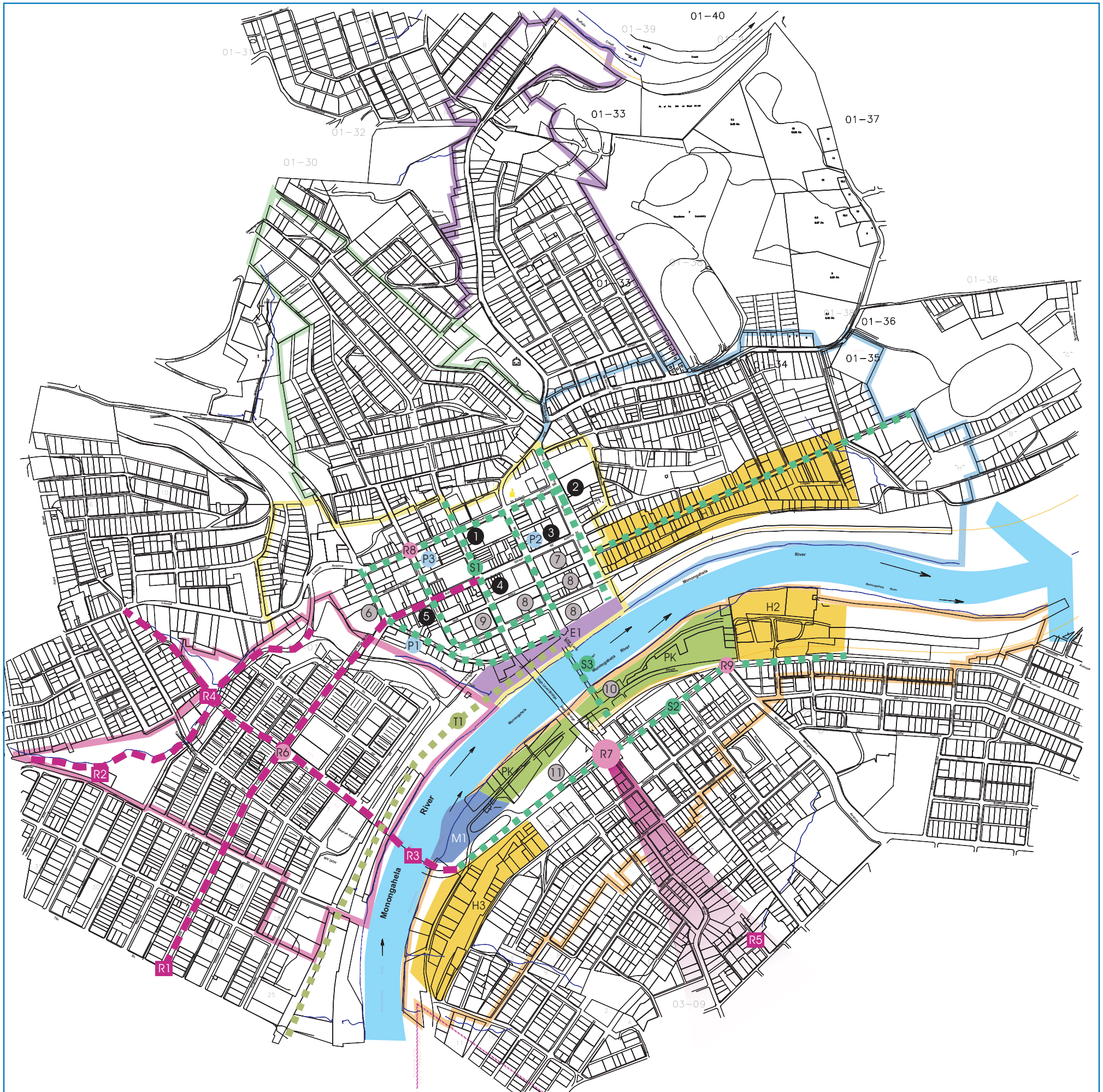
Renaissance Authority Vacant Lots and Surface Parking

| Property Status | | Character Areas | |
|---------------------------------------|------------------|-------------------------------------------|----------------------------------|
| ■ | Vacant Parcel | — | Riverfront/Merchant Street |
| ■ | Surface Parking | — | Third Street and Fairmont Avenue |
| ■ | Vacant Structure | — | Downtown |
| | | — | Maple Avenue |
| | | — | High Street |
| | | — | Pennsylvania Avenue |

Fairmont, West Virginia

October, 2005





Inventory of Proposed Projects within the RA from Past Studies

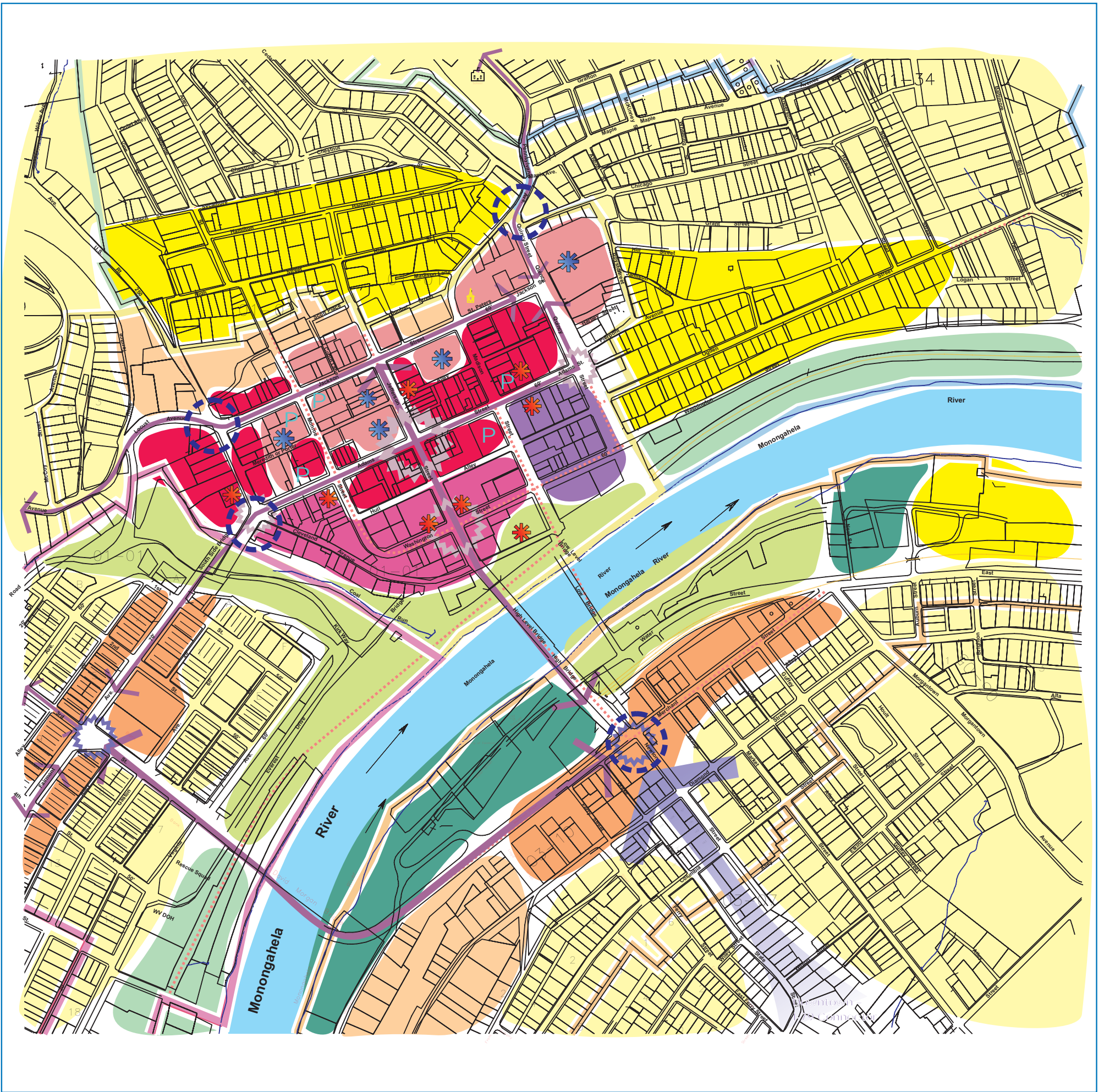
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| <ul style="list-style-type: none"> ■ Road Improvements R1 Route 250 Expansion R2 Coal Run Hollow Parkway R3 Upgrade David Morgan bridge R4 Third Street Upgrade and Bridge Project R5 I-79 Connector ● Roundabouts R6 Roundabout - Fairmont/3rd R7 Roundabout - Gateway connector R8 Roundabout - Jackson Street R9 Roundabout - East Park | <ul style="list-style-type: none"> ● Streetscape Enhancements S1 Downtown streetscape S2 Merchant Street streetscape S3 Low level pedestrian bridge ● Parking Improvements P1 Mid-city parking lot upgrade P2 Adams / Madison Street parking garage P3 Jackson Street long-term parking M1 Marina ● T1 Rail/Trail in abandoned railway | <ul style="list-style-type: none"> ■ Entertainment Project E1 Cleveland Avenue Riverfront ■ Residential / Mixed-Use Projects H1 Ogden Avenue residential infill H2 Old Bauer mixed-use / office / residential H3 Riverfront residential complex ■ Parks Pk Riverfront Palatine Park | <ul style="list-style-type: none"> ● Building Reuse 1 Masonic temple reuse 2 Public Safety 3 Elks lodge reuse 4 Murphy building adaptive reuse - Complete 5 Deveney building reuse 6 FBI reuse 7 Adams Street Entertainment / Hotel Complex ● New Buildings 8 Visitor's hotel / conference space 9 Performing Arts Center / Parking deck 10 Riverfront Science and Community Center 11 Hotel | <ul style="list-style-type: none"> Districts ■ Riverfront/Merchant Street ■ Third Street and Fairmont Avenue ■ Downtown ■ Maple Avenue ■ High Street ■ Pennsylvania Avenue |
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Fairmont, West Virginia







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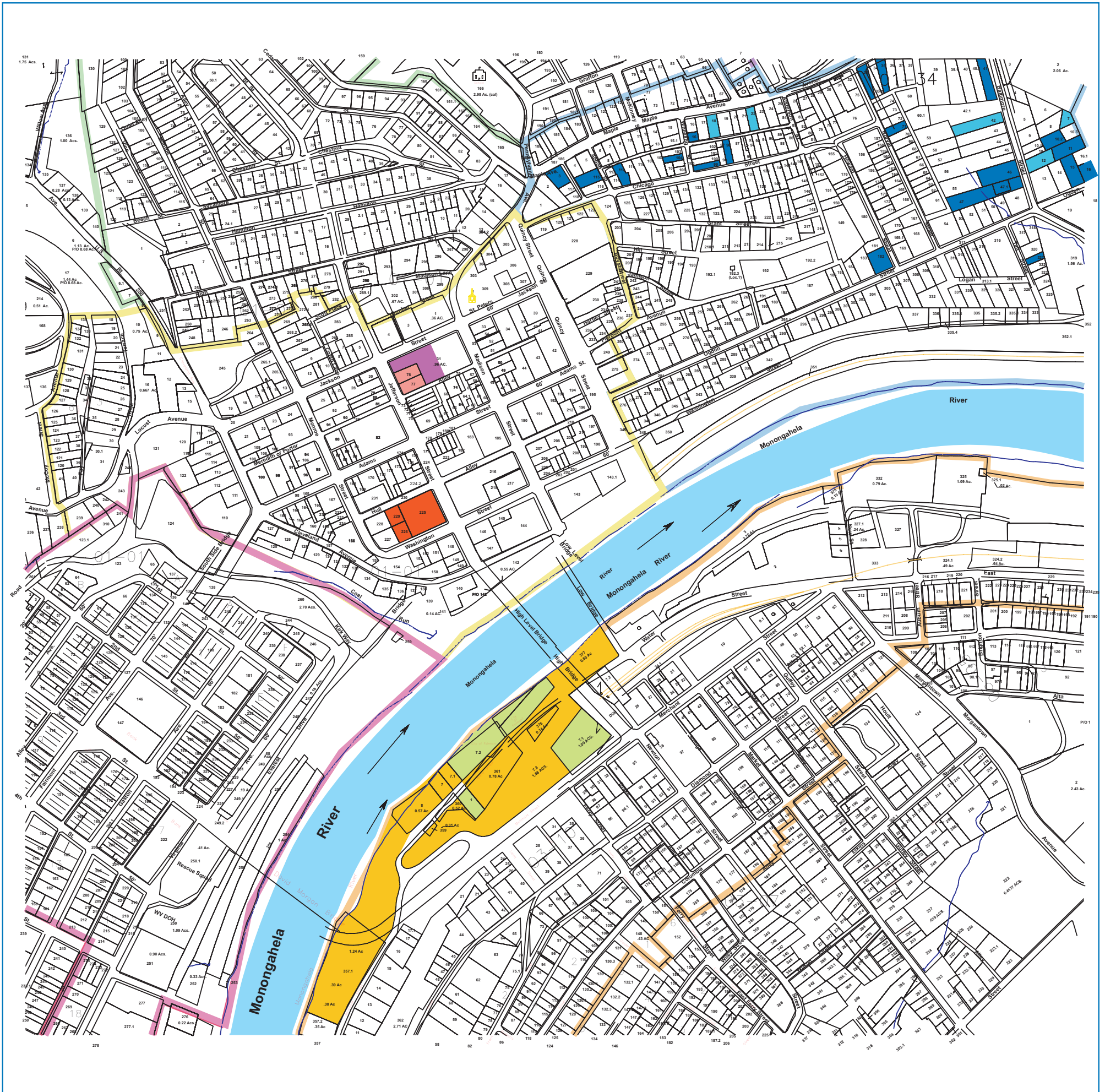
Development Directions

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| ■ Mixed-Use CBD | ■ Riverfront Landscape Improvement |  Civic/Government Buildings | Character Areas |
| ■ Downtown Entertainment and Heritage | ■ Mixed-Use Civic & Institutional |  Significant Historic Structures | ■ Riverfront/Merchant Street |
| ■ Multi-Family Residential Redefinition | ⋯ Pedestrian Corridors | | ■ Third Street and Fairmont Avenue |
| ■ Single-Family Residential Infill/Redefinition |  Key Downtown Streets | | ■ Downtown |
| ■ Residential Reinforcement |  Downtown Gateway | | ■ Maple Avenue |
| ■ Riverfront Recreation |  Prime Pedestrian Intersection | | ■ High Street |
| ■ Marina/Commercial |  Prime Vehicular Intersection | | ■ Pennsylvania Avenue |
| ■ Mixed-Use Corridor | P Downtown Parking | | |
| ■ Hotel and Cultural Center | | | |

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Land Acquisition

- Masonic Temple – Acquisition
- Masonic Temple – Publicly Owned
- Jefferson Street Gateway – Acquisition
- Riverfront Phase 1 – Acquisition
- Riverfront Phase 1 – Publicly Owned

- Vacant Residential Acquisition
- Occupied Residential Acquisition

- Character Areas
- Riverfront/Merchant Street
 - Third Street and Fairmont Avenue
 - Downtown
 - Maple Avenue
 - High Street
 - Pennsylvania Avenue

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