

City of Fairmont 2005 Comprehensive Plan



*“Promoting Sustainability
Through Sound Planning”*

Adopted March 30, 2005 by the Fairmont Planning Commission

Adopted July 12, 2005 by Fairmont City Council

City of Fairmont 2005 Comprehensive Plan



Prepared by:
Jay Rogers, City Planner
Kevin McClung, Assistant City Planner
September 2004 - March 2005

City of Fairmont
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March 24, 2005

David Shaw, President
Fairmont Planning Commission
200 Jackson Street
Fairmont, WV 26554

Dear President Shaw:

On behalf of the City of Fairmont Planning Department, it is my pleasure to present to you the completed 2005 Comprehensive Plan for the City of Fairmont in DRAFT format for the consideration of the Fairmont Planning Commission at its public hearing scheduled for March 30, 2005.

As you are aware the development of this document took place over a seven month period and involved countless hours of work on the part of city personnel, members of the Fairmont Planning Commission, representatives of state and local agencies, several community organizations as well as the invaluable participation by the citizens of Fairmont. The result of these efforts has produced a document that legally and technically complies with the provisions outlined in Chapter 8A Article 3 of the WV State Code and gives the City of Fairmont a document to guide the growth and development of the community for the next 10 years.

This process has been a challenging and rewarding experience for Kevin McClung and myself and we would like to express our appreciation to you and your fellow Commissioners for allowing us the opportunity to lead, direct and author this document. We truly appreciate the confidence you placed in us and look forward to working with each of you and the many partners identified in this process to implement the recommendations set forth in this document.

Very Truly Yours,

Jay Rogers
City Planner

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Chapter 1

Introduction

A. OVERVIEW

On April 7, 2004 Governor Bob Wise signed Senate Bill 454 ushering in a new set of state enabling planning laws for the first time in nearly a half century in West Virginia. The new law repeals the existing Chapter 8, Article 24 and replaces it with a new chapter in the state code: “Chapter 8A Land Use Planning.”

The new law modernizes the state’s planning enabling legislation. It makes activities such as smart growth initiatives and multi-county efforts easier, yet maintains the status of planning as a permissive activity in the state, but does mandate that comprehensive plans must be updated every 10 years. It clarifies some matters that had been left to interpretation under the previous statutes, such as the connection between a comprehensive plan and a zoning ordinance. The legislation requires that before a municipality (or county government) can introduce new zoning initiatives in the community through their zoning ordinance, that this elements must first be addressed as part of the municipality’s (or county’s) current Comprehensive Plan.

For the City of Fairmont, the new legislation came at an opportune time. The City has invested a great deal of human and financial capital in developing several redevelopment and revitalization initiatives for areas of Fairmont in recent years that will benefit greatly from the new legislation. In lieu of the traditional method of hiring a consulting firm to update and amend the Comprehensive Plan, City officials chose to develop the plan in house utilizing the staff of the Planning Department and the members of the Fairmont Planning Commission as the steering committee for the planning process. Community leaders, private citizens and partnering agencies were invited to partake in the planning process and collectively, all parties have collaborated to draft a plan that accurately reflects the goals and vision of the people who live, work and visit Fairmont as well as establishes guiding principles for the future growth and development of the community.

B. THE PURPOSE OF A COMPREHENSIVE PLAN

The Comprehensive Plan is a process through which citizen participation and thorough analysis are used to develop a set of strategies that establish as clearly and practically as possible the best and most appropriate future development of the area under the jurisdiction of the planning commission. A Comprehensive Plan aids the planning commission in designing and recommending to the governing body ordinances that result in preserving and enhancing the unique quality of life and culture in that community and in adapting to future changes of use of an economic, physical or social nature. A Comprehensive Plan guides the planning commission in the performance of its duties to help achieve sound planning. A Comprehensive Plan must promote the health, safety, morals, order, convenience, prosperity and general welfare of the inhabitants, as well as efficiency and economy in the process of development. The purpose of a Comprehensive Plan is to:

- (1) Set goals and objectives for land development, uses and suitability for a governing body, so a governing body can make an informed decision;
- (2) Ensure that the elements in the comprehensive plan are consistent;



- (3) Coordinate all governing bodies, units of government and other planning commissions to ensure that all comprehensive plans and future development are compatible;
- (4) Create conditions favorable to health, safety, mobility, transportation, prosperity, civic activities, recreational, educational, cultural opportunities and historic resources;
- (5) Reduce the wastes of physical, financial, natural or human resources, which result from haphazard development, congestion or scattering of population;
- (6) Reduce the destruction or demolition of historic sites and other resources by reusing land and buildings and revitalizing areas;
- (7) Promote a sense of community, character and identity;
- (8) Promote the efficient utilization of natural resources, rural land, agricultural land and scenic areas;
- (9) Focus development in existing developed areas and fill in vacant or underused land near existing developed areas to create well designed and coordinated communities; and
- (10) Promote cost-effective development of community facilities and services.

A Comprehensive Plan may provide for innovative land use management techniques, including:

- (1) Density bonuses and/or density transfer;
- (2) Clustering;
- (3) Design guidelines, including planned unit developments;
- (4) Conservation easements;
- (5) Infill development;
- (6) Consolidation of services; and
- (7) Any other innovative land use technique that will promote the governing body's development plans.

When preparing or amending a Comprehensive Plan, a planning commission shall make comprehensive surveys and studies of the existing conditions and services and probable future changes of such conditions and services within the territory under its jurisdiction. The comprehensive surveys and studies may cover such factors as population density, health, general welfare, historic sites, mobility, transportation, food supply, education, water and sanitation requirements, public services, accessibility for the disabled and future potential for residential, commercial, industrial or public use. The major objective of the planning process is providing information to and coordination among divergent elements in the municipality or county. The elements in the comprehensive plan shall be consistent and governing bodies, units of government and planning commissions must work together to ensure that comprehensive plans and future development are compatible.

A planning commission shall prepare a comprehensive plan for the development of land within its jurisdiction. A planning commission shall then recommend the comprehensive plan to the appropriate governing body for adoption. A comprehensive plan should be coordinated with the plans of the department of transportation, insofar as it relates to highways, thoroughfares, trails and pedestrian ways under the jurisdiction of that planning commission.

The comprehensive plan is a written statement on present and future land use and

Introduction

development patterns consisting of descriptive materials, including text, graphics and maps, covering the objectives, principles and guidelines for the orderly and balanced present and future economic, social, physical, environmental and fiscal development of the area under the jurisdiction of the planning commission. A comprehensive plan shall meet the following objectives:

- (1) A statement of goals and objectives for a governing body, concerning its present and future land development;
- (2) A timeline on how to meet short and long-range goals and objectives;
- (3) An action plan setting forth implementation strategies;
- (4) Recommendations to the governing body of a financial program for goals and objectives that need public financing;
- (5) A statement of recommendations concerning future land use and development policies that are consistent with the goals and objectives set forth in the comprehensive plan;
- (6) A program to encourage regional planning, coordination and cooperation with other governing bodies, units of government and planning commissions; and
- (7) Maps, plats, charts and/or descriptive material presenting basic information on the land included in the comprehensive plan, including present and future uses.

The purpose of this Comprehensive Plan is to give direction to both public and private decision-makers so that the most beneficial arrangement of land uses can be identified and developed in the same manner. Inherent in this proposal is the understanding that a community's elected officials will provide public services, for present and future residents, in a non-derly and economically efficient manner. This Plan prescribes programs and activities that will create conditions favorable to improved health, safety, transportation, housing, civic activities, recreation, education, and cultural opportunities.

The adopted Comprehensive Plan represents the backbone for decision-making in the City of Fairmont. In order to be used effectively, this Plan must be accepted, understood, and supported by the elected officials who are charged with the responsibility of making decisions and by the citizens who recognize the benefits that can result from proper planning.

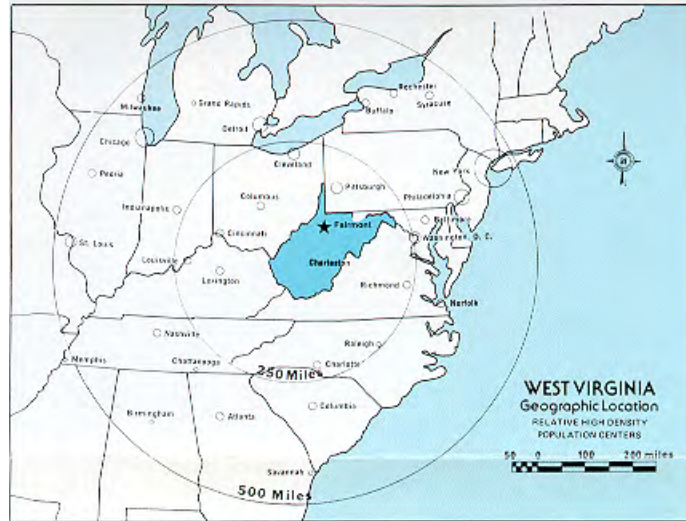
This Comprehensive Plan provides a basis for intelligent discussions by the public and its elected representatives on the future development of Fairmont and portions of Marion County. It also coordinates decision-making within and between public and private activities in the endeavor to achieve a new environment that balances quality of life with economic development and preservation.

This Plan is geared toward the social, economic, and environmental conditions that prevail today. It also promotes a balance between environmental protection and the provision of adequate services and facilities required by the populace of the future. By adopting this Plan, decisions will be made, monies will be spent, and programs will be initiated in a coordinated manner.



C. LOCATION

Nestled away in the rolling hills of North Central West Virginia along the Monongahela, Tygart and West Fork Rivers, the City of Fairmont is the county seat of Marion County and with a population of just under 20,000 it is the largest municipality in Marion County. Fairmont is a approximately midway between Morgantown and Clarksburg along Interstate 79.



Fairmont is located within a 500-mile radius of one-half of this nation's population.

D. HISTORY

The City of Fairmont had its beginning in 1818 when Boaz Fleming laid off town lots on a portion of his farm and proceeded to sell them. In 1820 an act of the Virginia General Assembly recognized the Town of Middletown Virginia. It was named Middletown because of its approximate location between Clarksburg and Morgantown. A sister city, Palatine, was laid out in 1838 just across the river. In 1842, Marion County was formed from parts of Monongalia and Harrison Counties by an act of the Virginia General Assembly. Middletown was made the seat of the new county. One year later, in 1843, the General Assembly changed the name of Middletown to the Borough of Fairmont.

It is interesting to note that the current city of Fairmont was once smaller separate towns. Polesley's Mill was incorporated in 1867 into the Town of Palatine. Pettyjohn was a mail drop in 1872 near today's 14th Street. West Fairmont was incorporated in 1892, and Buffalo Station founded in 1774 was incorporated as Barnesville in 1906. In 1899 the West Virginia Legislature granted Fairmont a new charter by which Fairmont, West Fairmont, and Palatine became the City of Fairmont, with Barnesville incorporating into the City in 1913.

Introduction

Among the industries in the Fairmont area in the early nineteenth century were small water-powered mills, blacksmiths, carriage works, and several “coal banks.” The Barnesville Woolen Mill, located near the mouth of Buffalo Creek, is one such example. In 1852, a great flood swept away many of the riverside industries. However, later in the same year, a powerful force of a different kind brought commerce and industry back to Fairmont. It was the Baltimore and Ohio Railroad. The arrival of the railroad, and the immigrants who built it, dramatically increased the population of Fairmont and drove up the value of local real estate. Another significant event of 1852 was the construction of a 560-foot suspension bridge across the Monongahela River linking Fairmont with Palatine. Although this bridge is gone, its replacement, the historically significant High Level Bridge (as well as numerous other rail and auto spans), made Fairmont a city of beautiful bridges.



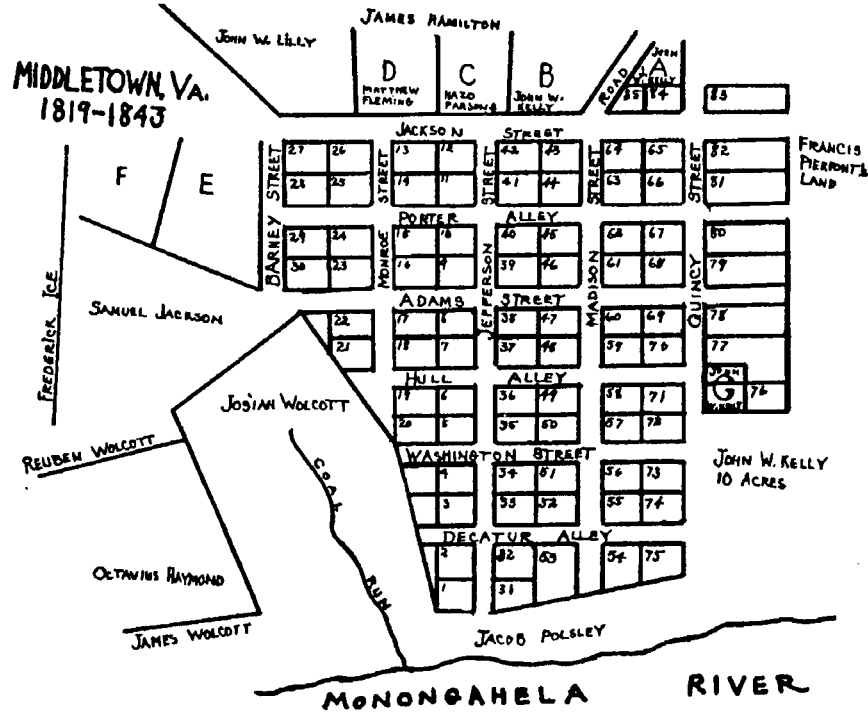
When Fairmont’s “Million Dollar” Bridge opened in 1921, the neighboring city of Morgantown did not have a single paved road.

Between 1890 and 1930, Fairmont became the central transportation and financial center for an extensive coal mining region in north central West Virginia. This region was referred to as the “Fairmont Field.” It included Barbour, Harrison, Marion, Monongalia, Preston, and Taylor Counties. Fairmont’s prosperity during these years was linked to a rapid increase in the expansion of coal mining in the Fairmont Field.

Overall, Fairmont reached the height of its industrial development in the early 1920s. The Great Depression forced some companies into bankruptcy; others struggled along at reduced levels. The 1930s were particularly vexing for the coal industry, which suffered from overproduction and excessive competition. Many mines were shut down and there was considerable unemployment. Fairmont eventually recovered and enjoyed another period of prosperity during WWII (due to the increased demand for coal).

Beginning in the 1960s, however, Fairmont’s industrial base suffered the same slow erosion that affected the region as a whole. Yet, Fairmont is not without thriving industrial plants in the 1990s. The Alcan Aluminum Corporation cold rolling mill and North American Philips Lighting Corporation light bulb plant operate efficiently and profitably with modern technology and labor-management relation programs. For the most part, however, the economy, the population level, and the condition of the remaining industrial architecture of Fairmont have faced the same fate as

other cities during the de-industrialization of the early 1980s. During this period many important industries in the City were shut down and many sites were razed.



Earliest known map of Fairmont (formerly named Middletown). Source: Now and Long Ago by Glenn Lough.

While much of Fairmont's industrial base has been lost, the City still retains rich evidence of its industrial heritage. There are numerous fragments of older industrial sites, which can be interpreted in order to help keep Fairmont's history alive.

E. STUDY AREA

This Comprehensive Plan includes recommendations for the physical development and use of the land within the jurisdiction of the governing body of the City of Fairmont and gives consideration to land uses and development opportunities adjacent to the current corporate boundaries.

F. PLANNING PROCESS

The Comprehensive Plan for the City of Fairmont is a collaborative effort between the citizens of Fairmont, the City of Fairmont Planning Commission and the City of Fairmont Planning Department.

Introduction

The Comprehensive Plan is based on a goals-directed planning approach and focuses on issues deemed critical by the residents of Fairmont. The Plan's recommendations, when implemented, will help the governing body, the planning commission and planning staff attain the community's vision. The policy formulation process involved three basic steps: a) defining goals; b) translating the goals into actions; and c) establishing policies to ensure actions are taken.

The planning process included an analysis of existing conditions within the study area and the identification of specific strategies to ensure orderly development within the area. The planning process also comprised numerous opportunities for citizen participation. These opportunities were offered in the form of: a) visioning workshops; b) Planning Commission work sessions; c) interviews with key players in the community; and d) community input meetings. This approach was successfully used to identify issues, opportunities, constraints, and attitudes among the widest possible spectrum of citizens.



One of the many opportunities for community input during the planning process.



The planning process was an opportunity for residents to share their views with the Planning Commission and staff.

G. ORGANIZATION OF THE REPORT

The 2005 Comprehensive Plan for the City of Fairmont is composed of twenty-one chapters. Maps, charts and graphs have been included as supporting documentation in the appropriate chapters. Chapter 1 provides a description of the Fairmont study area, its location and history, and the planning process. Chapter 2 consists of the socio-economic profile of Fairmont and provides a comparison to surrounding areas. Chapter 3 focuses on the land use element, both current and future. Chapters 4 through 12 focus on specific elements: Housing, Transportation, Infrastructure, Public Services, Rural, Recreation, Economic Development, Community Design, Preferred Development Areas, Renewal/Redevelopment, Financing, Historic Preservation, Tourism, Annexation, Safety, and Arts & Culture. Each of these elements are laid out in the same format and consist of a brief overview, goal and actions, existing conditions, basic issues, and recommendations. The Plan concludes with the Implementation Schedule for each of the chapters and a chapter highlighting the Citizen Participation that was achieved during this planning process.



Chapter 2

Socio-Economic Profile

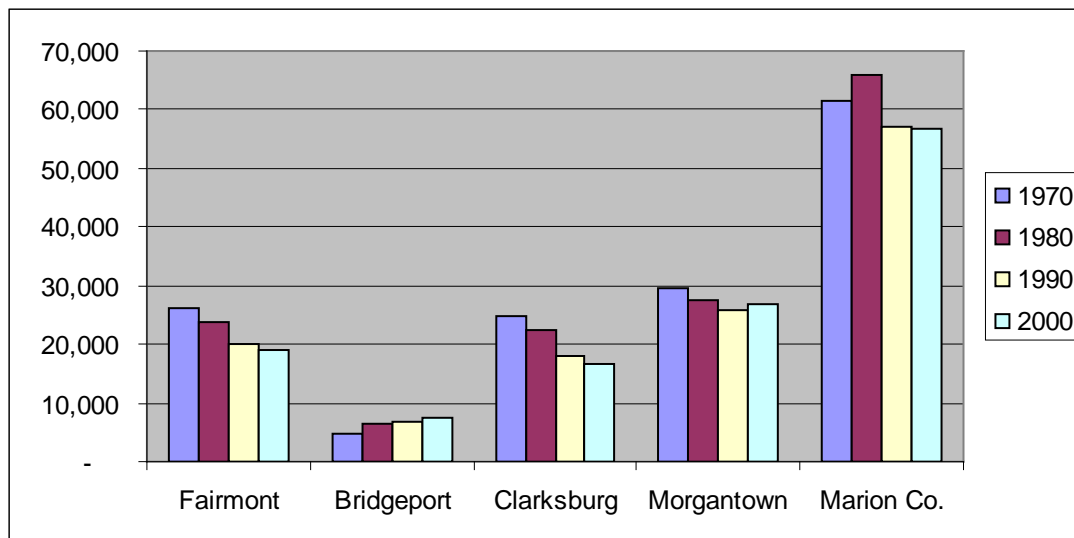
OVERVIEW

A socio-economic profile is a detailed analysis of the social and economic fabric of a community. This particular profile includes data on population, race, education, employment trends, housing information, and characteristics of the labor force. The following information has been collected and analyzed for Fairmont as well as cities in its proximity (namely Clarksburg and Bridgeport). Statistics for Marion County have also been included for comparison purposes.

Population	1970	1980	1990	2000
Fairmont	26,093	23,863	20,210	19,097
Bridgeport	4,777	6,606	6,739	7,306
Clarksburg	24,864	22,433	18,059	16,743
Morgantown	29,431	27,605	25,879	26,809
Marion County	61,356	65,789	57,249	56,598

POPULATION

The population of Fairmont has steadily decreased in the last two decades. The decrease in population in Fairmont may be attributed to the out-migration of people to the County and other areas in search of education and employment opportunities as well as housing. Based on past trends the City of Fairmont should continue losing its population to surrounding areas if appropriate measures are not taken to minimize the exodus from Fairmont.



AGE GROUP PROPORTIONS

The proportion of the elderly (over 65 years of age) population has increased from approximately 14 percent in 1970 to just over 20 percent in 2000 in the City of Fairmont. Marion County also shows an increase in the number of persons in the same age group; although in 2000, the proportion in the County was less than that in the City. The data does suggest that in between 1990 and 2000 there was an increase in the population in the 20-64 year age group. This is a positive turn around from a previously declining trend.

Population by Age

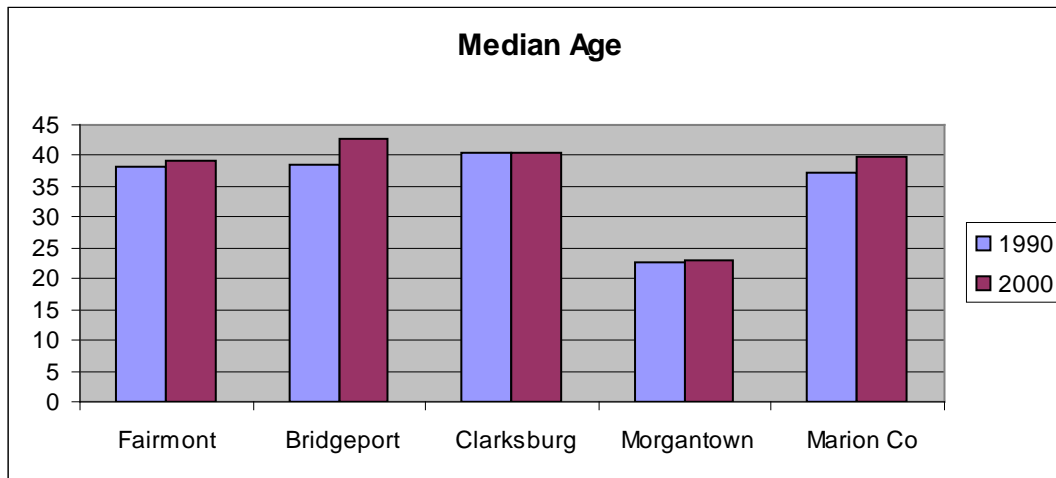
Age Group	1970	% of total	1980	% of total	1990	% of total	2000	% of total
Fairmont								
0-19 years	8135	31.2	6245	26.2	4830	22.8	4381	22.9
20-64 years	14224	54.5	13480	56.5	10850	54.8	10826	56.7
65+ years	3734	14.3	4138	17.3	4530	22.4	3890	20.4
Bridgeport								
0-19 years	1822	38.2	1976	29.9	1671	24.8	1841	25.2
20-64 years	2581	54	3915	59.3	4448	66	4031	55.2
65+ years	374	7.8	715	10.8	620	9.2	1434	19.6
Clarksburg								
0-19 years	7081	28.5	5615	25	3756	20.8	3966	23.7
20-64 years	13621	54.8	12128	54.1	9788	54.2	9316	55.6
65+ years	4162	16.7	4690	20.9	4515	25	3461	20.7
Morgantown								
0-19 years	10602	36	7663	27.8	7758	30	7201	26.9
20-64 years	15680	53.3	17306	62.7	15147	58.5	16829	62.7
65+ years	3149	10.7	2636	9.5	2974	11.5	2779	10.4
Marion County								
0-19 years	20584	33.5	19013	28.9	12996	22.7	13472	23.8
20-64 years	32744	55.4	37368	56.8	33777	59	33053	58.4
65+ years	8028	13.1	9408	14.3	10476	18.3	10073	17.8

Socio-Economic Profile

MEDIAN AGE

In 2000, Fairmont's median age (39.3 years) was comparable to that of Marion County, while the median age of the population in Bridgeport was higher (40.5 years) than the others. The 1970 Census reveals that Fairmont's median age was 35.4 years, indicating a gradually aging population residing in the area.

Age	1990	2000
Fairmont	38.3	39.3
Bridgeport	38.5	42.8
Clarksburg	40.6	40.5
Morgantown	22.8	23.1
Marion County	37.3	39.9



RACIAL COMPOSITION

Historically, Fairmont has been a predominantly white community (over 90% during the last two decades). However, the percentage of blacks and other races have increased slightly during the same period. This is in tune with regional trends. Bridgeport, Clarksburg, and Marion County's percentage of whites is slightly higher than that of Fairmont.

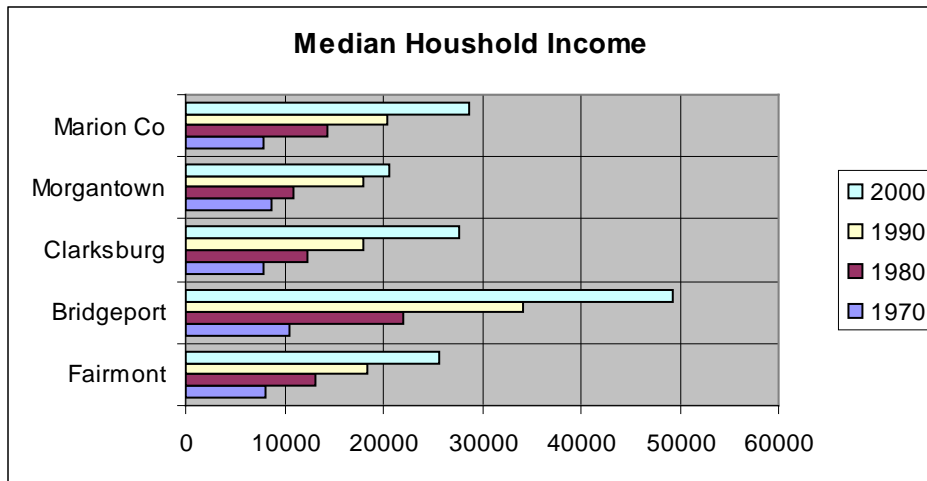
Race	White	% of total	Black	% of total	Other	% of total
Fairmont						
1970	24498	93.9	1545	5.9	50	0.2
1980	22075	92.5	1590	6.7	198	0.8
1990	18717	92.6	1343	6.6	150	0.8
2000	17217	90.2	1386	7.3	494	2.5
Bridgeport						
1970	4765	99.7	4	0.1	8	0.2
1980	6488	98.2	15	0.2	103	1.6
1990	6671	99	13	0.2	55	0.8
2000	7082	96.9	91	1.2	133	1.9
Clarksburg						
1970	24010	96.6	815	3.3	39	0.1
1980	21566	96.2	770	3.4	97	0.4
1990	17328	96	636	3.5	95	0.5
2000	15715	93.9	641	3.8	387	2.3
Morgantown						
1970	28629	97.3	554	1.9	248	0.8
1980	25987	94.1	862	3.1	756	2.8
1990	23796	92	901	3.5	1182	4.5
2000	23990	89.5	1113	4.2	1706	6.3
Marion County						
1970	58953	96.1	2296	3.7	107	0.2
1980	63186	96.1	2263	3.4	340	0.5
1990	55076	96.2	1859	3.2	314	0.6
2000	53823	95.1	1823	3.2	952	1.7

Socio-Economic Profile

MEDIAN HOUSEHOLD INCOME

Based on regional trends, the median household incomes have been steadily increasing over the last two decades. In 1970, the median income in Fairmont was higher than Marion County. In 1990, the trends were reversed and the County's median household income figure was \$2,016 more than that of the City. This trend continued for 2000. These figures provide valuable information regarding the spending power and lifestyle in a community and reflect the local economic conditions. Bridgeport's high figures indicate that that City has more disposable income (if the growth in income outpaced inflation), spending power to support local businesses, and an expanding regional economy compared to the other areas.

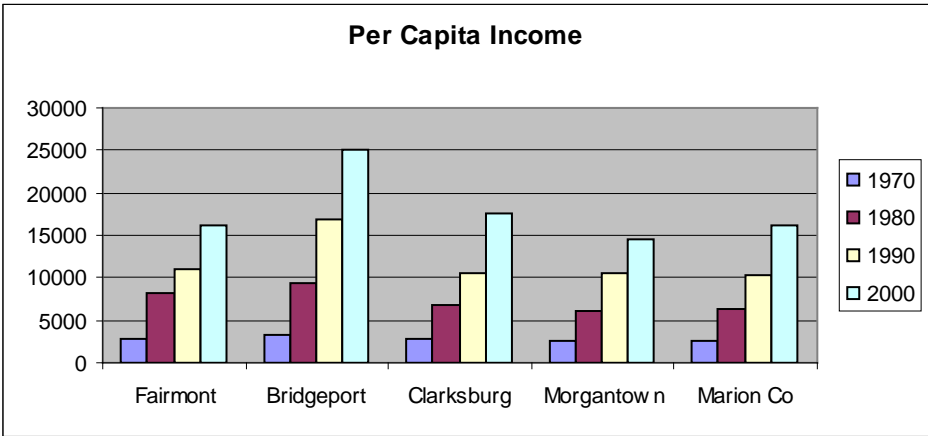
Median Household Income, \$	1970	1980	1990	2000
Fairmont	8,026	13,047	18,370	25,628
Bridgeport	10,410	22,099	34,114	49,310
Clarksburg	7,910	12,406	17,884	27,722
Morgantown	8,598	10,994	18,022	20,649
Marion County	7,807	14,418	20,386	28,626



PER CAPITA INCOME

The per capita income figures indicate similar trends. Fairmont’s per capita income figures have traditionally been higher than that of the County, however, the data for 2000 shows Marion County slightly higher than Fairmont City. Bridgeport’s figures are considerably higher than the other areas.

Per Capita Income,\$	1970	1980	1990	2000
Fairmont	2,733	8,129	11,092	16,062
Bridgeport	3,378	9,392	16,884	25,132
Clarksburg	2,871	6,887	10,473	17,587
Morgantown	2,576	6,015	10,533	14,459
Marion County	2,465	6,239	10,328	16,246

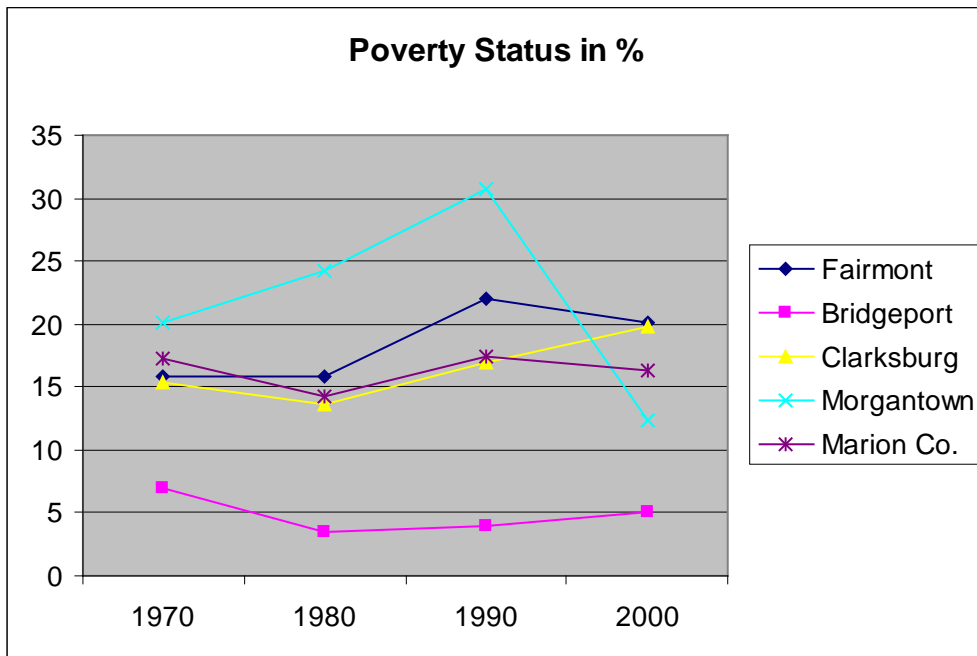


Socio-Economic Profile

POVERTY STATUS

Poverty thresholds are revised annually to allow for changes in the cost of living as reflected in the Consumer Price Index. Fairmont, along with all of Marion County, experienced a slight decrease in the percentage of the population living below the poverty threshold. During the same period of time Bridgeport and Clarksburg experienced a slight increase and Morgantown experience a significant decrease.

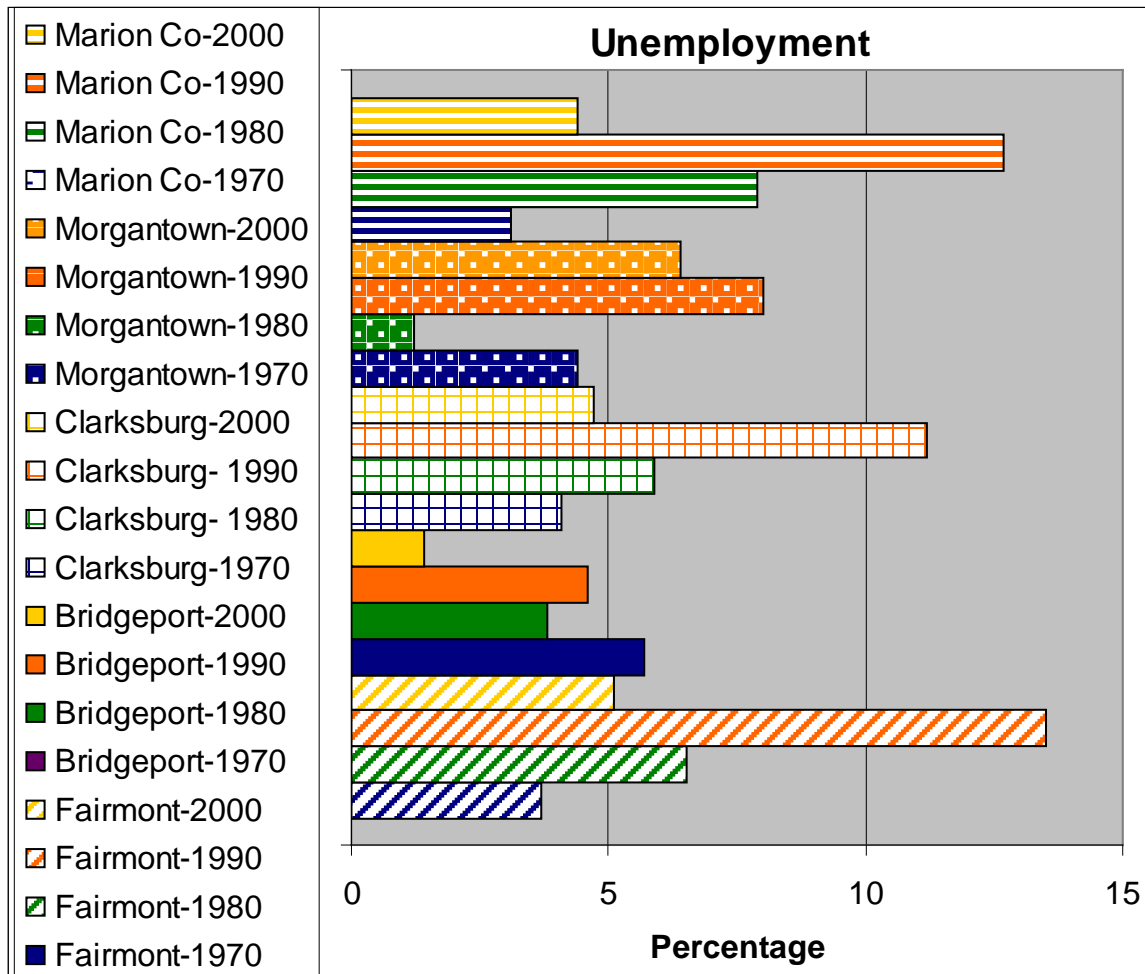
Poverty Status	Persons Below poverty	% of total	Persons below poverty	% of total	Persons below poverty	% of total	Persons below poverty	% of total
	1970		1980		1990		2000	
Fairmont	3953	15.8	3690	15.9	4241	22	3678	20.1
Bridgeport	329	6.9	230	3.5	272	4	358	5
Clarksburg	3782	15.4	3014	13.6	3019	17	3198	19.8
Morgantown	4826	20.1	5524	24.3	6539	30.7	8795	12.4
Marion County	12370	17.2	9408	14.3	11852	17.4	9034	16.3



UNEMPLOYMENT

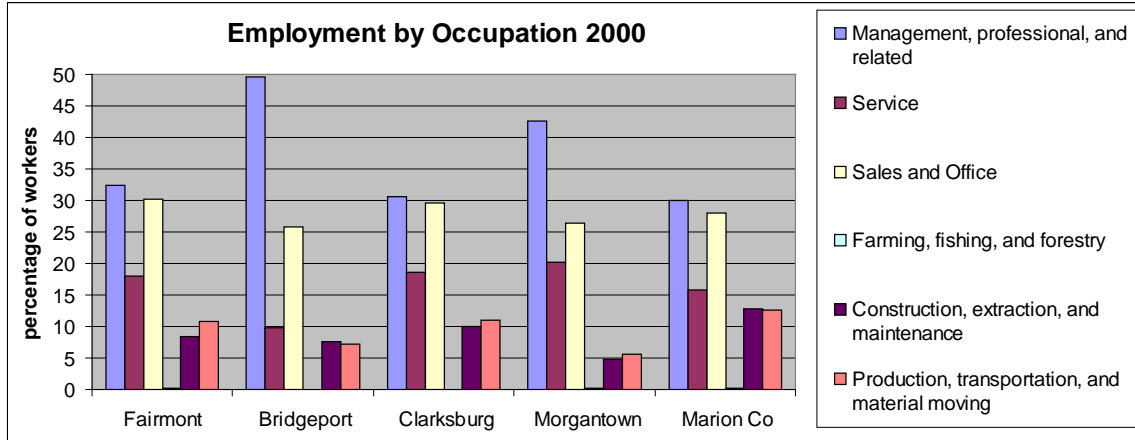
Between 1990 and 2000, the labor force in the City of Fairmont increased while the percentage of persons who were unemployed decreased. This may suggest Fairmont has somewhat recovered from the loss of the industrial base between 1980 and 1990.

Labor Force	Total Civilian Labor Force	Number Unemployed	% Unemployed
Fairmont			
1970	10212	380	3.7
1980	11745	767	6.5
1990	8461	1145	13.5
2000	8791	813	5.1
Bridgeport			
1970	1096	63	5.7
1980	3051	116	3.8
1990	3150	145	4.6
2000	3458	82	1.4
Clarksburg			
1970	9768	402	4.1
1980	9409	555	5.9
1990	7447	831	11.2
2000	7258	641	4.7
Morgantown			
1970	10641	464	4.4
1980	18374	228	1.2
1990	11641	926	8
2000	13884	1572	6.4
Marion County			
1970	14166	445	3.1
1980	25708	2031	7.9
1990	20932	2656	12.7
2000	25865	2056	4.4



EMPLOYMENT BY OCCUPATION

Fairmont's figures for employment by occupation indicate that the largest percentage of persons have been employed in Managerial, Professional, and related occupations since 1980. In 2000, this category along with sales and office occupations alone accounted for over 60 percent of the total persons employed. These two categories are comprised of jobs that are high paying in nature. Similar trends are noticeable in the surrounding areas (including Marion County).



OCCUPATION 2000	Fairmont		Bridgeport		Clarksburg		Morgantown		Marion County	
	#	%	#	%	#	%	#	%	#	%
Management, professional, and related occupations	2,583	32.4	1,674	49.6	2,028	30.6	5,244	42.6	7,165	30.1
Service occupations	1,442	18.1	330	9.8	1,229	18.6	2,489	20.2	3,783	15.9
Sales and office occupations	2,411	30.2	870	25.8	1,961	29.6	3,246	26.4	6,678	28
Farming, fishing, and forestry occupations	14	0.2	0	0	0	0	41	0.3	75	0.3
Construction, extraction, and maintenance occupations	670	8.4	255	7.6	662	10	603	4.9	3,082	12.9
Production, transportation, and material moving occupations	858	10.8	247	7.3	737	11.1	689	5.6	3,026	12.7

* 2000 Census data

OCCUPATION	1970	%	1980	%	1990	%	2000	%	%
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Socio-Economic Profile

									change 1990- 2000
Fairmont									
Management, professional, and specialty occupations	2067	24.20%	2139	22.90%	1900	26%	2,583	32.38%	6.38%
Technical, sales, and administrative support occupations	913	10.70%	2944	31.50%	2488	34%	2,411	30.22%	-3.78%
Service occupations	1222	14.30%	1156	12.40%	1083	14.80%	1,442	18.07%	3.27%
Farming, fishing, and forestry occupations	16	0.20%	23	0.20%	25	0.30%	14	0.18%	-0.12%
Precision, Production, Craft and Repair	1391	16.30%	1224	13.10%	818	11.20%	670	8.40%	-2.80%
Operators, fabricators, laborers	2921	34.20%	1861	19.90%	1002	13.70%	858	10.75%	-2.95%
Total	8530	100%	9347	100%	7316	100%	7,978	100.00%	
Bridgeport									
Management, professional, and specialty occupations	662	38%	1037	35.30%	1206	40.10%	1,674	50%	9.44%
Technical, sales, and administrative support occupations	172	9.90%	1050	35.80%	1057	35.20%	873	26%	-9.36%
Service occupations	271	15.60%	233	7.90%	246	8.20%	330	10%	1.57%
Farming, fishing, and forestry occupations	0	0%	25	0.90%	0	0%	0	0%	0.00%
Precision, Production, Craft and Repair	293	16.80%	352	12%	241	8%	255	8%	-0.45%
Operators, fabricators, laborers	150	8.60%	238	8.10%	255	8.50%	247	7%	-1.19%
Total	1740	100%	2935	100%	3005	100%	3,379	100%	
Clarksburg									
Management, professional, and specialty occupations	2012	21.60%	2035	23%	1586	24%	2,028	31%	6.65%
Technical, sales, and administrative support occupations	845	9.20%	2657	30%	2309	34.90%	1,961	30%	-5.26%
Service occupations	1251	13.40%	1128	12.70%	1055	15.90%	1,229	19%	2.67%
Farming, fishing, and forestry occupations	1049	11.30%	30	0.30%	30	0.50%	0	0%	-0.50%
Precision, Production, Craft and Repair	1291	13.90%	1154	13%	584	8.80%	662	10%	1.20%
Operators, fabricators, laborers	2602	27.90%	1850	20.90%	1052	15.90%	737	11%	-4.76%
Total	9319	100%	8854	100%	6616	100%	6,617	100%	
Morgantown									
Management, professional, and specialty occupations	4233	38.70%	3770	33.60%	4343	40.60%	5,244	43%	1.99%
Technical, sales, and administrative support occupations	3076	28.10%	3498	31.20%	3499	32.70%	3,246	26%	-6.34%
Service occupations	1481	13.60%	2069	18.50%	1590	14.70%	2,489	20%	5.52%
Farming, fishing, and forestry occupations	34	0.30%	117	1%	103	1%	41	0%	-0.67%
Precision, Production, Craft and Repair	891	8.20%	744	6.60%	520	4.90%	603	5%	0.00%
Operators, fabricators, laborers	1218	11.10%	1010	9.10%	650	6.10%	689	6%	-0.50%
Total	10933	100%	11208	100%	10705	100%	12,312	100%	



Socio-Economic Profile

Marion County									
Management, professional, and specialty occupations	1400	6.80%	4449	18.80%	4297	21%	7,165	30%	9.57%
Technical, sales, and administrative support occupations	5896	28.50%	6032	25.50%	6124	29.26%	6,678	28%	-1.21%
Service occupations	2031	9.80%	2569	10.90%	3133	14.97%	3,783	16%	0.92%
Farming, fishing, and forestry occupations	63	0.30%	124	0.50%	176	0.84%	75	0%	-0.53%
Precision, Production, Craft and Repair	4016	19.40%	4979	21%	3750	18%	3,082	13%	-4.97%
Operators, fabricators, laborers	7264	35.20%	5524	23.30%	3452	16%	3,026	13%	-3.78%
Total	20670	100%	23677	100%	20932	100%	23,809	100%	

*Some of the categories used in the 2000 Census differ from those used previously. This may affect the outcome of some information presented here. Refer to the 2000 Census data chart to refer to the new categories.

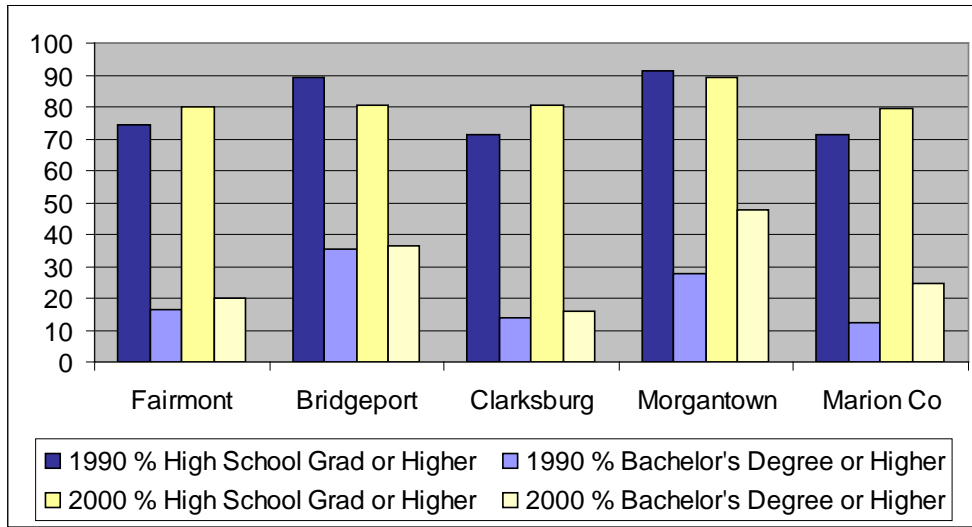
EDUCATIONAL ATTAINMENT

Education and income are directly correlated. Those with a higher level of education obtain higher paying jobs. This eventually leads to an increase in the median household income levels. The percentage of those with a high school diploma or higher increased considerably from 1970 to 1990 in Fairmont as well as the other areas. This increasing trend has continued from 1990 to 2000. It is noteworthy that in 2000 Marion county showed 24.4% of the population having a bachelor's degree or higher where the city showed a slightly lower percentage. This may be an indicator of an out-migration from the city to the county.

Educational Attainment	High School Grad or Higher	Bachelors Degree or Higher	High School Grad or Higher	Bachelors Degree or Higher
	1990	1990	2000	2000
Fairmont	74.3	16.6	80	20
Bridgeport	89.4	35.6	80.3	36.6
Clarksburg	71.3	14.1	80.3	16
Morgantown	91.2	27.7	89.2	47.8
Marion County	71.4	12.5	79.5	24.4



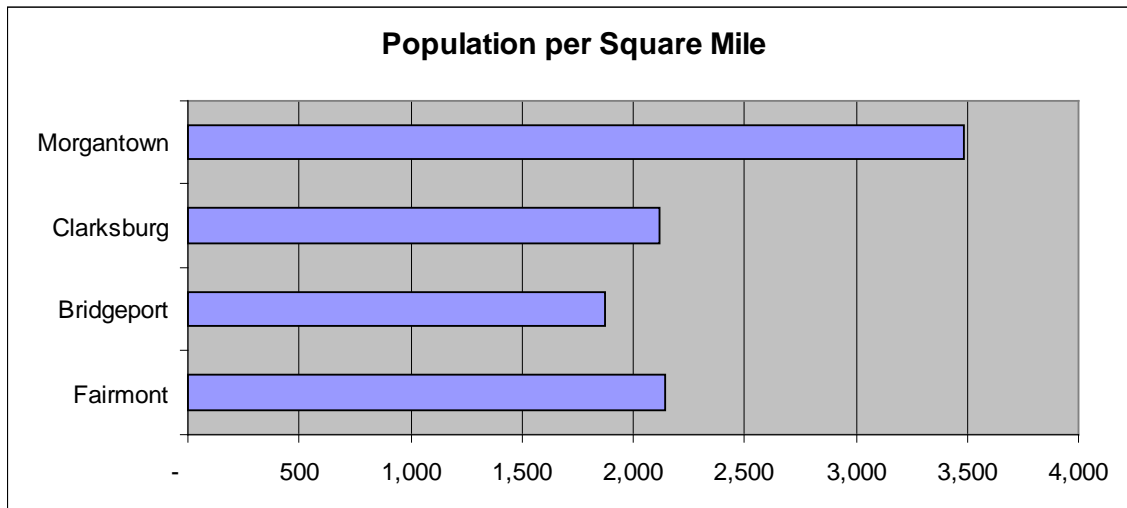
Socio-Economic Profile



LAND AREA

Fairmont's land area is similar to that of Clarksburg. However, the population per square mile in Fairmont is higher than that of Clarksburg. This analysis illustrates the higher density in the City of Fairmont.

Land Area	Sq. Miles	Population per sq. mile
Fairmont	8.9	2,146
Bridgeport	3.9	1,873
Clarksburg	7.9	2,119
Morgantown	7.7	3,482



Chapter 3

Land Use

A. OVERVIEW

Cities that have emerged through rapid and unplanned growth are now experiencing the effects of their negative growth patterns. Residential, commercial and industrial projects that grow rapidly and are unplanned propagate traffic congestion, water and air pollution, high real estate taxes, and the irreversible loss of open space, character and identity. Only through long-term careful land use planning and wise decision-making can those issues be mitigated. In urban planning the efficient and logical arrangement of land uses is fundamental to the protection of the public health, safety and general welfare of the community.

Zoning ordinances were first established to protect public health and safety by ensuring that urban residents had access to light and air. Maintaining community character was not at the forefront of early zoning ordinances. Early in United States planning history, land use control was the responsibility of the court systems. The notion that slaughterhouses and residences don't make good neighbors had to be determined through public nuisance litigation. The first modern, comprehensive zoning ordinance was enacted by New York City in 1916; it grouped similar uses and mapped residential, commercial and industrial zoning districts. In 1926, the U.S. Supreme Court in the landmark case of *The Village of Euclid v. Ambler Realty Co.* upheld the validity of zoning laws. This ruling, legitimized zoning as a proper use of police power by municipalities and the practice of crafting zoning ordinances that addressed the fundamental elements of height, bulk and use and relies on the strict separation of incompatible land uses became known as "Euclidian" zoning. This approach to zoning was deployed in federal legislation (Standard State Zoning Enabling Act1) that was proposed as a model for enabling zoning legislation that was eventually enacted in all 50 states. Beginning in the late 1920s, municipalities throughout the country adopted Euclidian zoning ordinances. Most communities today continue to use ordinances with a Euclidian framework.

Since the *Euclid* decision, municipalities have discovered that while traditional zoning is a valid means of controlling land use patterns, it can be improved to allow efficient, logical growth without being overly prescriptive. States have recently voiced their desire to make adjustments to their Planning and Zoning legislation to give municipalities more flexible land use controls. A focus of this shift has been the effort to reduce sprawl or the outward development of cities. The "neotraditional" view of urban planning that began in the early 1980s with the widely publicized new town of Seaside, Florida, has since matured into the New Urbanism movement of the 1990s. New Urbanism has captured the imagination of the American public like no urban planning movement in decades. Amid great fanfare, New Urbanism seeks to redefine the nature of the American cities by reintroducing traditional notions of neighborhood design and fitting those ideas into a variety of urban and suburban settings. New Urbanism is a reaction to sprawl. New Urbanism is based on principles of planning and architecture that work together to create human-scale, walkable communities. New urbanists take a wide variety of approaches — some work exclusively on infill projects, others focus on transit-oriented development, still others are attempting to transform the suburbs, and many are working in all of these categories. The New

Urbanism includes traditional architects and those with modernist sensibilities. All, however, believe in the power and ability of traditional neighborhoods to restore functional, sustainable communities.

The revision to the West Virginia State Planning Enabling Legislation made in 2004 allows for communities to be more flexible in its planning philosophies by adopting Smart Growth principles or New Urbanism principles as well as the option of adhering to the traditional Euclidean standards. The revised state law gives municipalities the ability craft zoning codes that utilize any number of land use controls such as performance and design standards, design review, plan-unit development, land development ordinances and several others.

B. GOALS AND ACTIONS

The goals and actions relating to the Land Use chapter of the Comprehensive Plan are developed to promote logical, efficient, and well-organized land use patterns within the City of Fairmont, to encourage and promote attractive sustainable growth.

Goal: Eliminate land use based conflict within the City of Fairmont through the enactment of this Comprehensive Plan and a modernized Zoning Ordinance.

Actions:

- Determine the existing land use patterns of the City of Fairmont.
- Determine the land use pattern that would facilitate attractive sustainable growth for the City of Fairmont.
- Recognize viable land uses within the City of Fairmont and protect them from development pressures that would create conflict.
- Maintain diversity and balance in land uses.
- Recognize patterns of compatibility that meet future needs;
- Preserve and protect open space and important environmental resources,
- Identify areas most appropriate for new residential growth and to set aside land best suited for new commercial and industrial growth that will increase job opportunities and provide a stable tax base.

C. EXISTING CONDITIONS (Existing Land Use)

The City of Fairmont Zoning Code was enacted, March 16, 1959 and with few exceptions has had few substantive changes since then. The current zoning code and land use patterns of the City of Fairmont very much follow the framework of Euclidian Zoning with regulations addressing fundamental elements such as height, and density and different uses being separated.

Fairmont currently has four general land use categories; 1) Residential; 2) Commercial; 3) Industrial; and 4) Specialized. Within each land use category, zoning districts have been developed and through the zoning ordinance regulation is given to permitted uses and varying degrees of control placed upon those uses. A complete copy of the Planning and Zoning Code for the City of Fairmont has been attached as an Appendix to this Chapter.

Land Use

The following is an outline of the four land use categories and the corresponding zoning districts found within each land use category:

- I. Residential Land Use
 - a. Residence A
 - b. Residence A1
 - c. Residence B
 - d. Residence C
- II. Commercial Land Use
 - a. Business A
 - b. Business B
 - c. Central Business District
- III. Industrial Land Use
 - a. Industrial A
 - b. Industrial B
 - c. Industrial C
- IV. Specialized Land Use
 - a. Pro-Zone
 - b. Higher Education Zone
 - c. Technology Zone

C. BASIC ISSUES

Previous sections of this Chapter have documented the nationwide shift in planning methods from traditional Euclidean techniques to the recent push of Smart Growth Principles and New Urbanism philosophies. The 2004 update to the West Virginia State Planning Enabling Legislation also accounts for this shift by specifically calling attention to elimination of sprawl in municipal and county comprehensive plans and zoning ordinances. All of these actions coincide with several development projects and plans that are evolving in the City that will affect the future land uses of Fairmont.

The construction of the Gateway Connector will dramatically change the landscape of the City's East Side residential and commercial neighborhoods when completed in 2006. Residential neighborhoods that once set two and three blocks deep from main arterial streets will now become frontage roads. The design of the Connector itself with landscape medians, pedestrian walkways and bike paths will demand connection to surrounding neighborhoods that will cause a need for existing land uses to be more closely examined.

Plans for riverfront development on the East Side of the Monongahela River as apart of the overall redevelopment of the Downtown Central Business District takes advantage of underutilized industrial zoned property and envisions an area of mixed use development with residential, commercial and entertainment high density uses. This vision is not compatible with the existing land use categories of the City nor does the current Zoning Code of the City permit the coexistence of these uses.

The continued growth of the I-79 Technology Park as envisioned through their Master Plan adheres to the principles of New Urbanism with built in amenities for the workers such as nature trails and open space preservation. With a clear vision for the distinctive architecture to be used on new buildings in the park, the need for design standards and design review will be a valuable element for the future of the Technology zone.

The redevelopment of the former Fairmont Coke Works Site envisions the transformation of vacant contaminated industrial property and incorporates a mix of recreation entertainment and commercial uses to add to the tax and employment base of the City.

The success of the Fairmont Community Development Partnership's redevelopment efforts in the Maple/Ogden Avenue area of Fairmont depends upon the flexibility to create higher density projects, traditional neighborhoods with decreased setbacks and the flexibility of housing types.

All of these development projects are linked by the commonality of change. The needs of Fairmont and its residents have changed. Growth patterns, commuting patterns and housing patterns are evolving and demanding a more flexible approach be taken with the land uses of the City and its enforcement.

D. FUTURE LAND USE

The West Virginia State Planning Enabling Legislation passed in 2004 has given municipalities a better opportunity to cope with the changing needs of their respective communities. The new code has added some flexibility to how governing bodies can manage land uses within their corporate bounds that is not as prescriptive as Euclidean Zoning. This much needed flexibility comes in the form of Density Bonuses, Clustering, Design Guidelines including Planned Unit Development, Infill Development and any other innovative land use technique that will promote the governing bodies development plan.

This flexibility will allow cities to keep pace with the inevitable changing land use needs of their citizens while continuing to promote and protect the health, safety and general welfare of the community at large. Considering the list of projects mentioned in the previous section the City of Fairmont is on the verge of major changes to its land use and development patterns. The vision of a riverfront lined with smokestack industries is now relegated to history. Cities across the U.S. are reclaiming their riverfronts for a mix of entertainment, commerce, recreation and residential use. As mentioned above a quality riverfront development is a priority for the City of Fairmont. In order to promote development of this standard the City's zoning and land use regulations must be updated.

Fairmont has captured a large portion of West Virginia's High Technology market, and will bolster the local economy by providing more opportunities for various scales of commercial ventures as well as opportunities for mixed use commercial/residential ventures. Small-scale commercial uses will be encouraged within walking distance of most residential neighborhoods, to serve the basic needs of the residential neighborhoods.

Comparison of the 1990 and 2000 Census data shows that Fairmont's population has declined, which could indicate a lack of housing pressure. However, the City of Fairmont is feeling pressure for higher density housing units for students in close proximity to Fairmont State University. This pressure is likely to increase as the Fairmont State College expansion project is completed. Outside of the FSU neighborhood housing densities are not as great an issue as the gaps in the variety of market levels. The residential land uses in Fairmont should accommodate all levels of housing densities and affordability.

Strict prescriptive Euclidean Zoning seemingly has created the most suffering among the commercial land uses in Fairmont. The strict, unflexible zoning requirements has been and continues to be interpreted by small business owners and entrepreneurs as an "anti small business or not business friendly" atmosphere in Fairmont. This is due in large part to the fact that when Fairmont was developing, land parcels were laid out as relatively small lots. And prior to the adoption and enforcement of Subdivision Regulations by the City these small lots could be further subdivided and sold without regard to future consequences. Small businesses established on these small parcels immediately became nonconforming when the Zoning Code with yard requirements was adopted in 1959. If the business prospered and needed to expand its operations the zoning would not afford any flexibility if the yard or other zoning requirements could not be met. The Future Land Use Map for the City of Fairmont shows a marked increase of commercially zoned land.

At the turn of the twentieth century Fairmont's industrial base was growing. Manufacturing plants relying heavily on barge traffic and rail for the transport of raw materials and finished

products grew up along the riverfront and near the railroad at the city center. Currently Fairmont's existing industrial base is greatly diminished, and new industrial development is more reliant on the truck traffic to move goods. This has made property on the edge of the City near Interstate 79 more desirable for industrial development than the riverfront and inside city limits. The national shift from a manufacturing to service oriented economy and locally the shift from manufacturing to high technology and service has reduced the need for large tracts of industrially zoned property. Property previously zoned industrial is being converted to other uses that better fit their surroundings and better serve the community.

The introduction of high technology and the increase of service related uses in Fairmont has generated a need to change the Land Use Map of the City to provide opportunities for support services and amenities that this demographic desires. Increasing the amount of land available for recreation and cultural institutions, and creating specialized land use categories that offer differing levels of commercial densities and mixed uses are necessary to ensure that the City of Fairmont is attractive to the service and high technology employees as a place to live. Institutional land uses should be afforded protection from incompatible land uses so that they are not negatively impacted and may operate efficiently. Parks and recreational facilities are the type of amenities that add to the overall quality of life of a community. The specialized land use categories that have been created tend to be low to medium density commercial and mixed uses. Residential/Commercial uses should be located within walking distance or inside of residential neighborhoods. These uses are low-density commercial uses such as a corner store, or newsstand, small barber or salon that serves the neighborhood within which they are located. Village/Commercial uses are medium-density uses that serve more than a single neighborhood, may include specialty shops and services, and confectioneries. This level of commercial use would not create the density of a big box retail store, and appearance and performance standards would be implemented to lessen the potential negative impacts.

Many communities are embracing Smart Growth and New Urbanism in their planning and zoning codes, with the notion that in some instances a better result can be accomplished from regulating the impacts and appearances of a development rather than separating uses and enforcing strict set backs and yard requirements. Some of the assumptions toward development are starting to be reversed through Smart Growth and New Urbanism planning. Developers and planners are starting to consider the outward focus of the project rather than the inward focus so that the project can enhance the quality of life of the community where it is located. Voluntary creative collaboration is introduced into the permitting process rather than relying solely on the regulations and masterplan. Proposed developments can be viewed as opportunities to improve the surrounding neighborhood rather than dwelling on perceived negative impacts. The developer's expertise and the neighbors' awareness of the neighborhood conditions can create the project of the greatest value to the neighborhood. All this can be accomplished to the mutual benefit of the developer and the community. The opportunity before the City of Fairmont with the passage of the new State Legislation is to move beyond prescriptive zoning and use some of the Smart Growth and New Urbanism techniques to create a community that fully realizes its potential as a vibrant, livable city.

E. RECOMMENDATIONS

1. Short Range (2005-2008)

- a. Adopt the 2005 Comprehensive Plan for the City of Fairmont
- b. Implement strategies as outlined in the Comprehensive Plan
- c. Develop and adopt new Zoning Ordinance reflective of future land use patterns
- d. Develop and adopt new Subdivision Ordinance reflective of future land use patterns
- e. Develop and adopt new Land Development Ordinance reflective of future land use patterns
- f. Implement principles of New Urbanism as a land use management technique

2. Medium Range (2008-2011)

- a. Review and amend the Comprehensive Plan as needed
- b. Review and amend the Zoning Ordinance as needed
- c. Review and amend the Subdivision Ordinance as needed
- d. Review and amend the Land Development Ordinance as needed

3. Long Range (2011-2015)

- a. Review and amend the Comprehensive Plan as needed
- b. Review and amend the Zoning Ordinance as needed
- c. Review and amend the Subdivision Ordinance as needed
- d. Review and amend the Land Development Ordinance as needed
- e. Undertake process to update the 2005 Comprehensive Plan as required by WV Code

**City of Fairmont
2006 comprehensive Plan**

CITY OF FAIRMONT
2.5 SQUARE MILES
(12/2006)

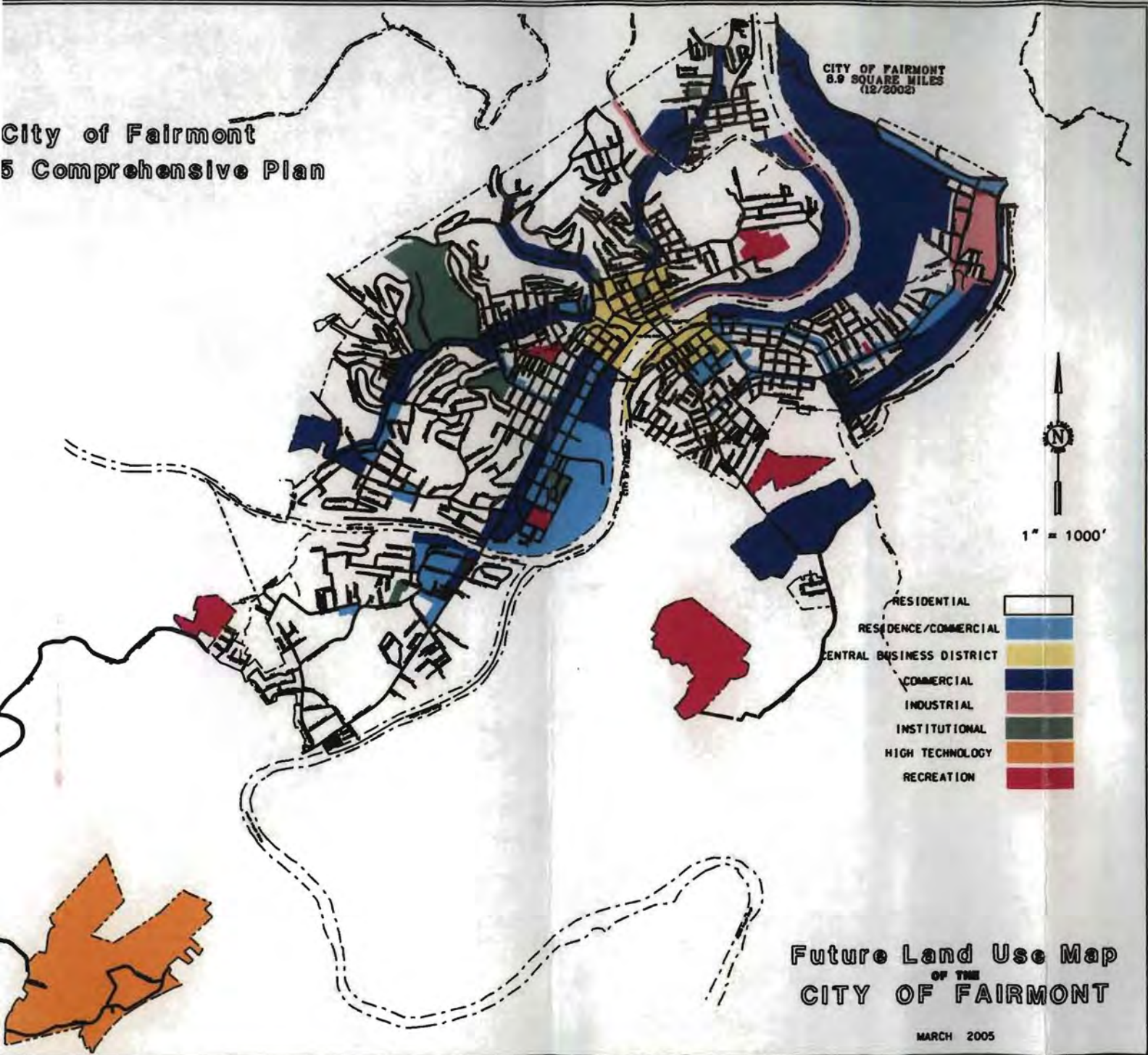


Existing Land Use Map

January 2005

City of Fairmont
5 Comprehensive Plan

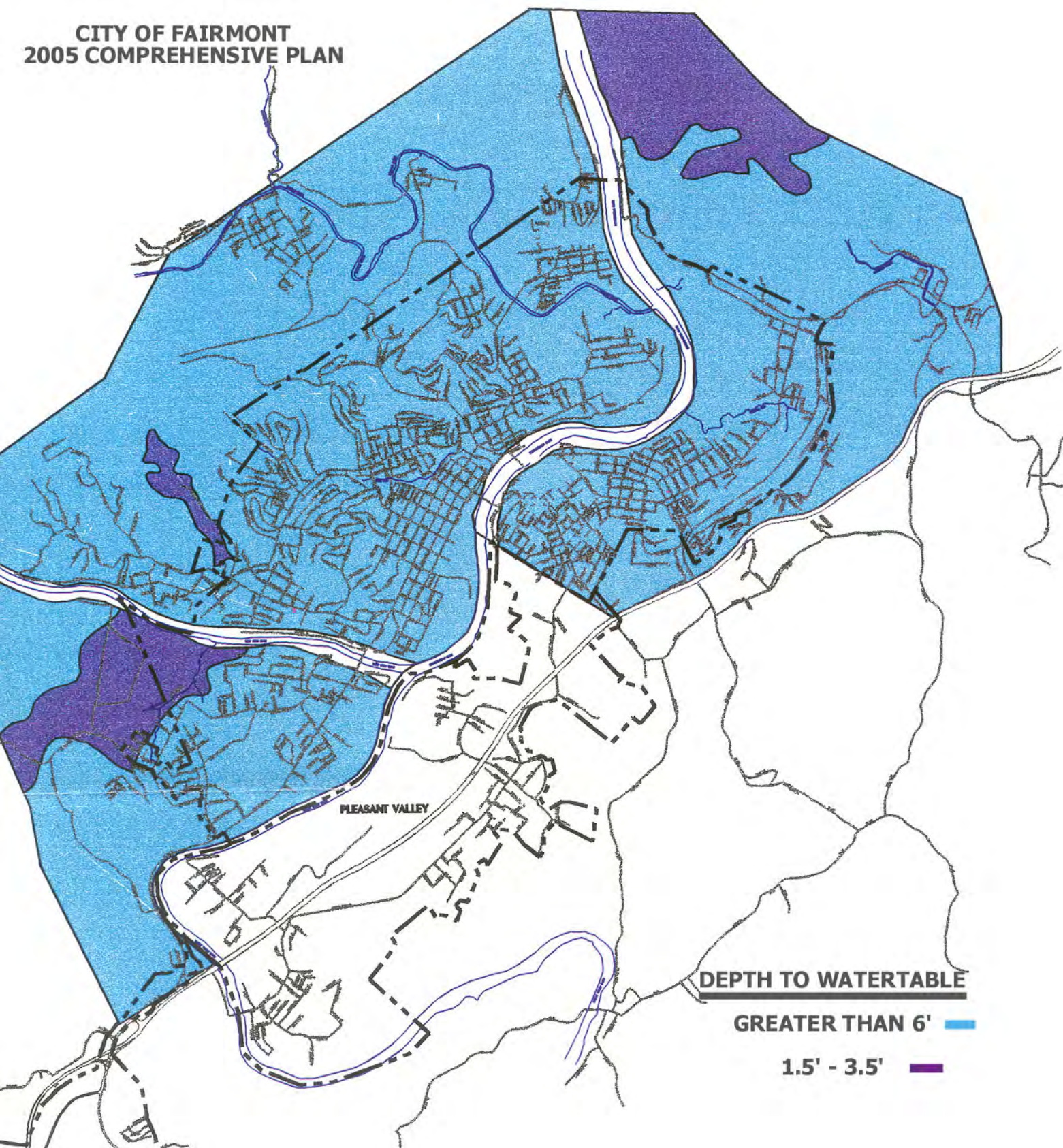
CITY OF FAIRMONT
8.9 SQUARE MILES
(12/2002)



Future Land Use Map
OF THE
CITY OF FAIRMONT

MARCH 2005

**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN**

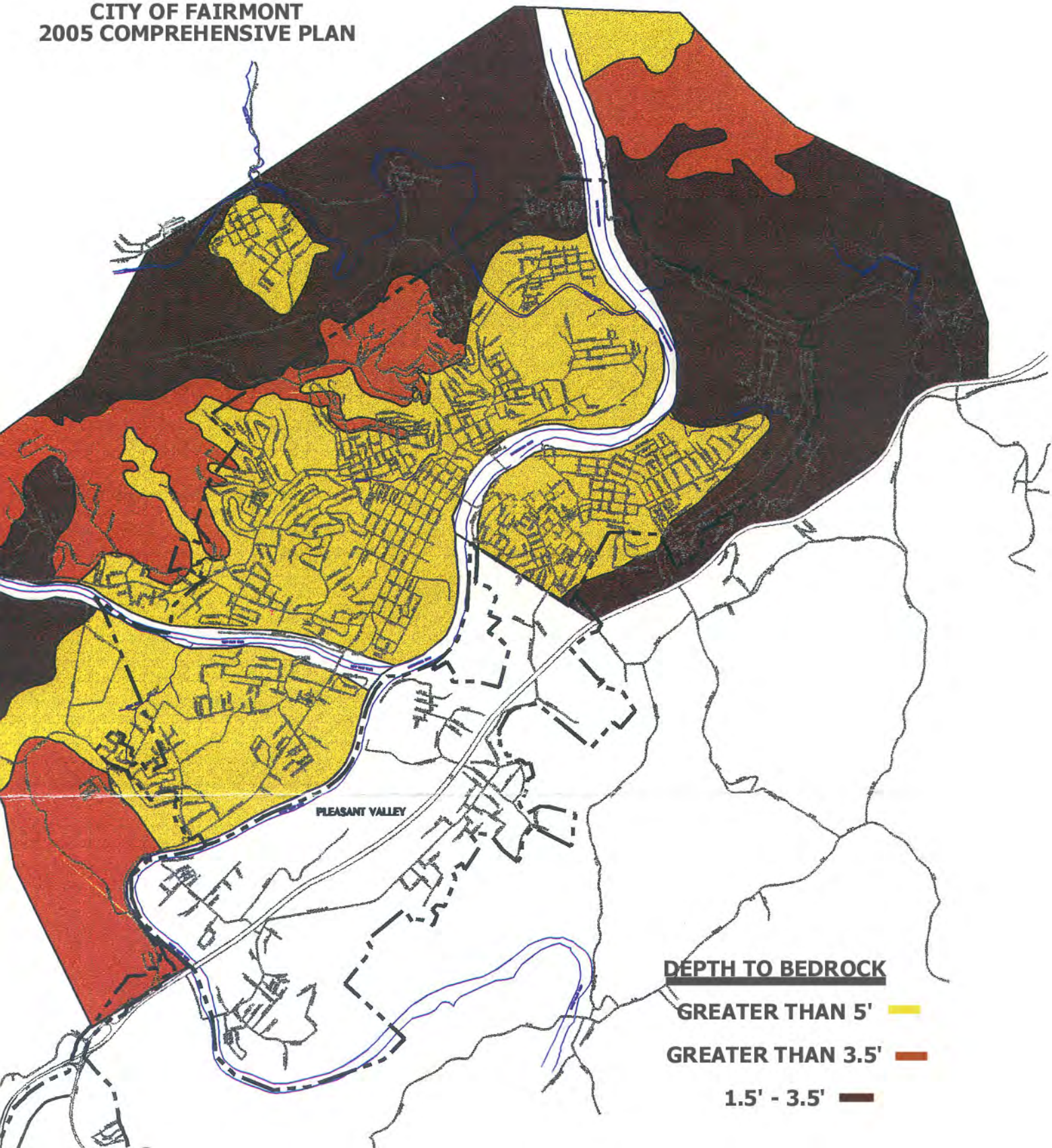


DEPTH TO WATERTABLE

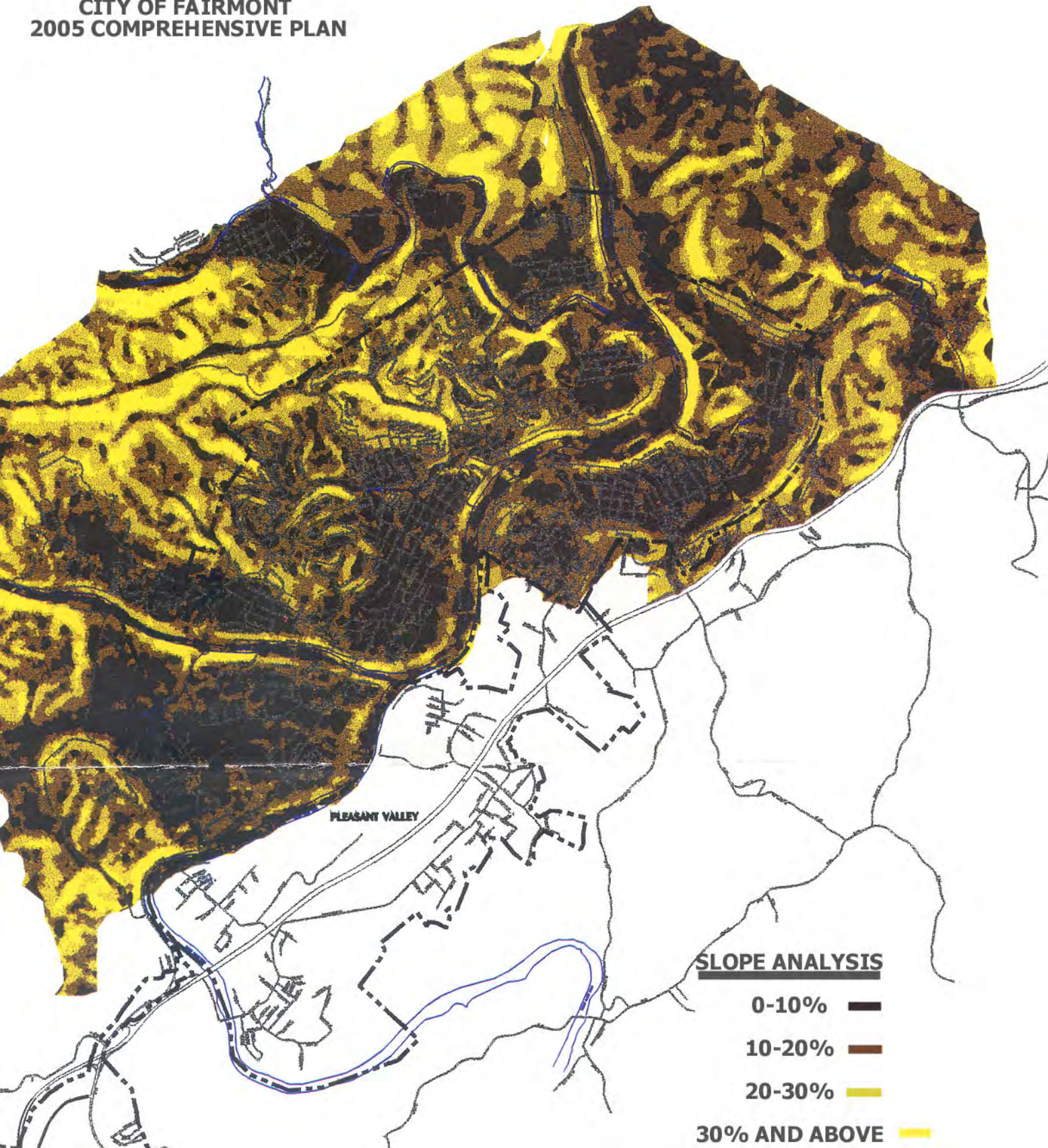
GREATER THAN 6' 

1.5' - 3.5' 


**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN**





**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN**



SLOPE ANALYSIS

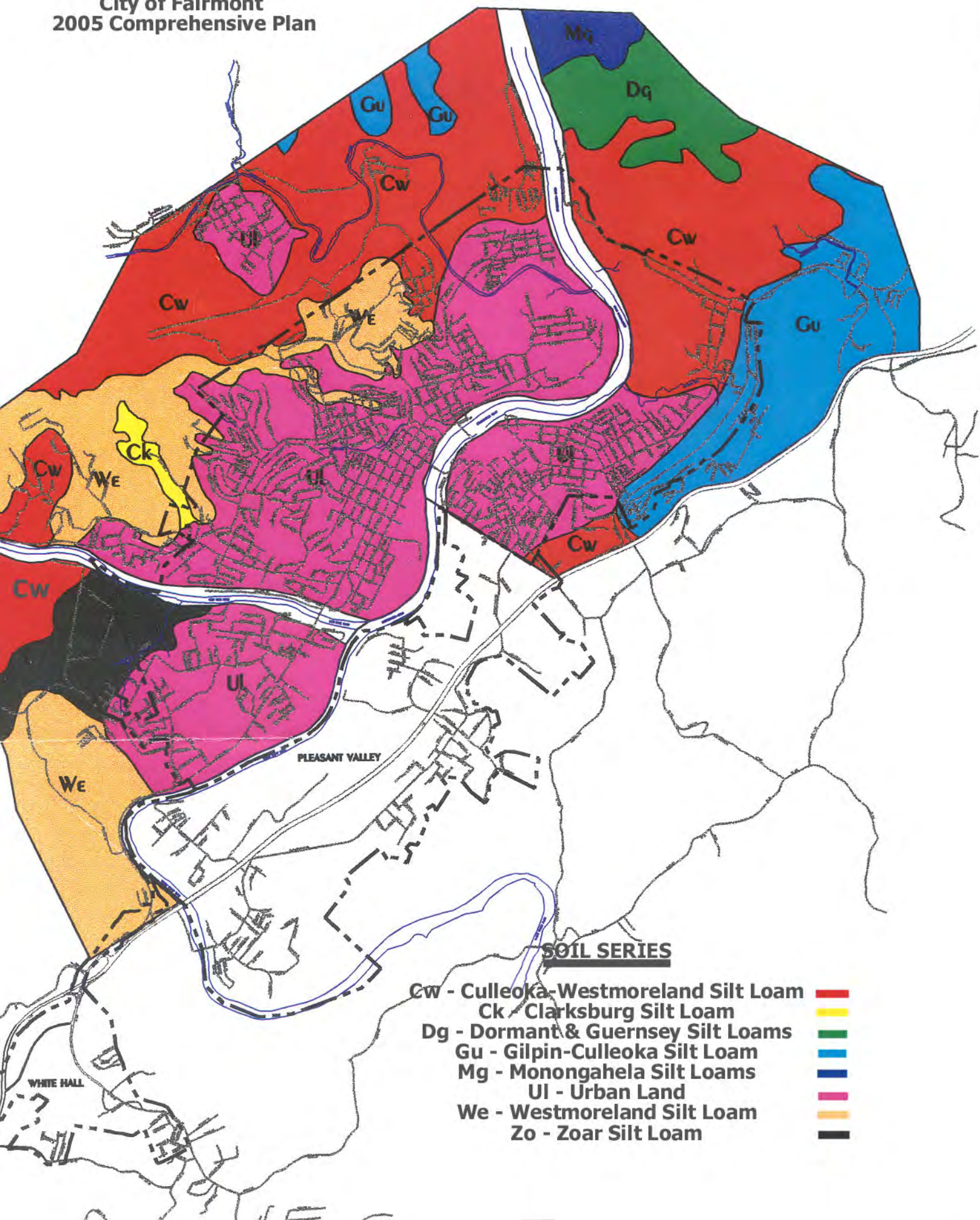
0-10% 

10-20% 

20-30% 

30% AND ABOVE 

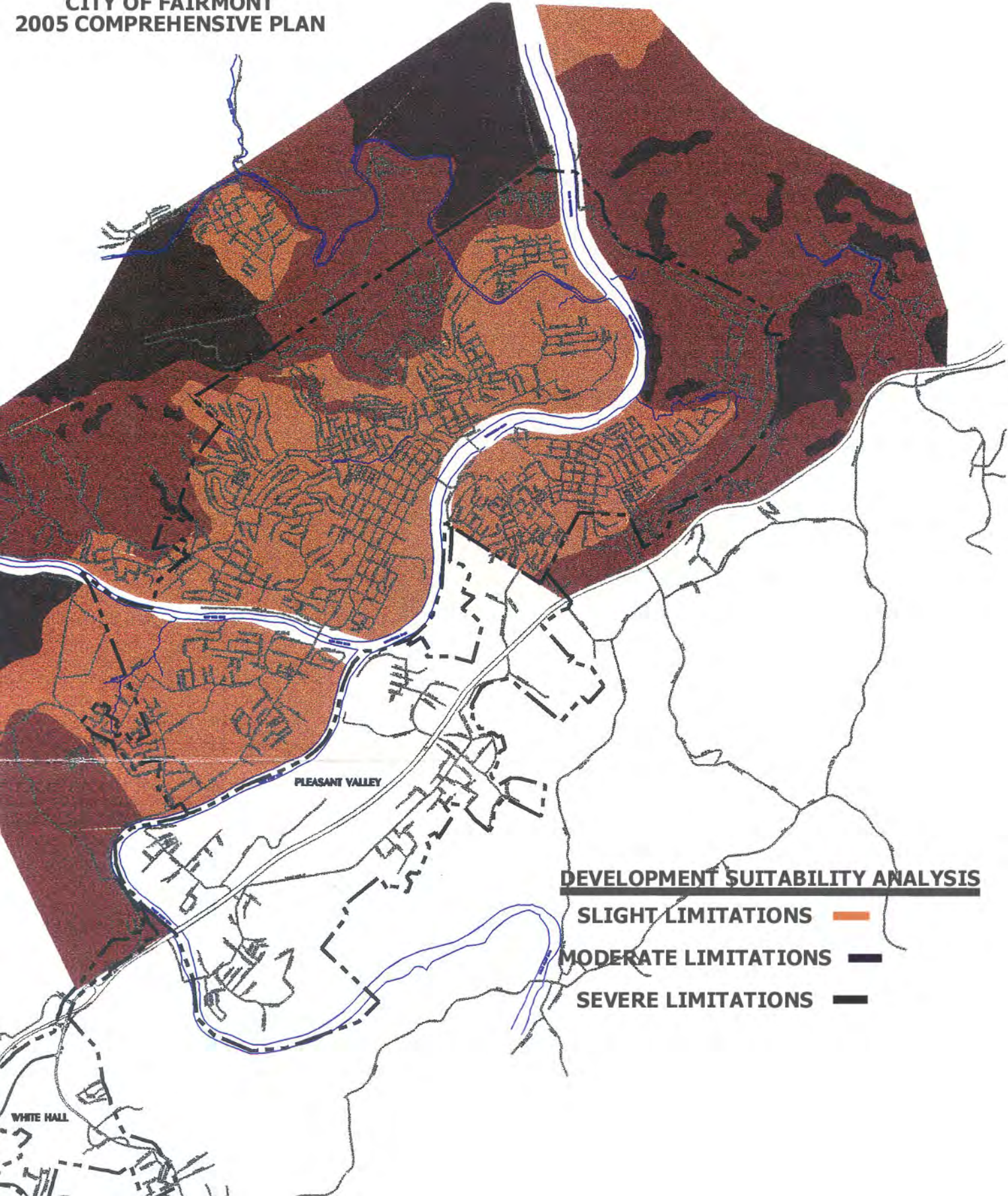
**City of Fairmont
2005 Comprehensive Plan**



SOIL SERIES

- CW - Culleoka-Westmoreland Silt Loam █
- Ck - Clarksburg Silt Loam █
- Dg - Dormant & Guernsey Silt Loams █
- Gu - Gilpin-Culleoka Silt Loam █
- Mg - Monongahela Silt Loams █
- UI - Urban Land █
- We - Westmoreland Silt Loam █
- Zo - Zoar Silt Loam █

**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN**



PLEASANT VALLEY

DEVELOPMENT SUITABILITY ANALYSIS

SLIGHT LIMITATIONS 

MODERATE LIMITATIONS 

SEVERE LIMITATIONS 

WHITE HALL

Chapter 4

Housing

A. OVERVIEW

Good housing and safe neighborhoods are essential for Fairmont's social and economic growth. The housing situation in Fairmont is no different than that of other municipalities in West Virginia, in that it is driven by economics, politics, and the practices of private businesses, public agencies, and the residents themselves. Housing affects the social fabric of neighborhoods and the strong emotions that people maintain with respect to their immediate environment have an impact on the larger community.

This chapter of the Comprehensive Plan will analyze projected housing needs and the different types of housing needed, including affordable housing and housing accessible to persons with disabilities; Identify the number of projected necessary housing units and sufficient land needed for all housing needs; Address substandard housing; Identify opportunities for rehabilitating and improving existing housing as well as address the practice of adaptive reuse of buildings for housing and encourage infill housing where appropriate. This analysis will aid the City of Fairmont in making recommendations that will help to preserve, maintain and improve the existing housing stock, address those properties which need attention, strengthen the existing residential neighborhoods, and enhance the development opportunities for new housing.

In recent years the I-79 Corridor, between Morgantown and Bridgeport, has seen positive demographic changes which will continue to affect the housing needs in the Corridor in general and the Fairmont area in particular. The I-79 Corridor has experienced isolated increases in population as well as housing units. These isolated growth areas within the I-79 Corridor are a reflection of future trends that can be expected to spread throughout its entire length. Fairmont must capitalize on this trend and plan for this anticipated growth in population. However, the City of Fairmont must be mindful that many families can be priced out of the new housing market if rapidly escalating prices occur and therefore should strive for affordable housing choices for all citizens regardless of racial, social, economic or physical characteristics. This may be accomplished by encouraging land uses for residential purposes in ways that protect the environment, enhance property values, stimulate visual interest, protect existing neighborhoods, and which affirm community values through an intergovernmental framework and private sector partnerships.

B. GOALS AND ACTIONS

The goal and actions pertaining to housing recognize that the housing stock of the community must be safe, attractive and affordable. It must offer an array of housing choices in both type and price, and practices such as rehab, adaptive reuse and infill are vital to the strengthening of the existing housing stock as well as the future of new housing in Fairmont

Goal:

Ensure that the housing stock of the community is safe, healthy, and diverse, that affordable and attractive housing is available to the existing and future residents of the community.



Actions:

- Promote Fair Housing practices within the City of Fairmont.
- Promote the development of new housing and the preservation of existing housing to meet the needs of present and future residents.
- Ensure that the housing stock is safe, affordable, and serves people of various economic, cultural, racial and physical classes.
- Demand high quality in the design of all new housing by establishing site plan review, architectural standards, modern subdivision requirements and design guidelines.
- Provide safe, clean, and affordable rental housing.
- Identify, secure and remove all vacant, dilapidated and deteriorated structures in the community.
- Support the efforts of non-profit organizations and private sector partners taking on the role of providing housing in the community.
- Continue assistance to those organizations providing housing to the homeless and disabled.
- Maintain commitment to the renewal and revitalization of blighted neighborhoods.

C. EXISTING CONDITIONS

1. Households

The number of households in a community is an indicator of the population in the area. An increase in the number of households typically reflects a population increase. Marion County experienced a loss of total households between 1980 and 1990. The municipalities of Fairmont, Clarksburg, and Morgantown also lost households during the same period. The number of households in Bridgeport increased ten percent from 1980 to 1990. From 1990-2000, the number of households in Fairmont and Clarksburg again decreased, while the number of households in Bridgeport and Morgantown increased, as did the households in Marion County.

Housing

TOTAL HOUSEHOLDS

Households	1980	1990	% Change 1980-1990	2000	% Change 1990-2000
Fairmont	9,727	9,063	-6.8	8,447	-6.8
Bridgeport	2,424	2,667	10.0	2,988	12.0
Clarksburg	9,384	7,944	-15.3	7,447	-6.3
Morgantown	9,664	9,588	-0.8	10,782	12.5
Marion County	24,409	22,667	-7.7	23,652	4.3

2. Household size

The average household size for the City of Fairmont declined by 9 percent between 1980 and 1990. A steady decline in the household size over the last ten years has occurred in the I-79 municipalities in north central West Virginia. The decline in household size may be attributed to young people moving out in search of education and employment opportunities, a decline in births, a more mobile middle age population segment, or a higher percentage of single elderly people. All of these factors may have contributed to a reduction in the size of the average family. As illustrated by the chart below, this trend continued from 1990-2000.

AVERAGE HOUSEHOLD SIZE

Persons/HH	1980	1990	% Change 1980-1990	2000	% Change 1990-2000
Fairmont	2.45	2.23	-9.0	2.16	-3.1
Bridgeport	2.72	2.53	-7.0	2.41	-4.7
Clarksburg	2.39	2.27	-5.0	2.20	-3.2
Morgantown	2.85	2.70	-5.3	2.08	23.0

3. Housing Units



The total number of housing units in the City of Fairmont decreased between 1980 and 1990 by 5.2%. The County experienced a lower percent decrease during the same period. A decrease in housing units may be attributed to dilapidated units being abandoned and demolished. Loss of units may also be attributed to the conversion to other uses. Housing units in Marion County have increased during the period between 1990 and 2000 and have actually surpassed the level of those numbers of units in 1980. The number of housing units in the City of Fairmont continued to decline from 1990 to 2000 by 203 units. Housing units also decreased in Clarksburg, while housing units have increased in Morgantown and Bridgeport during this same time period.

TOTAL HOUSING UNITS

Housing Units	1980	1990	% Change 1980-1990	2000	% Change 1990-2000
Fairmont	10,507	9,958	-5.2	9,755	-2.0
Bridgeport	2,501	2,773	10.9	3,190	15.0
Clarksburg	10,053	9,245	-8.0	8,662	-6.0
Morgantown	10,328	10,422	0.9	11,721	12.5
Marion County	26,217	25,491	-2.8	26,660	4.6

4. Housing Vacancy

There will always be a certain percentage of vacancies in every city's housing stock. This is the result of a fluctuating housing market in a free market economy. Vacancies can be the result of new housing construction awaiting its initial occupancy, units being placed on the market for sale due to a death or relocation, expiration of a lease agreement, and the condition of the property. Property conditions need not imply deteriorated conditions when studying vacancy rates.

As shown in the Table below, vacant housing represented 13 percent of all housing units in Fairmont during 1990. The vacancy rates should be evaluated in terms of owner-occupied and rental units to get a clearer understanding of the tenure pattern. Between 1980 and 1990 the total number of occupied housing units in the City of Fairmont decreased by 1,151 units while Marion County experienced a decrease of 875 units during the same period.

HOUSING UNIT VACANCY

		Occupied	%	Vacant	% Vacant
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Housing

Housing Units	Total Units	Units	Occupied Units	Units	Units
Fairmont					
1980	10,507	9,729	92.6	778	7.4
1990	9,859	8,578	87.0	1,281	13.0
2000	9,755	8,447	86.6	1,308	13.4
Bridgeport					
1980	2,501	2,410	96.4	91	3.6
1990	2,773	2,667	96.2	106	3.8
2000	3,190	2,988	93.7	202	6.3
Clarksburg					
1980	10,053	9,371	93.2	682	6.8
1990	9,245	7,950	86.0	1,295	14.0
2000	8,662	7,447	86.0	1,215	14.0
Morgantown					
1980	10,328	9,628	93.2	700	6.8
1990	10,422	9,588	91.9	834	8.0
2000	11,721	10,782	92.0	939	8.0
Marion County					
1980	26,217	24,409	93.1	1,808	6.9
1990	25,491	22,667	88.9	2,824	11.1
2000	26,660	23,652	88.8	3,008	11.2

5. Housing Areas

A. Residence “A” District

Is the most restrictive residential district under the current zoning code of the City of Fairmont. Permits single-family dwellings for occupancy by (1) an individual (2) two or more persons related by blood, marriage, adoption, or foster relationship or (3) not more than two unrelated individuals. Does not permit Mobile Homes or Manufactured Homes built to the U.S. Department of Housing and Urban Development Manufactured Home Construction and Safety Standards specifications.

B. Residence “A1” District

The district permits the same restrictive use of single-family dwellings to be occupied by; (1) an individual (2) two or more persons related by blood, marriage, adoption, or foster relationship or (3) not more than two unrelated individuals. Does not permit Mobile



Homes. Homes built to the U.S. Department of Housing and Urban Development Manufactured Home Construction and Safety Standards specifications are permitted by conditional use.

C. Residence “B” District

This district permits residential dwellings with individual units for not more than four families, with families defined as; (1) an individual; (2) two or more persons related by blood, marriage, adoption or foster relationship; (3) not more than three unrelated individuals. Mobile Homes are not permitted in this residential zoning district.

Manufactured homes built to the U.S. Department of Housing and Urban Development Manufactured Home Construction and Safety Standards specifications are permitted in this district.

D. Residence “C” District

Multi-unit apartment buildings for any number of families, boarding or lodging houses, senior citizens’ housing as well as college fraternity and sorority houses and dormitories are permitted in this district. Approved mobile home parks are permitted in this district, provided they meet the criteria established by the zoning ordinance.

E. Sallyfield Estates

Annexed into the corporate limits of the City of Fairmont in 2000, Sallyfield Estates contains two residential areas for manufactured housing on approximately 85 lots.

F. Mobile Home Parks

There are three mobile home parks in the corporate limits of Fairmont. All three are grand fathered areas having been in use prior to the Mobile Home Ordinance of 1976, or being established prior to being annexed into the corporate limits. Respectively, the mobile home parks located off of Morgantown Avenue and East Park Avenue were created prior to the Zoning Ordinance in 1959, and the mobile home park located off of Stony Road was in existence at the time of annexation in 1999.

6. Housing Unit Types

While the 2000 Census data lists 9,755 housing units in the City of Fairmont, a recently completed (2004) housing study performed by the Fairmont/Morgantown Housing

Authority credits the city with an additional 220 units broken down in the following manner:

- A. Single Family Homes – 6,978
- B. Duplexes – 924
- C. 3 or more units – 1,906
- D. Mobile Homes – 167

7. Homeless/Emergency Shelters

A. Scott Place Shelter

North Central WV Community Action operates the local homeless shelter in Fairmont known as Scott Place. The shelter provides a 45-bed facility for men, women, and children. The facility is equipped for handicapped individuals. Funding for the operating costs of the shelter comes primarily through WV Department of Health and Human Resource Emergency Shelter Grant Program, United Way allocations, local church donations, and other local organizations. Donations of food, clothing, furnishings, and other household items are accepted.

Trained shelter workers staff the facility 24 hours per day, seven days per week, 365 days per year. The shelter provides three meals per day and laundry facilities.

Case management and service plans provide a framework for providing independent living skills, money management, assistance in job training, and seeking permanent housing. Information and counseling are available through Alcoholics Anonymous and Narcotics Anonymous. Some residents work part-time while residing at the shelters. The staff and client work to establish realistic goals in helping the client become self-supporting.

B. Union Mission

Located on Jefferson Street the Union Mission is operated by West Virginia Rescue Ministries and provides year round meals programs, emergency shelter for entire families, addiction recovery programs for men, needed items can be purchased at low rates, work with the elderly, job placement and skills training available.

C. HOPE Inc.

Provides food, clothing, shelter, counseling, 24 hour hotline, advocacy, transportation and other support services to victims of domestic violence and sexual assault.

8. Subsidized Housing

A. Marion Unity Apartments

Located on Quincy Street, units are available to persons 62 and older or, those persons with disabilities. Units are equipped with, Stove/Refrigerator, Air Conditioning, and Laundry Facilities. HUD approved and eligible for subsidy, TDD compliant, the facility affords equal housing opportunities and provides a social worker of staff.

B. Fairmont Arbors

Located at 410 Cleveland Avenue, the Arbors has 120 beds and is 97% occupied. Units are equipped with, Stove/Refrigerator, Air Conditioning, and Laundry Facilities. HUD approved and eligible for subsidy, TDD compliant, the facility affords equal housing opportunities and provides a social worker of staff. .

C. East View Unity Apartments

Located on Jefferson Street, units are available to persons 62 and older or, those persons with disabilities. Units are equipped with, Stove/Refrigerator, Air Conditioning, and Laundry Facilities. HUD approved and eligible for subsidy, TDD compliant, the facility affords equal housing opportunities and provides a social worker of staff.

D. Fairmont Housing Authority

The Fairmont Housing Authority offers 136 apartments in 7 separate developments. Located on the East and West side of Fairmont, each development is different and offers a number of attractive amenities. Units range in size from one bedroom to five bedroom apartments in several styles, Townhouse and Duplex. All developments have several fully handicap accessible units. Families who are at or below 50% of the area median income only pay 30% of their adjusted monthly income for rent.

To be eligible for Fairmont Housing Rental Apartments you must be an adult over the age of eighteen (18) years of age or an emancipated minor. Your household income cannot exceed the following federally established income limits.

# In the family	Annual Income Limits*
1	\$12,950
2	\$14,800
3	\$16,650
4	\$18,500
5	\$20,000
6	\$21,450
7	\$22,950
8	\$24,400
* Based on FY 2001 HUD published income limits	

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Fairmont Housing also has an affordable rent structure for families above established income limits. Households above the federal income guidelines may rent an apartment at current market rent.

Bedroom Size	Rent per Month
1 bedroom	\$322.00
2 bedrooms	\$397.00
3 bedrooms	\$508.00
4 bedrooms	\$587.00
5 bedrooms	\$670.00

The Federal Government requires all applicants to be screened. The screening process include but is not limit to a credit check, landlord references, and criminal background check. Applicants who have engaged in violent, or drug related criminal activities, or who are registered sex offenders are ineligible.

9. Housing Organizations

A. Fairmont Community Development Partnership

The Fairmont Community Development Partner ship (FCDP) is an independent, non-profit, corporation located at 109C Fairmont Avenue. The FCDP' s mission is neighborhood revitalization through economic development on a block-by-block basis. The FCDP goal is to improve the quality of life in Fairmont, through neighborhood building, and affordable housing through housing preservation and construction.

B. Fairmont/Morgantown Housing Authority

The mission of the Fairmont/Morgantown Housing Authority, located at 103 12th Street, is to provide low and moderate-income families of Monongalia, Marion, Taylor and Preston counties with comfortable and affordable housing. If you are looking to rent or buy, FMHA offers many great housing options which include:



Section 8 Rental Assistance
Fairmont Rental Communities
Lease to Own Home Ownership Program
Homebuyer Mortgage Financing

The Housing Authority is also able to utilize its sister organization, Augusta Development Corporation to develop market rate housing opportunities for the community.

C. Vandalia Heritage Foundation

Vandalia Heritage Foundation has a housing component in their organization to further their overall mission of historic preservation. A local housing project on Benoni Avenue has been programmed with the local historic architecture reflected in the design scheme for the new housing.

D. Habitat for Humanity

Habitat for Humanity currently has affiliates in 100 countries worldwide. The Marion County affiliate is headquartered in Fairmont. To date Habitat has built six houses in Fairmont. Families must meet certain qualifications, and provide some sweat equity in order to receive a loan for a Habitat house.

E. North Central West Virginia Community Action

North Central West Virginia Community Action is a social service provider covering nine counties. NCWVCA provides several social services for low and moderate income households like Head Start, and their Summer Lunch programs. Among their housing related programs NCWVCA administers Scott Place emergency Shelter, and also offers a weatherization program to provide low cost repairs for those who qualify to make homes weather-tight thereby lower winter heating costs. NCWCA's two main housing programs are:

HOME Loan Program

Home Ownership Made Easy is a loan program funded by WV Housing Development Fund. This program provides new home ownership opportunities for income-eligible individuals or families who have a steady source of income and a good credit rating. Credit payments are negotiated with WV Housing Development Fund, which lowers the payment to a percentage

of the household income. Loans are given over a twenty-year period at 0% fixed rate, with the unpaid balance forgiven at the end of the period

HELP Loan Program

WV Housing Development Fund also funds Home Emergency Loan Program. This program provides for emergency repairs to an owner-occupied home. The program addresses repairs such as furnaces, new roofs, and foundations. The minimum loan amount is \$1,000 and the maximum may go as high as \$10,000 with written approval from WV Housing Development. Applicants who exceed 80% of the median family income will require approval by the Executive Director of the WV Housing Development Fund. Emergency situations dictate the use of HELP funds. Structural or construction problems that threaten the health or safety of inhabitants constitute emergency situations. NCWVCAA does not issue HELP funds for use in the 100-year flood plain or where there has been flood damage. Community Action issues HELP Loans at 3% interest over 8 years. Clients pay whatever the amortized amount is for their loan for that period.

10. Substandard Housing/Blighted Properties

The City of Fairmont through the Planning and Building Inspection Department maintains a database of structures located within the corporate limits that are of substandard condition for human habitation. These structures are classified as being vacant, abandoned, and dilapidated in need of demolition for the health, safety and general welfare of the City of Fairmont. There are currently approximately 85 structures on the list. Led by the Code Enforcement Officer, Building Inspector and Deputy Building Inspector, the City of Fairmont regulates the condition of these structures under the 2000 ICC Property Maintenance Code. Owners of structures found to be in substandard condition are provided notice that the structure is in a state of disrepair and the person or persons responsible are given a timeframe to either bring the structure into compliance with the applicable sections of the Property Maintenance Code or demolish the structure.

Local non-profit organizations such as the Fairmont Community Development Partnership are doing more than their fair share of the work to reduce and eliminate the number of substandard and blighted properties in the city with their Maple/Ogden Gateway Project. The Maple/Ogden Gateway Project not only is addressing the reduction of substandard and blighted housing in this section of the City with the demolition of blighted substandard structures, but the segmented phases of these community development project is yielding new housing units being constructed and rehabilitated.

The City of Fairmont currently operates a revolving loan fund for individuals, organizations and businesses to access for the purpose of demolishing substandard and blighted structures. With

funds provided by the West Virginia Housing Development Fund, the City of Fairmont has loaned approximately \$65,000 of a total fund of \$100,000 to individuals and entities for the above stated purpose in the last two years.

11. Rental Housing

- City of Fairmont Rental Registration Program
- Fairmont State University Impact
- Commuter Population
- Apartment Complexes

12. Manufactured Housing

The current City of Fairmont Zoning Code permits manufactured housing in Residence A1, Residence B, and Residence C as a conditional uses. For Residence A1 the following conditions apply:

1. The structure shall be installed on a permanent masonry perimeter foundation that complies with the requirements and conditions established by CABO One and Two Single Family Dwelling Building Code or its successor;
2. All tow bars, wheels, hitches and axles shall be removed upon installation of the manufactured or factory built home upon the permanent foundation;
3. No horizontal dimension of the main body shall have a width of less than twenty-four (24) feet and a length of forty (40) feet;
4. The structure shall contain a minimum of 960 square feet of living space;
5. Pitch of the main roof shall not be less than one foot of rise for each four feet of horizontal run, i.e., 3/12 pitch;
6. All exterior wall coverings shall be wood or masonry finish or its appearance and/or horizontally grooved or lap sided, or its appearance. Unfinished plywood, oriented strand board, or other sheeting materials shall not be installed as a finished siding. The use of flat, vertical or corrugated metal for the exterior walls or roof shall be strictly prohibited;
7. The design and style of the structure shall be in harmony with the neighborhood and consistent with the design, size and style of the surrounding existing homes;
8. The proposed location of the structure is not in a designated historic district or an area that is eligible for an historic designation.
9. All applicable front, side, and rear yard requirements, height restrictions, and lot size requirements are satisfied.

For Residence B the following conditions must be met:

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1. The structure shall be installed on a permanent masonry perimeter foundation;
2. No horizontal dimension of the main body shall be less than twenty-four feet;
3. (3) Pitch of the main roof shall be not less than one foot of rise for each four feet of horizontal run, i.e., 3/12 pitch; and
4. Exterior wall covering shall be wood or masonry finish, or its appearance, and/or vertically or horizontally grooved or lap siding, or its appearance.
5. However, use of flat or corrugated metal for the exterior walls or roof covering is prohibited.

Residence C permits mobile home parks that meet the following conditions:

1. A minimum of eight mobile home spaces are available;
2. Each mobile home space is a minimum of three thousand square feet in size;
3. All mobile homes and accessory buildings are not located within fifteen feet of one another or a private road/street within the park;
4. All mobile homes and accessory buildings are not located within twenty feet of a park boundary line or public right-of-way;
5. At least two paved off-street parking spaces are available on each mobile home space;
6. A buffer area of maintained shrubbery or a solid screen fence not less than six feet in height is provided between the mobile home park and adjacent residential areas;
7. All private mobile home park roadways are constructed of concrete or asphalt in compliance with West Virginia Division of Highways' Standards for Highway Construction and maintained by the mobile home park owner; The mobile home park owner assumes responsibility for all refuse collection;
8. Illumination for internal streets shall be provided and maintained by the mobile home park owner;
9. Each mobile home must be tied down and have underpinning in accordance with applicable building codes;
10. Two hundred square feet of recreation area shall be provided for each mobile home space; and,
11. Fire protection facilities and water supply for fire protection shall be provided to the satisfaction of the Fire Chief.

13. Community Initiatives

- Fairmont State University Project
- I-79 Gateway Connector Project

D. BASIC ISSUES

The following section contains a summary of some of the major concerns in regards to the topic of housing in the City of Fairmont and are categorized as: 1) Existing housing; 2) New housing; 3) Elderly housing; 4) Rental housing and 5) Substandard Housing.



EXISTING HOUSING

The existing housing stock in Fairmont is aging. The majority of housing units (nearly 72%) in Fairmont were built before 1960.

NEW HOUSING

New housing starts in Fairmont have been sluggish in recent years, with only 153 new units built between 1995 and 1999. There is also a need for housing in the \$60,000.00 to \$100,000.00 range.

ELDERLY HOUSING

The City of Fairmont has an aging population whose housing needs have changed. The City lacks retirement village, or assisted living options.

RENTAL PROPERTY

The rental properties are inspected biannually, and are only required to meet the minimum standards of the 200 ICC Code. There is a lack of quality multi unit rentals in the city.

SUBSTANDARD HOUSING

The city has over seventy structures listed on its demolition list. These structures are mostly residences that have fallen into disrepair and are unfit for habitation. Many of these structures are substandard lots and could not be rebuilt once they are demolished.

E. RECOMMENDATIONS

1. Short Range (2005-2008)

- a. Zoning regulations should be modified and new subdivision regulations enacted to allow greater flexibility for new housing developments and housing units to be constructed in the corporate limits.
- b. Code enforcement measures should be strengthened to address substandard property and the absentee responsible property owner.
- c. The City of Fairmont should seek additional funding from West Virginia Housing Development Fund for their Demolition Loan Program.
- d. The City of Fairmont should continue to support the efforts of the Fairmont Community Development Partnership in the Maple/Ogden Gateway Project through grant application sponsorships.
- e. Other community non-profits should be encouraged to partner with the City of Fairmont in applying for grant funding to construct new housing and or demolish substandard housing.

- f. Mobile homes should only be permitted in approved parks and subdivisions.
- g. The City should continue the Rental Registration Program and review and modify any conflicting or cumbersome procedures to improve its effectiveness.

2. Medium Range (2008-2011)

- a. Tax abatement, amortization schedules, and low interest loans from local banks are available for new and existing homes. This is in spite of competition for limited resources. The City should partner with community housing organizations to sponsor community workshops that could educate the residents on the methods of financing that are available to them. The private sector should work closely with the City. The private sector can assist with tax credits. Tax credits would make it financially rewarding for people to build or remodel homes.
- b. A Landlord Association should be developed to establish standard leases, tenant screening, tenant selection, and eviction procedures. Landlords should be trained to properly manage their properties, keep better records, and write better lease agreements.
- c. The City's Building Department should continue to maintain a detailed inventory of housing conditions and identify those structures that are deteriorating or are dilapidated.
- d. The City of Fairmont should work through the West Virginia Code Officials to improve the existing housing code. Violators of the housing code should be identified, as soon as possible, so that costly repairs and visual blight may be minimized.
- e. The Economic Adjustment Strategy (1996) identifies the need for good quality housing in the \$70,000-90,000 price range. Several buildings in the Downtown should be analyzed through a feasibility study to determine which buildings could be converted to house upscale condominiums (\$80,000 to \$100,000).
- f. Public resources should be allocated for housing in a manner which gives priority to the rehabilitation of neighborhood housing. New construction in older neighborhoods should be used to stimulate revitalization.
- g. Efforts should be undertaken to market Fairmont's neighborhoods and school systems to prospective residents, real estate brokers, financial institutions, and developers through a partnership with neighborhood organizations. For example, Fairmont is only twenty-five minutes from Morgantown. Housing

costs in Fairmont are considerably lower than that in Morgantown. Fairmont should consider marketing potential households in the Morgantown area.

- h. In order to attract new retirees into the area the City, along with the Chamber of Commerce and the Convention and Visitors Bureau, should prepare a promotional packet to include a neighborhood profile of demographics, housing stock (type, availability, and cost), local stores and public services, as well as local, civic, and business organizations. This material should be distributed to prospective homeowners and realtors in the area.
- i. Major clean-up efforts should be conducted on all the gateways leading to housing developments and traditional neighborhoods such as Pennsylvania Avenue at the Bellview entrance.
- j. The City of Fairmont should continue to support Fairmont State University in its efforts to provide quality student housing.

3. Long Range (2011-2015)

- a. A Livability Code should be prepared and introduced to evaluate residential units within the City. The enforcement of a Livability Code would ensure that all residents meet minimum living standards. The purpose of a Livability Code is to establish minimum property maintenance standards for basic equipment and facilities including lighting, ventilation, heating, and sanitation for residential structures and premises. The Minimum Livability Code applies to residential structures for human habitation. It would not apply to owner-occupied single family housing units.
- b. The effectiveness of the Livability Code depends on having the necessary number of building inspectors to enforce it. The City's Building Department is not adequately staffed to aggressively pursue violators of the Code and ensure continued compliance with the Code.
- c. Efforts should be undertaken to market Fairmont's neighborhoods and school systems to prospective residents, real estate brokers, financial institutions, and developers through a partnership with neighborhood organizations. For example, Fairmont is only twenty-five minutes from Morgantown. Housing costs in Fairmont are considerably lower than that in Morgantown. Fairmont should consider marketing potential households in the Morgantown area.
- d. The City should actively promote the development of medium- to high-density mixed-income housing in proximity to major centers of employment and recreational or entertainment activity.

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- e. The City should integrate housing into the overall design of large-scale employment centers. This practice will help reduce the need to travel. Homes built within or immediately adjacent to the workplace not only reduces vehicle miles of travel, it also presents opportunities for workers to walk or bike to work. Flexibility in zoning should be provided to permit such large-scale, mixed-use development.
- f. The demand for retirement homes is increasing as this stratum of society continues to grow in number. National statistics reveal that the number of seniors over the age of eighty-five is expected to double in the next two decades. There are a large number of retired persons in the Fairmont community. Marion County ranks within the top three counties in the State of West Virginia in terms of its retired population and ranks eleventh in total population. Senior citizens have more per capita income than people in any other age group. Senior citizens also are maintaining their independence in communities longer and have a willingness to contribute to their community. Retirees prefer one floor patio homes with two bedrooms. This should be taken into consideration for future residential developments.
- g. Fairmont should continue to promote itself as a community for all ages; focusing on; good quality of life, low cost of living and crime rate, large number of churches, and hospitality.

Chapter 5

Transportation

A. OVERVIEW

Simply stated transportation is the movement of people and goods, however modern day transportation systems have evolved into intricate inter-modal networks that provide multi dimensional service. Transportation contributes to the value-added of goods and services, facilitates economies of scale, influences land (real estate) value. Transportation provides links between regions, economic activities, and populations, which makes it one of the most important of all human activities. Transportation and its infrastructure is an indispensable component of the economy and can stimulate growth and development. Consequently, transportation systems have a strong influence on the growth patterns and urban form of a city. Therefore careful consideration is needed in the transportation planning process.

Located in Marion County, Fairmont is approximately midway between Morgantown, West Virginia and Bridgeport, West Virginia. Interstate 79 abuts the eastern edge of the City of Fairmont. West Virginia Route 310 and U.S. Route 250 are the major access points into the City. The B&O Railroad passes through the area with some at-grade crossings.

Fairmont is in a unique location due to the City's direct access to I-79. Fairmont's location and proximity to the Interstate will provide ample opportunities to expand its role as the population and employment center of north central West Virginia. The anticipated growth of the area around Fairmont, in combination with the fact that an interchange along I-79 serves the City, places heavy demand on the road network. Therefore, safe traffic flow continues to be a major concern to Fairmont.

The transportation plan for the City of Fairmont while encompassing a variety of modes of transportation, places the most emphasis on planning for major thoroughfares. The goal of developing an efficient street system, consisting of a few major thoroughfares designed to carry the majority of traffic, has been an essential element of planning for Fairmont since the earliest planning efforts. An added benefit of efficient handling of traffic on major thoroughfares is the ability to free local streets from the objectionable aspects of heavy traffic.

Fairmont has immediate interstate access to the major metropolitan areas of Pittsburgh, Columbus, Charleston, and Washington, D.C.

The transportation plan identifies the location, character, and capacity of transportation facilities which are compatible with the planned land uses in the study area. Road and street plans should encourage optimal community development while allowing for transit in a safe, fast, and efficient manner. The transportation network must accommodate the planned pattern of employment, shipping, and institutional related facilities. At the same time, transportation improvements should not be constructed which produce severe and lasting impacts on the Fairmont area's stable residential and commercial areas. Each street improvement should be given careful design attention to ensure compatibility with the scale and quality of Fairmont and its environs.

Public awareness and acceptance of a major transportation plan also promotes a more



satisfactory neighborhood environment. Heavy through-traffic can be a nuisance and a distraction from a not otherwise quiet and safe neighborhood. Advance knowledge of the designation and location of major traffic arteries can result in greater neighborhood stability in which residents have the assurance that traffic conditions will remain relatively consistent in future years.

Early knowledge of planned major streets and their locations permits the proper arrangement of other elements of the Comprehensive Plan. This includes the prescription of the land uses and provision of public facilities such as schools, parks, and utility improvements. Thus, the public sector and private developers must know the future location of streets and highways in order to proceed intelligently with individual project plans.

B. GOALS AND ACTIONS

The intent of the goal and actions pertaining to Transportation is to ensure that a safe and efficient transportation and circulation system will be developed to maximize accessibility into and throughout the study area.

Goal:

Ensure that the transportation network moves people and goods through Fairmont in the most efficient manner

Actions:

- Identify areas of pedestrian/vehicular conflicts and ensure that automobile and pedestrian circulation is accommodated within the context of the existing physical constraints.
- Provide choices for transportation to the residents of Fairmont. (Pedestrian/Bicycle paths, public transportation)
- Identify areas within the city where parking is a problem
- Define and develop the City's gateways.
- Develop and implement road and street designs which are of appropriate scale and capacity to serve long-range traffic demands.
- Encourage adequate and accessible transportation for all residents who are disadvantaged (i.e. elderly, handicapped, and those of low income).

C. EXISTING CONDITIONS



A good transportation system will: 1) optimize mobility, safety, and compatibility with the environmental and developmental patterns of Fairmont; 2) link compatible land uses; and 3) serve as a buffer to separate incompatible uses. The City of Fairmont is presently served by a broad transportation network which consists of: 1) thoroughfare system (streets and highways); 2) bus service (local and inter-regional); 3) rail service; 4) air service; and 5) water navigation. Each of these will be examined in the following section. Although the City is generally well served with transportation options, travelers to and through the City face difficulties in terms of circulation and access. These problems stem from the fact that Fairmont is in the heart of the most rapidly growing region in the State of West Virginia (the I-79 Corridor). The Fairmont area is older and largely developed as compared with newer communities on the I-79 Corridor (such as Bridgeport).

Roads

This section is comprised of the following four topics: a) functional classification of streets; b) existing street patterns; c) existing sidewalk conditions; and d) parking.

Functional Classification

For planning and design purposes, highways are most effectively classified by function. Highways have two functions: 1) to provide mobility; and 2) to provide land access. From a design standpoint these functions are incompatible. For mobility, high or continued speeds are desirable and variable or low speeds are undesirable; for land access, low speeds are desirable and high speeds are undesirable. For example, freeways provide a high degree of mobility with access provided only at spaced interchanges to preserve the high-speed, high volume characteristics of the facility. If low-speed, land access traffic were permitted on these roads extremely hazardous conditions would be created. The opposite is true for local, low speed roads that must provide access to the adjacent land areas. Between these extremes are highways that comprise the bulk of existing highway mileage and are the most difficult to classify: those that must provide both mobility and land access.

Given a functional classification, design criteria can be applied to encourage the use of the road as intended. Design features that can convey the level of functional classification to the driver include width of roadway, continuity of alignment, spacing of intersections, frequency of driveways, building setbacks, alignment and grade standards, and traffic controls.

Although there are many ways to classify highways functionally, four road classifications have been developed for the purposes of analysis in this Comprehensive Plan Update. These classifications are: 1) freeways; 2) arterial streets and highways; 3) local collectors; and 4) local residential streets. There are many other methods of defining and categorizing transportation systems, however, for the purposes of transportation planning, this four-tiered classification system was used to provide an understanding of road hierarchy.

Freeways/Expressways

The freeway (also referred to as a major arterial or urban expressway) is a multi-lane highway

facility with either partial or complete control of access and medians separating opposing traffic streams. The section of Interstate 79, from U.S. Route 250 to U.S. Route 310, is the Fairmont Region's only interstate which meets the physical definition of this roadway classification. The principal objective of the freeway is to move traffic and provide little or no service to directly abutting land. In essence, the intent of the freeway is to connect widespread geographical areas, reduce travel time, and divert through-trips from other principal thoroughfares which provide direct service to major traffic generators.

Arterial Streets/Highways

The second classification in the transportation hierarchy are arterial streets and highways. Arterial streets and highways focus on systems to serve traffic to, and from, expressways or freeways. The urban arterial is intended to handle trips between major traffic generators and to accommodate internal traffic movements (collection and distribution) within a defined urban area. Although their primary function is to move traffic in a relatively unimpeded fashion, arterial streets also give access to adjacent lands to the extent compatible with the requirements of through-urban traffic movements. U.S. Route 250 (from Mary Lou Retton Drive to Odell Street) and U.S. Route 310 (from Fairmont Avenue to Route 73) are examples of the City's major arterial thoroughfares. Route 19 (Locust Avenue), from Goose Run Road to Orchard Drive, and the Route 19 spur (Country Club Road), from Route 19 to Route 250, are minor arterials within the City.

Local Collectors/Major Residential Streets

Local collector streets in Fairmont serve to distribute traffic between arterial streets and activity centers. While their primary function is to collect relatively high volumes of local residential traffic, the local collector (or major residential street) can normally sustain the demands of minor retail, office, employment generators, or other commercial establishments along its alignment. Collector streets are traditionally constructed as two-lane undivided sections, with the relatively unrestricted spacing and configuration of access entrances, governed by local development ordinances and design criteria. The nominal capacity and intended function of residential collectors is realized when system traffic loadings are in the range of 1,000 to 4,000 trips per day.

Minor Residential Streets

These residential streets are often further categorized into sub-collectors, lanes, and cul-de-sacs. A residential sub-collector provides access to places and lanes while directing traffic to community activity centers or collectors and arterials. It may be a loop street which connects with one collector or arterial street at two points.

A lane and cul-de-sac represent two subordinate levels of short residential streets with the primary purpose of conveying traffic to and from residences to other streets within a residential subdivision. While a sub-collector may experience traffic levels up to 1,000 vehicles per day, a lane or cul-de-sac rarely serves more than 100 to 500 vehicles per day.

Existing Street Patterns

Presently, the City street system features two major road patterns. The area between Coleman Avenue

and Virginia Avenue and 1st and 10th Streets is an adaptation of the traditional grid pattern forming uniform blocks and intersecting streets at regular intervals. A modified grid pattern is evident in the area directly south of East Park Avenue (Route 310) and east of Fairmont East Junior High School. The prominent street pattern in the Fairmont State College area and south of Route 19 near Fairmont Senior High School and the area between Route 250 and Route 19 (north of the downtown) is the curvilinear, cul-de-sac design.

The overall adequacy of the system depends on the planning and utilization of the streets in accordance with the aforementioned and clearly defined functional hierarchy. Without proper organization the functional uses of the streets evolve merely from commuting patterns established by users without considering the street's proper use.

Several older parts of Fairmont are confronted with problems stemming from heavy traffic congestion. This is due to the fact that the existing street system was not designed to accommodate the type or volume of traffic presently being placed on it.

Airports

There are three air facilities in the vicinity of Fairmont: 1) Benedum Airport (Bridgeport); 2) Morgantown Municipal Airport; and 3) Fairmont Municipal Airport. While the Benedum Airport and the Morgantown Airport serve major airlines, the Fairmont Airport primarily serves as a local cargo, flight instruction, and small air hanger facility. Most regional passenger and cargo services, to and from areas outside the State, occur at the airports in Bridgeport and Morgantown. Benelux Airport provides regular commercial flights to Washington, D.C. and Pittsburgh. All three airports operate well; have well-lit runways, and good instrument landing systems.

Fairmont Municipal Airport is located three miles south of the City at an altitude of 1028 feet. It is a fixed-base operation with limited hangar maintenance. Flight training facilities are available. It has a lighted runway with dimensions of 2,856 feet in length and seventy-five feet in width. It also has sixteen "T" hangars.

Public Transportation

The Fairmont/Marion County Transit Authority, a curb to curb service provider, is located on Quincy Street, and was established in 1973. The Transit Authority also serves the areas of Morgantown, Clarksburg, White Hall, and Pleasant Valley. The Transit Authority has twenty-three handicap accessible buses on the premises and twenty-six full-time employees. The bus system has a yearly ridership of approximately 100,000 people, with an average daily ridership of approximately 305 people. The Transit Authority has one of the finest para-transit operations for the physically challenged riders. The Transit Authority receives funding from a variety of sources. The Federal Government contributes approximately \$335,000, while city and county taxes account for \$765,000. The bus fares from patrons provide the remaining \$50,000 for operating costs.

The Marion County Senior Center owns 5 buses that are used to transport their patrons.

Two Taxi Services currently serve Fairmont.

Rail

The railroad system serving Fairmont is for freight service exclusively. This railroad line is owned and operated by CSX (Baltimore and Ohio Railroad). The nearest passenger service is available in Connellsville, Pennsylvania or Pittsburgh, Pennsylvania.

River

A series of locks and dams provide a minimum of navigable water depth of nine feet through the entire length of the Monongahela River for 128 miles from Fairmont to Pittsburgh. Most of the navigation structures were constructed in the 1930's. Modernization of these structures has only occurred in the upper portion of the river. Some land acquisition and facility rehabilitation is underway. There are no navigable waters below the confluence of the West Fork River and the Tygart Valley River with the Monongahela River.

Pedestrian /Bike

The City of Fairmont is requesting funding from the WVDOT Recreational Trails, and Transportation Enhancement Grants Programs to begin the property acquisition, design and construction of the first leg of the trail that will eventually connect the West Fork River Trail and the Mon River Trail by way of the Marion County Parks and Recreation Commission MCTRAIL. Presently the West Fork River Trail and the Mon River Trail are not connected, however upon completion of this multi-phased proposal the trails will be connected by a trail through the City of Fairmont.

The southern end of Phase 1 of the Fairmont Trail project will start in the vicinity of the terminus of the West Fork Trail near the Watson Bridge. The trail will follow the abandoned rail line northerly along the bank of the West Fork River for approximately .6 miles until it meets with the existing CSX Line just north of the confluence of the West Fork and Tygart Valley Rivers (forming the Monongahela River). The trail will then leave the CSX right of way and follow 12th Street extension northwest to Minor Avenue. Subsequent phases will then follow Minor Avenue to abandoned CSX right of way in the vicinity of Ninth Street. The trail will then follow CSX right of way (the former Beltline) to the vicinity of the Mid City Parking Lot near downtown Fairmont. The total length of trail on the west side of the river is approximately 2 miles.

As part of the overall plan but, not part of Phase 1, a proposed bicycle pedestrian bridge that will replace the low level bridge will extend the trail into Palatine Park on the east bank of the Monongahela River.

The East Fairmont connection will be established as a future phase of the project and will require the property acquisition and trail development from the vicinity of Palatine Park to the vicinity of Winfield Street where Marion County Parks and Recreation Commission has completed a Trail Head development to serve the MCTRAIL.

While the goal is to connect the West Fork River Trail and the Mon River Trail via MCTRAIL there are some obstacles that will necessitate multiple phases, and multiple funding awards for the completion of the trail.

D. BASIC ISSUES

The following section consists of a summary of the major concerns raised in regards to Transportation. These issues have been categorized under: 1) Gateways; 2) Highways; 3) Traffic circulation; 4) Bridges; 5) Transit; 6) Other services; and 7) Sidewalks.

Gateways

Currently there are only two routes to the Interstate and two main arteries into the City of Fairmont. The “Gateway Connector” project when completed will serve as the main access gateway to downtown. The finished road will have decorative period lighting, landscaping, pedestrian/bike paths and signage.

Highways

Interstate 79, a modern four-lane highway, links Charleston to Pittsburgh. There are four interchanges off I-79 in the Fairmont area. The design and construction of these interchanges have preceded local planning and zoning.

Routes 19 and Route 250 pass through the downtown and serve as major arteries from other communities in Marion County (i.e., Mannington, Rivesville, Monongah, and Worthington). The most convenient way for residents of these communities to reach I-79 is by passing through the City of Fairmont. As a result of this traffic pattern, the City experiences significant traffic congestion in the downtown during peak traffic flows.

The Fairmont Marion County Multi Modal Transportation Plan was completed and adopted in 2000. The top priority project that resulted from the plan is the “Fairmont Gateway Connector”. The “connector is a four lane, 1½ mile direct connection from I-79 to Downtown Fairmont, that features design elements such as:

- Landscaped Medians
- Two roundabouts
- Historic period lighting
- Pedestrian walkways and bike paths

Completion of the connector will require twelve construction contracts. Many utilities have been moved in anticipation of road construction, and the estimated completion date is 2007.

Traffic Circulation

Traffic circulation, congestion, and parking are major problems in the downtown. The area lacks an efficient traffic pattern within the downtown. The traffic flow is slow and the streets lack the capacity to accommodate and convey traffic to and from the downtown. This is a disincentive for people who would like to shop and eat in the downtown. Upon completion the Gateway Connector will provide direct

access to downtown Fairmont reducing travel time from the interstate. This should provide an incentive for developers to consider downtown Fairmont and Merchant Street as a good location for development.

The bridges in the City have a strong presence and should be addressed in the City's revitalization efforts. The deteriorating bridges present an unsightly image and are visually unsettling. Bridges should be addressed in all efforts to revitalize the City.

Until recently, three bridges carried a total Average Daily Traffic of 23,000 through the downtown and across the Monongahela River. The three bridges were: 1) The Robert H. Mollohan Jefferson Street Bridge; 2) Low Level Bridge; and 3) David Morgan Memorial . (Third Street) Bridge.

Robert H. Mollohan Jefferson Street Bridge

The Robert H. Mollohan Jefferson Street Bridge carries Jefferson Street (Route 19/73) over Water Street, the Monongahela River, CSX Railroad, and Cleveland Avenue. The Bridge was constructed in 1921 and is owned by the West Virginia Department of Transportation. The High Level Bridge is a historically significant structure that contributes to the character of the downtown.

In 1921, the Jefferson Street Bridge was constructed as a four-lane structure. The bridge was designed to relieve traffic congestion in the City and provide a link between the east and west portions of the City (since the structure was constructed above the railroad on both sides of the Monongahela River). A full historic restoration from original specifications was completed in the late summer early fall of 2000. The Bridge was renamed the Robert H. Mollohan Jefferson Street Bridge in the winter of 2002.

Low Level Bridge

The Low Level Bridge has been out of service for over a decade and is slated for demolition. The abutments and center pier will be saved and used to carry the proposed pedestrian bicycle bridge for the Fairmont Rail Trail across the Monongahela River to connect downtown with Palatine Park.

The Low Level Bridge carries Madison Street over the Monongahela River and the CSX Railroad. It was built in 1908 and rehabilitated in 1956. An inspection was done in 1989 and the structure was found to be in poor condition and closed to all vehicular traffic. Further repair was not recommended due to the extent of its structural problems.

Other bridges in the area include the Fourth Street Bridge and the Everest Drive Bridge. Both of these bridges span Coal Run Hollow and link the downtown to South Fairmont.

Everest Drive Bridge

Everest Drive Bridge carries Everest Drive over Coal Run Hollow and an unnamed access road. The structure was built in 1956 and owned by the City of Fairmont. The structure is in poor condition (deck drainage, excessively rotated rocker bearings, and main supporting members). A commitment by previous state administration to take the Everest Drive Bridge into the State Highway System will allow the bridge to be maintained and replaced using Federal Highway Administration as a funding source. This will require matching funds by the City of Fairmont.

Fourth Street Bridge



The Fourth Street Bridge was originally constructed about 1930. The bridge is a four span continuous, cast-in-place, concrete rigid frame with a steel reinforced concrete deck. The bridge's length is 250' and the clear traveled way width is 20' with 5' sidewalks. The bridge is perpendicular to Coal Run and Benoni Avenue. The 2001 average daily traffic (ADT) was 4,800 vehicles per day (VPD). Currently, Fourth Street north and south of the bridge is 28' wide curb to curb with sidewalks on both sides. The bridge is classified and used as a two-lane bridge with a three-ton posting (no truck or school bus traffic). The posted speed limit is 25 miles per hour (mph) and sight distance is satisfactory. The clear traveled width makes the bridge functionally deficient and the three-ton posting and overall deteriorated condition signifies structural deficiency that must be addressed that will need to be addressed in the near future. The City of Fairmont and the West Virginia Department of Transportation are investigating alternatives for the replacement of this bridge.

Transit

Public transportation service needs to be expanded; however, the region lacks the critical population mass to support it. What public transportation is available, residents are not using it, thus increasing the automobile traffic and parking problems within the City. Public transportation is unavailable to children after school hours.

Air service

Benedum Airport is the only commercial airport located in the study area. It occupies approximately 544 acres in land area and 290 acres in restrictive easements. It also provides a primary runway 7,000 feet in length. Commercial, industrial, and agricultural land uses are encouraged in the vicinity of the airport.

Fairmont Municipal Airport is located near I-79 and is primarily a small craft airport, that offers flight school and limited freight service.

Sidewalks

While sidewalk maintenance is the responsibility of the adjoining property owners, and City Code requires owners to keep them in good repair, there is no fair and equitable way to enforce this provision of the code. Many of the sidewalks within the city are in poor condition. In some neighborhoods sidewalks were not required as a condition of the approval of the subdivision, therefore residents are for the most part limited to using motor vehicles.

E. RECOMMENDATIONS

Short Range (2005-2008)

- A subcommittee should be formed to continue to evaluate the City transportation system, and to develop a needs assessment for the State when a new city/county plan is developed.
- The subcommittee should recommend upgrades to problem intersections and suggest road

widening that would alleviate congestion at problem locations.

- The City should work with the WV DOH to expedite the widening of Locust Avenue and the replacement of the 4th Street Bridge.
- The City should advocate public transit and other alternative forms of transportation to reduce traffic. Public transit is a well-traveled and needed mode of transportation by students in the area. The City should investigate the feasibility of a bus system for both students and adults. Residents should be made aware and educated on the different routes and scheduling of public transit. Efforts should be made to develop brochures or pamphlets to provide users with relevant information.
- The city should continue to seek funding to develop the Rail Trail through Fairmont to connect the West Fork river Trail to the Mon River Trail by way of MCTRAIL at Winfield Street.
- The City should focus on developing true entrances and defining gateways.
- The City should investigate the feasibility of converting certain two way streets to one way as a means of improving circulation. Virginia Avenue and Gaston Avenue have been suggested as well as Walnut and Benoni.

Medium Range (2008-2011)

- The City should determine the feasibility of a sidewalks assessment program. The City should prepare a detailed sidewalk plan to prioritize areas to improve when funds become available.
- The City should consider establishing joint public/private programs for landscape enhancements of existing roads. This action will create a consistent landscape design image, especially in strip commercial areas.
- Route 250 South (from the Watson Bridge to I-79) should be expanded into at least a three-lane lighted highway.
- Consideration should be given for signage and information to direct visitors who arrive to Fairmont by boat as part of the Riverfront development plan.

Long Range (2011-2015)

- The City should reduce through-traffic and truck traffic on residential streets through a comprehensive Program of arterial street widenings, street reconfiguration, and traffic management. These activities should all be coordinated with transit planning recommendations.
- A bypass for heavy truck traffic and for travelers who do not want to drive through downtown should be developed.

Chapter 6

Infrastructure

A. OVERVIEW

The importance of infrastructure to a city should never be understated, because infrastructure makes up the necessities on which a city is built. Streets provide access and circulation. Water is essential to all human activities and necessary for industrial processes. The necessity of sewerage systems for the protection of the public health safety and general welfare in urban settings is indisputable. It has been well documented by the American Planning Association that development follows infrastructure. Based on this principle, the location and capacity of infrastructure will play a large role in the rate of growth, direction and size of development in and around the City of Fairmont. The condition of a city's infrastructure and the level of service it provides is a quality of life issue that indicates a community's livability, and appeal for development and economic growth.

B. GOALS AND ACTIONS

Goal: Ensure that the infrastructure system in Fairmont is of the highest quality while meeting the current and future needs of its users.

Actions:

- Support, plan and implement programs that ensure high quality facilities and service to meet the present needs of residents and any additional future demand.
- Recognize the interagency aspects of programming the future development and expansion of city infrastructure.
- Explore the extension of services to underdeveloped and/or underserved areas in and around Fairmont to induce economic development.

C. EXISTING CONDITIONS

I. City operated and maintained infrastructure

a. Water System

The City of Fairmont recently completed a \$30 million dollar water system improvement project, which included the replacement and upgrade of transmission lines and the construction of a \$10 million dollar ultra filtration membrane water filtration plant. The plant uses membrane technology to filter the raw water so that chlorine is used only to maintain sanitary conditions in the transmission lines. This greatly reduces the amount of chlorine used to treat the water. The new plant has a production capacity of 10 million gallons of water per day. Demand is currently

averaging around 6 million gallons of water per day. The plant was designed and built so that new membranes could be added which would increase capacity to 12 million gallons per day. The membrane technology is advancing to the point that some time in the near future the plant could ultimately produce 15 million gallons of water per day.

In anticipation of the new filtration plant the city has over the course of the past five years aggressively upgraded the transmission and storage capacity of the system. The water transmission system for Fairmont consists of three connected loops. There is a loop around the service area just south of Fairmont, which is connected to loop around Fairmont City and then connected to a loop around the northern service area. Connecting the three loops makes it possible to work on the system without creating a large interruption of service. Fairmont has 3 million gallons of stored water at the filtration plant, 4 million gallons stored in two separate 2 million gallon storage tanks, and 1 million gallons in the transmission lines, which creates a 2 million gallon surplus over the daily use if filtration service were to be interrupted for any reason.

b. Sanitary Sewer

Sewers were first constructed in the City of Fairmont during the late 1800's and continued through the mid 1900's, consisting of a collection system with untreated direct discharges into the Tygart, West Fork and Monongahela Rivers as well as Buffalo Creek.

As the City expanded, the upgrading of the sanitary sewerage system became necessary, but it was not until the late 1970's when interceptors and interceptor tie-ins were constructed to facilitate the construction of a Wastewater Treatment plant in the City of Fairmont. Fourteen lift stations were added to the system and after two years of construction, in 1983 the treatment plant located on Washington Street was operational and treating sewage before being discharged in the aforementioned receiving waters.

The plant's original National Pollutant Discharge Elimination System (NPDES) Permit allowed an average daily discharge of six million gallons per day (MGD), but was increased to nine MGD in December of 1993. On average, the plant discharges 5.0-6.0 MGD. The City of Fairmont is a combined sewer system community. This means that the sanitary sewage and storm water runoff flows are carried to some extent by the same pipes. Rain events can cause the combined system to become overloaded. When this happens excess flows are discharged at dedicated points throughout the collection system. These dedicated points are referred to as Combined Sewer Overflows (CSO'S).

Today there is approximately 200 miles of sanitary lines within the City limits. The treatment facility, located near the Bellview area (south of Buffalo Creek), serves approximately 10,000 customers. This consists of 8,500 residential customers and 1,500 commercial customers. The City of Fairmont also collects and treats

wastewater from the surrounding communities and Public Service Districts including Barrackville, Monongah, Westchester, Greater Paw Paw, White Hall, Pleasant Valley, and Kingmill Valley. The City partnered with the Marion County Commission to complete a conventional gravity collection system for the Dakota Camp and Meredith Springs communities. This system is tied directly to Fairmont's for treatment and discharge. The only surrounding areas of Fairmont that do not have public sewer service are Meadowdale, and Winfield. The wastewater facility is capable of serving these additional areas through existing capacity at the treatment plant, but would require the construction a collection system. The Fairmont sewage system continues to have ongoing upgrades to replace aging lines, increase capacity and reduce/eliminate CSO's.

c. Storm Sewer

The storm sewer system in Fairmont was created in a piecemeal fashion, as residential, commercial and industrial projects were constructed. In some cases, the storm water systems were built to serve the development then dedicated to the city after the project was completed, some are privately owned and maintained. In essence the storm water system evolved over time and consequently there was no comprehensive study conducted to guide the storm water control system for the City of Fairmont. The Public Works Department is charged with maintenance and in some cases the construction of the system. Under recent regulatory controls issued by the United States Environmental Protection Agency and the WV Department of Environmental Protection, the City of Fairmont is undertaking compliance with the The Stormwater Phase II Final Rule, which requires operators of regulated small municipal separate storm sewer systems (MS4s) to obtain a National Pollutant Discharge Elimination System (NPDES) permit and develop a stormwater management program designed to prevent harmful pollutants from being washed by stormwater runoff into the MS4 (or from being dumped directly into the MS4) and then discharged from the MS4 into local waterbodies.

d. City Streets

The City of Fairmont Public Works Department is responsible for the maintenance and upkeep of over 110 street miles, the equivalent of 220 miles of single lane road. The Public Works Department is tasked with snow removal, repairs and resurfacing of the city's streets. The current resurfacing schedule is on a twenty to twenty-five year cycle, based on a rating system that prioritizes the resurfacing of streets in the City system.

e. Bridges

The City of Fairmont currently has three bridges that are the city's responsibility.

The Low Level Bridge has been out of service for over a decade and is slated for demolition. The abutments and center pier will be saved and used to carry the proposed pedestrian bicycle bridge for the Fairmont Rail Trail across the Monongahela River to connect downtown with Palatine Park.

The Fourth Street Bridge was originally constructed about 1930. The bridge is a four span continuous, cast-in-place, concrete rigid frame with a steel reinforced concrete deck. The bridge's length is 250' and the clear traveled way width is 20' with 5' sidewalks. The bridge is perpendicular to Coal Run and Benoni Avenue. The 2001 average daily traffic (ADT) was 4,800 vehicles per day (VPD). Currently, Fourth Street north and south of the bridge is 28' wide curb to curb with sidewalks on both sides. The bridge is classified and used as a two-lane bridge with a three-ton posting (no truck or school bus traffic). The posted speed limit is 25 miles per hour (mph) and sight distance is satisfactory. The clear traveled width makes the bridge functionally deficient and the three-ton posting and overall deteriorated condition signifies structural deficiency that must be addressed that will need to be addressed in the near future. The City of Fairmont and the West Virginia Department of Transportation are investigating alternatives for the replacement of this bridge.

The Everest Drive Bridge carries vehicular traffic over Kirk Way near the Mid City parking lot. A commitment by previous state administration to take the Everest Drive Bridge into the State Highway System will allow the bridge to be maintained and replaced using Federal Highways Administration as a funding source. This will require matching funds by the City of Fairmont.

Other bridges inside the city that are maintained by the West Virginia department of highways are the Watson Bridge, the Colonel James "Spanky" Roberts Memorial Bridge, The Robert H. Mollohan High Level Bridge, and the Johnnie Johnson Senior Citizens Bridge.

f. Parking

The City of Fairmont maintains several parking facilities citywide. The City maintains 5 parking lots in the Central Business district. The Mid City lot along Kirk Way and the lot at Madison Street and Hull Alley is free long-term parking. The lot at Madison and Quincy Street is free short term parking which primarily serves the Post Office. A lot on Jefferson Street is designated for City and County employee parking. The Elks Lot at the corner of Adams and Madison Street is a paid parking lot. It is also the location for a new four deck parking garage. The city also has approximately 375 spaces of on street parking in the Central Business District.

Outside the Central Business District the City Maintains a large free parking lot between Merchant and Water Streets. This lot serves some of the businesses on Merchant Street, and is very well used for festivals and events at Palatine Park.

The other city maintained parking is a smaller lot on the corner of Morgantown Avenue and East Park Avenue next to the East Side Fire Station.

II. Privately operated and maintained infrastructure

a. Natural Gas

Natural gas transmission systems and pumping stations in Fairmont are owned by either Dominion Hope, or Equitable. Both are privately operated gas companies that provide service in Fairmont

b. Electricity

All electrical infrastructure in the city is the owned and maintained by Allegheny Energy.

c. Telecommunication

There are two privately owned television cable service operators in Fairmont who own and maintain their own systems and equipment. Time Warner provides service for most of the city's residents, with Adelphia providing service in Bellview.

Telephone service is provided by Verizon, Fibernet, AT&T, and Pro Com. These privately owned service providers are responsible for their own infrastructure.

Wireless communication services such as cell phone, pagers and internet is available from numerous providers.

d. Solid Waste

The City of Fairmont is under contract with Browning Ferris Industries for residential solid waste collection and recycling. Smallwood and Waste Management are the contracted waste haulers for commercial customers.

e. Sidewalks

Property owners are responsible for maintenance and clearing of the sidewalks adjoining their property.

f. Street Lighting

Allegheny Energy owns all the street lighting within the City of Fairmont with the exception of the decorative antique lighting in downtown along Adams, Jefferson, and Jackson Streets. Similar lighting is planned for Merchant and Quincy Streets and should be installed by the spring of 2006. Allegheny Energy is under contract with the City for energy and maintenance for all of the Street Lighting in Fairmont. This contract includes relamping lights that are weakened by age and ready to burn out. The city is responsible for damage to the decorative light standards and fixtures.

Since the antique decorative lighting was installed on Adams Street in the mid 1990's decorative lighting is a streetscaping design element that has become very popular in Fairmont. The Adams Street Project demonstrated to the community that street lighting can be used as a design element that functions as a utility and still provides warmth and character to a streetscape. This concept has carried over into other streetscaping projects within the city. There is a decorative lighting component to the Maple Ogden Avenue Gateway Project, the Downtown Revitalization Plan, and streetscaping of the Fairmont Gateway Connector.

C. BASIC ISSUES

The completion of the \$30 million water system upgrade including the new filtration plant puts Fairmont's water infrastructure in an excellent position to continue to provide high quality service to existing customers as well as additional customers as the demand arises.

Fairmont's waste water treatment plant has won several state and national awards from WVDEP and EPA for excellence in compliance, and the plant is operated and maintained extremely well, however, it is slowly reaching the point of diminishing returns on the maintenance investment. The plant currently operates a Rotating Biological Contact system which is a mechanical system that starting to fail and will require a major upgrade over the course of 5 to 10 years. Advances in technology have created systems that are superior to the RBC system because they are less prone to mechanical failure.

Communities with Combined Sewer Overflows (CSO's) are currently under an EPA mandate to mitigate and reduce their CSO's. The burden of funding this mandate falls squarely on the communities. The City of Fairmont is working toward long-range control of its CSO's through best management practices and monitoring.

The City of Fairmont has applied and is in the process of obtaining its National Pollution Discharge Elimination System Program Permit for storm water management. As a part of the management practices required under this permit program the system should be mapped so that discharges can be inventoried and qualified.

When completed the Gateway Connector will greatly improve vehicle access between Interstate 79 and Downtown Fairmont, however access between West Fairmont, Watson and Interstate 79 will not improve until Route 250 from downtown Fairmont is upgraded. Traffic tends to become congested at the intersection of Locust Avenue and Country Club Road, and also at the intersection of Fairmont Avenue and Country Club Road. This also limits the accessibility to the Interstates from this section of the city.

While sidewalk maintenance is the responsibility of the adjoining property owners, and City Code requires owners to keep them in good repair, there is no fair and equitable way to enforce this provision of the code.

D. RECOMMENDATIONS

Short Range (2005 – 2008)

- Each utility should conduct a needs assessment to determine what equipment, and facility upgrades are necessary to continue to provide quality service to the city 's residents.
- Begin to explore technology and funding to replace the RBC system at waste treatment plant
- Develop sidewalk assessment program to ensure that the sidewalks are kept in good repair without creating a financial burden for property owners.
- Plans for infrastructure upgrades should take a coordinated approach. The approach should identify the relationships between City Departments and other entities for proper design and implementation.
- Plans for development should be reviewed and approved based on their potential impact on infrastructure.
- Work within the National Pollution Discharge Elimination System Program to mitigate and reduce CSO's through the long-term control plan.
- Work within the National Pollution Discharge Elimination System Program in order to comply with the Federal EPA mandate for Storm Water Management.
- Explore and study the land use along the outside of the clear access right of way of the Gateway Connector so that infrastructure will support the proposed land use.

Medium Range (2008 – 2011)

- Install decorative lighting throughout the Central Business District.
- Implement sidewalk assessment program to ensure that the sidewalks are well maintained and in good repair.
- Continue to work within the National Pollution Discharge Elimination System Program to mitigate and reduce CSO's through the long-term control plan.

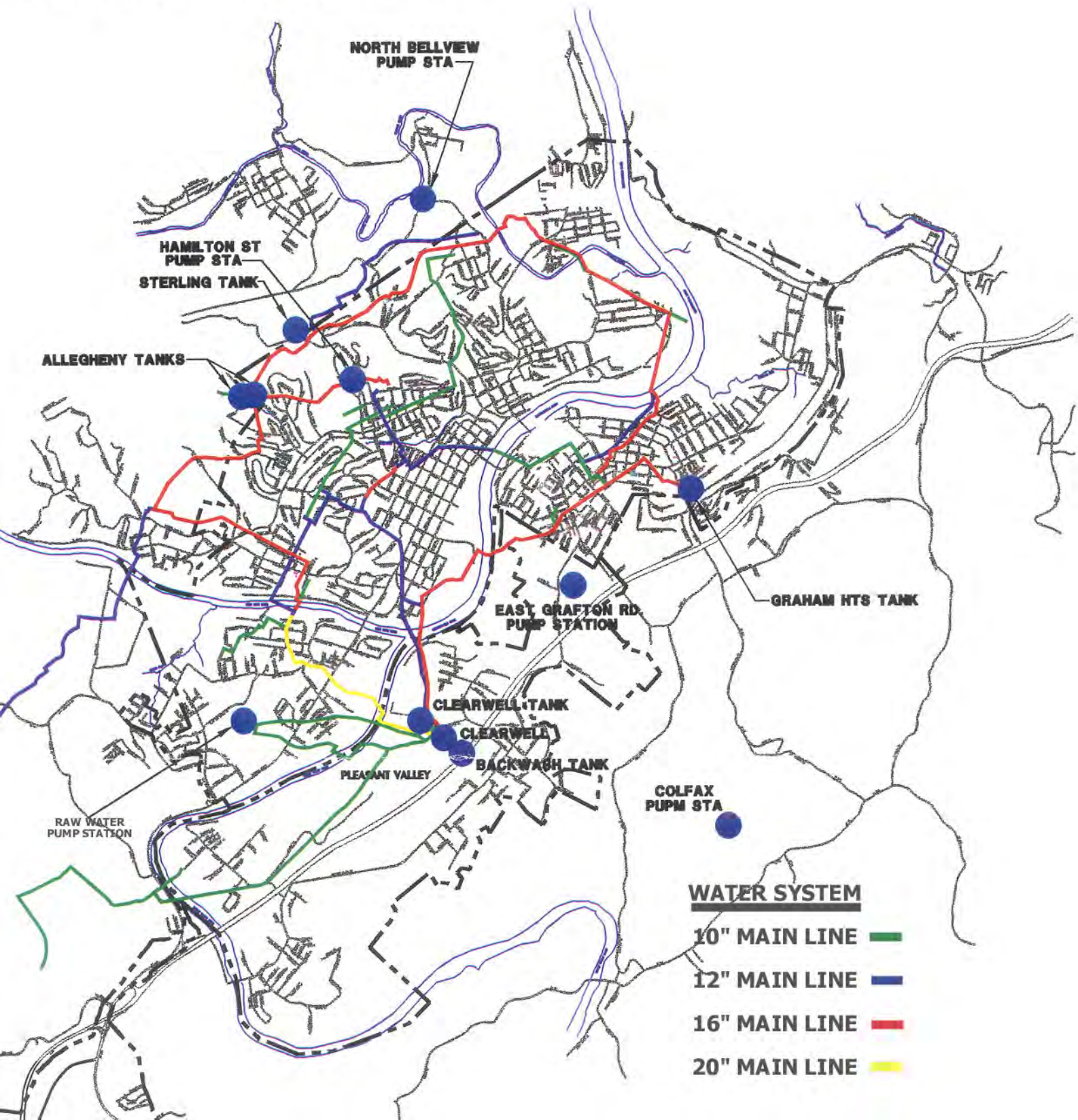
Infrastructure

- Continue to work within the National Pollution Discharge Elimination System Program in order to comply with the Federal EPA mandate for Storm Water Management.
- Support the WV DOH in the widening of Locust Avenue and the replacement of the 4th Street Bridge.

Long Range (2011 – 2015)

- Continue to develop priorities list for upgrades to city infrastructure and implement and revise needs assessments for facilities and equipment.
- Begin replacement of RBC system at Waste Treatment plant.
- Continue to work within the National Pollution Discharge Elimination System Program to mitigate and reduce CSO's through the long-term control plan.
- Continue to work within the National Pollution Discharge Elimination System Program in order to comply with the Federal EPA mandate for Storm Water Management.

CITY OF FAIRMONT 2005 COMPREHENSIVE PLAN



WATER SYSTEM

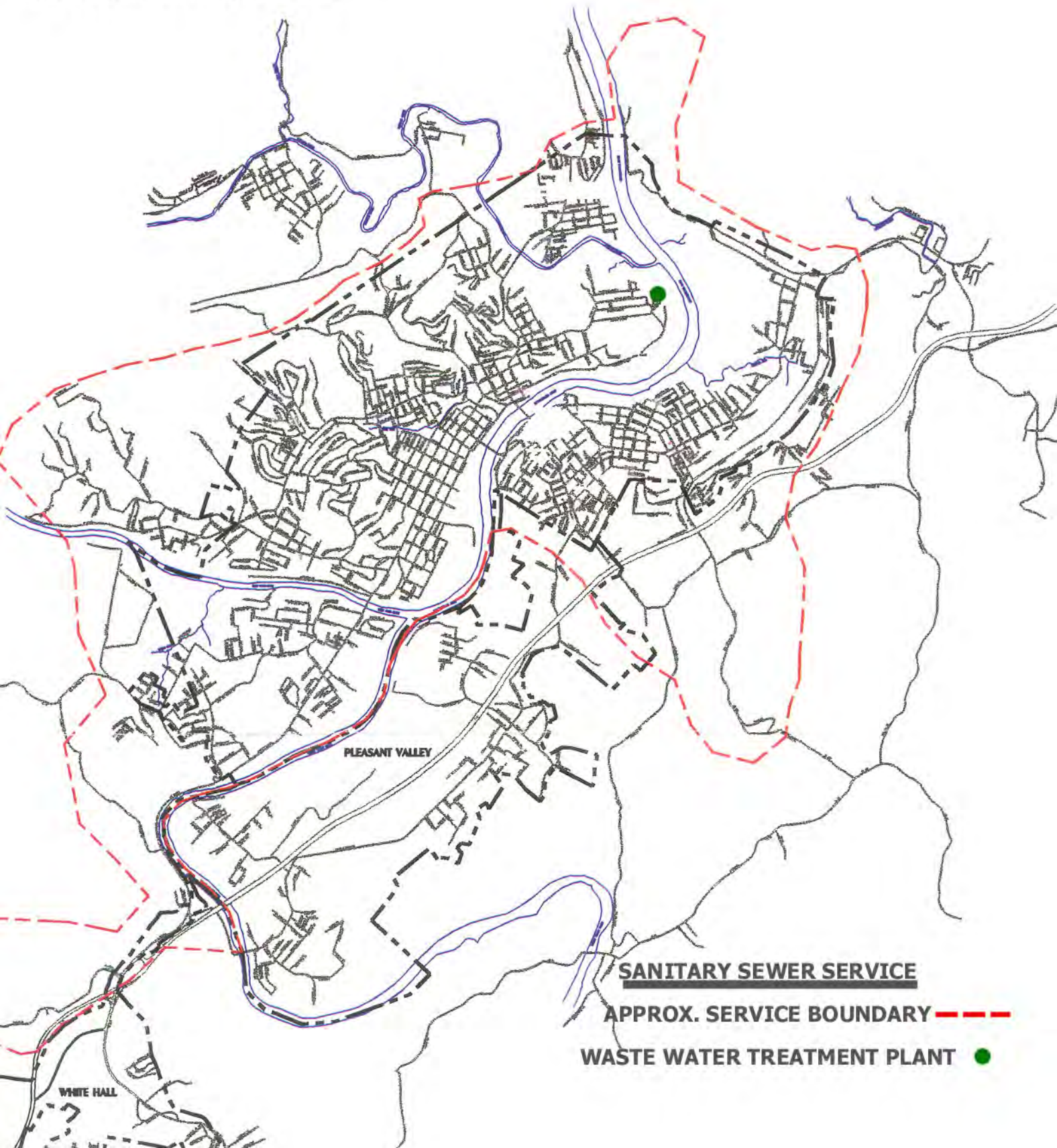
10" MAIN LINE 

12" MAIN LINE 

16" MAIN LINE 

20" MAIN LINE 

**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN**



SANITARY SEWER SERVICE

APPROX. SERVICE BOUNDARY - - - - -

WASTE WATER TREATMENT PLANT ●

PLEASANT VALLEY

WHITE HALL

Chapter 7

Public Services

A. OVERVIEW

A gauge, by which a community's livability is measured, is the level of public services provided to its residents. This chapter of the Comprehensive Plan for the City of Fairmont focuses on the goals, plans and programs that will meet the current and future needs of the residents of Fairmont. People want to live and businesses want to locate their facilities in municipalities that offer a wide range of quality public services. These services more or less define the quality of life in a community. The citizens of Fairmont have a broad range of services available to them; medical, cultural, historical, social, educational, these services are provided from sources such as the City of Fairmont and other governmental entities, the private sector and also through community and non-profit organizations. Public services contribute to the structure of a community, influencing the livability of a community, thus making the availability and adequacy important. The purpose for analyzing these public services is to ensure that adequate services and facilities are available and can accommodate future population growth, meet new standards, and accommodate changes in the delivery of these public services. Public services must be provided in a manner that effectively serves existing and future population and employment centers as well as supports the land uses prescribed for the municipality. This element of the Comprehensive Plan is only a basic guide for the anticipated growth of Fairmont and the delivery of public services. It emphasizes the provision and maintenance of existing public services within the City of Fairmont and advocates that future development be encouraged in areas where adequate public services exist. In general, if future development is encouraged in areas where adequate public services exist, the need for costly capital expenditures will be reduced.

B. GOALS AND ACTIONS

The goal and actions relative to this chapter of the Comprehensive Plan aim to provide Public Services that meet the current and future needs of the residents of Fairmont through an effective and efficient delivery system.

Goal:

Ensure that a wide variety of public services are provided to the residents of Fairmont in an accessible manner based on use, need and demand.

Actions:

- Ensure that public services are provided without duplication.
- Develop and deliver public services in a cost-effective manner.
- Ensure that there are adequate public services to meet the needs of residents of all age groups.
- Enhance the delivery system of public services through financial and technical resources



C. EXISTING CONDITIONS

Through numerous channels, Fairmont is recognized as a municipality that provides response to the medical, educational, cultural, historical, social and community needs of its citizens. Closer analysis of these areas of public services will enable us to determine whether or not the current and anticipated future needs of the community are and can be met.

1. Medical Services

Fairmont is fortunate to have numerous medical services available to its citizens that offer a wide range of inpatient care, extensive outpatient and diagnostic services, home based care and skilled nursing for extended care. Through the private sector as well as by community and non-profit organizations the following provide medical services to and in Fairmont;

- a. Fairmont General Hospital
A community health care organization providing a wide range of inpatient care, extensive outpatient and diagnostic services, home based care and offers a skilled nursing facility for extended care. FGH is fully accredited by the JCAHO and licensed by the State of WV.
- b. The Fairmont Clinic
Outpatient services oriented, also provides pharmacy, diagnostic services, home health and hospice care.
- c. The John Manchin Sr. Health Care Center
Provides inpatient and outpatient clinical services regardless of income, financial status or income.
- d. The Marion County Health Department
The Marion County Health Department is a community-based, public funded organization with the goal of preventing disease through assessment and education, surveillance, enforcement, service delivery and evaluation.
- e. The Whitehall Medical Clinic
Emergency/urgent care center providing outpatient and some diagnostic services.
- f. Valley Mental Health Care
Offers comprehensive mental health care through a broad range of services.
- g. Wishing Well Manor and Health Center
Provides 24 hour nursing care along with a full range of rehabilitative therapies, including physical, speech, and occupational therapy.
- h. The Arbors
Skilled level nursing home with 120 beds.

- i. Personal Care Homes

Several facilities exist in Fairmont, dedicated to provide assisted living to individuals who are not in need of full-time skilled nursing assistance.

- j. Ruby Memorial Hospital
A 450 bed primary and specialty care services provider located in Morgantown, part of WVU Hospitals and also includes WVU Children's Hospital, Chestnut Ridge Hospital (behavioral medicine), the Jon Michael Moore Trauma Center, and Rosenbaum Family House.
- k. United and Mon General Hospitals
Located in Clarksburg and Morgantown respectively, each offers a broad range of inpatient, outpatient and diagnostic services.
- l. Health Care Providers
 - Physicians
 - Dentists
 - Optometrists
 - Therapists
 - Chiropractors

2. Educational Services

Educational services are an integral and valuable component of the development of a community. Fairmont is fortunate to provide educational services that reach all age groups, offers specialized learning and instruction. These services are provided through;

- a. Day Care Centers
- b. Head Start Programs
- c. Kindergarten Programs
- d. Elementary Education
 - Dunbar Elementary
 - East Park Grade School
 - Watson Elementary
 - Jayenne Elementary
 - Fairmont Catholic
 - Rivesville Elementary
 - Pleasant Valley
 - Whitehall Elementary
 - East Dale Elementary
- e. Junior High Schools
 - Miller Junior High
 - Fairmont East Junior High
 - Fairmont Catholic
- f. High Schools
 - Fairmont Senior High School
 - East Fairmont High School
 - North Marion High School
- g. Marion County Vo-Tech Center

- h. White School – Adult Learning
- i. Colleges and University
 - Fairmont State Community and Technical College
 - Fairmont State University
 - West Virginia University
 - Davis and Elkins
 - West Virginia Wesleyan
 - Alderson-Broaddus
 - Salem International
- j. Specialty Education
 - International Academy of Design and Technology
 - OIC Training Academy
 - Mon Youth Build
 - WVU Extension Services

* A new Middle School is currently being constructed to replace Dunbar Elementary and Miller Junior High School. The new school is scheduled to be open in 2006 and is situated in the area of 10th Street and Virginia Avenue.

3. Public Safety and Disaster Services

The City of Fairmont provides full time, professional paid police and fire departments to ensure the public safety of its residents. Police protection in Fairmont is provided by thirty officers of which six officers are assigned to the investigation force. The others are assigned to patrol. The Fairmont Police Department is assisted and works in cooperation with other law enforcement agencies such as the Marion County Sheriff's Department, the West Virginia State Police, the FBI and the DEA. The department is currently operated out of the original Police Station constructed in the early 1900's on Monroe Street.

Fire protection services are provided through four stations within Fairmont's City limits. They include: 1) the Central Fire Station on Monroe street; 2) the East Side Fire Station at Morgantown and East Park; 3) the Watson Fire Station on Mary Lou Retton Drive; and 4) the Bellview Fire Station on Bellview Boulevard. The department is comprised of forty employees that in addition to fire protection services provide first responder services to the community.

The Central Fire Station and the current Police Station are scheduled to be replaced with the construction of the new Public Safety Building on Quincy Street.

The tragic events of September 11, 2001, brought a more focused attention to municipalities positioning themselves to respond to disasters. The Safety component of this Comprehensive Plan analyzed the City of Fairmont's ability to meet those demands, but it should be noted in this chapter that through the Fairmont Police and Fire Departments Fairmont is playing a vital role in Regional Response teams and the WV Office of Emergency Services to meet the disaster preparation and recovery needs of the community.

Dispatching for the services of the Fairmont Police and Fire Departments are provided by Marion County. Additional information on the Fairmont Police and Fire Departments can be found in the Safety Chapter of this document.

Medical transportation services ranging from the most advanced high-risk critical care emergency transports to emergency and non-emergency services, emergency scene response, transportation to and from doctors' offices and nursing homes as well as other treatment centers is provided to residents by Jan Care Ambulance Service and the Marion County Rescue Squad.

4. Community and Social Services

Several community and non-profit organizations offer services to the residents of Fairmont that address a wide range of needs such as; homelessness, domestic violence, hunger, poverty, the disabled and illiteracy. Below, is a partial listing of those providers; A More detailed list is provided in the Marion County Service Directory published by the Marion County Family Resource Network.

- a. The Arc of Marion County
- b. Central WV Aging Services
- c. HOPE Inc.
- d. Scott Place Shelter
- e. The Union Mission
- f. The Soup Opera
- g. Marion County Family Resource Network
- h. The United Way of Marion County
- i. The Marion County Chapter of the American Red Cross
- j. Marion County Senior Citizens Inc.
- k. 612 MAC
- l. The Salvation Army
- m. The Op Shop
- n. The Connecting Link
- o. Serenity House
- p. Hospice of Marion County

5. Cultural and Historical Services

Previous and subsequent chapters of this Comprehensive Plan are devoted to the historical and cultural opportunities that are available to the residents of Fairmont. These organizations and programs are in place for the city's residents;

- a. The Marion County Library
- b. The Marion County Museum
- c. The Fairmont Landmarks Commission
- d. Fairmont State University
- e. The Marion County Historical Society

- f. Marion County Parks and Recreation
- g. Arts & Humanities Council
- h. Silly Strings
- i. Friends of the Symphony
- j. Prickett's Fort Foundation
- k. Town & Gown Players
- l. Churches and Places of Worship
 - Denominational
 - Non-Denominational

6. Animal Control

Animal Control is currently provided in the corporate limits and in Marion County by a private sector vendor. The City of Fairmont and other municipalities as well as the Marion County Commission provide funding to the vendor for the services of sheltering stray and lost animals and well as providing euthanasia when required.

D. BASIC ISSUES

Through various providers, Fairmont offers a broad and wide range of public services to the residents of the community. Basic needs of the community are met through the medical, educational and social service community and non-profit providers. Public safety, disaster preparation and recovery needs are met by the City of Fairmont and other governmental agencies. Needs of the residents that reach beyond, such as cultural and historical are available to residents at levels equal to the demand.

For the City of Fairmont, it is not only whether or not the needs of the community are being met at the rate that matches the current demand for the particular service, but also if growth is anticipated, can the providers continue to meet the needs of the growing community. The City of Fairmont must also analyze the level (range and quantity) of services that are being provided and determine how best to expand and enhance particular services if they are to reach their overall goal of being "A Community of Choice."

E. RECOMMENDATIONS

Short Range (2005 – 2008)

- a. A Comprehensive Needs Assessment should be undertaken to determine the needs and the demands of the community in relation to the medical, educational, social, cultural, historical and public safety services.
- b. Educational providers should continue to emphasize a high standard of education so that the students are in a position to compete with those in other neighboring counties, the State, and the nation.

Public Services

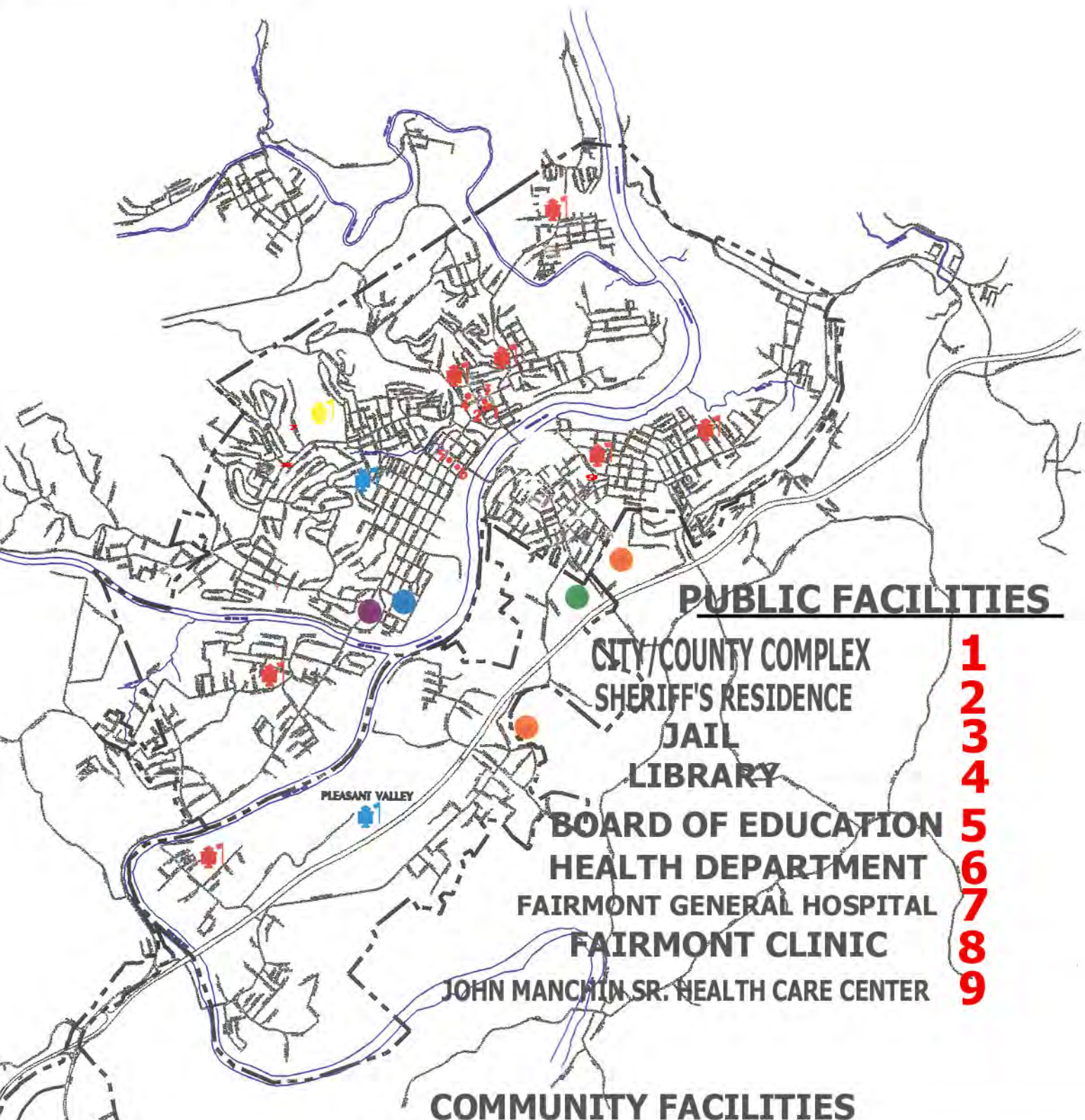
- c. The City of Fairmont should participate in Local School Improvement Council meetings to monitor the school system's future needs.
- d. Outreach and informational programs should be developed to inform the community of the public services available in the community.
- e. The City of Fairmont should continue to provide financial and technical resources to those social and community service providers.
- f. The community should support the growth and development strategies of Fairmont General Hospital.
- g. The City of Fairmont and the Marion County Commission should seek additional and/or alternative animal control providers.

Medium Range (2008-2011)

- a. The Board of Education should keep abreast of the development along the I-79 Technology Corridor and should react accordingly. Curriculums should include education and training programs that relate to new industries so that the local students are skilled to seek employment in these industries.
- b. The City of Fairmont should work closely with public service providers to ensure that services and facilities are located centrally and in areas able to accommodate the service, i.e., infrastructure support, non-hazardous areas.
- c. Partnerships between groups providing public services should be developed to use available resources in the most efficient manner.

Long Range (2011-2015)

- a. The governmental agencies should operate and maintain public services in a manner that helps stabilize the surrounding environment and sets the standard for current and potential development in the area.
- b. Additional public services based on need should be located in functional service areas. Services should be located based on accessibility and consider the interests of existing and future residents.
- c. Implement findings of the Comprehensive Needs Assessment.






PUBLIC FACILITIES

- 1** CITY/COUNTY COMPLEX
- 2** SHERIFF'S RESIDENCE
- 3** JAIL
- 4** LIBRARY
- 5** BOARD OF EDUCATION
- 6** HEALTH DEPARTMENT
- 7** FAIRMONT GENERAL HOSPITAL
- 8** FAIRMONT CLINIC
- 9** JOHN MANCHIN SR. HEALTH CARE CENTER

COMMUNITY FACILITIES

EDUCATIONAL INSTITUTIONS

- COLLEGE 
- HIGH SCHOOL 
- ELEMENTARY/MIDDLE SCHOOL 

RECREATIONAL FACILITIES

- PLAYGROUND 
- PARK - PLAYGROUND 
- COMMUNITY PARK 
- SWIMMING POOL/STADIUM 

Chapter 8

Rural Land Use

A. OVERVIEW

The City of Fairmont started as a farm property in 1818-19. The growth trend for the city since that time has been to convert rural land to urban uses generally through annexation. In recent practice annexation occurs after the rural land is converted to urban use or when a development plan is confirmed for the location. While the City of Fairmont is considered the Urban Center for Marion County, there is a substantial amount of rural land in Marion County that is not feeling pressure for development and/or annexation by the City of Fairmont.

In the growth areas of the State, rural land is giving way to urban development at a fast rate due to lower development costs. However this type of development is more costly in the long term because of the inefficiency or lack of municipal services that are expected by residents in these developments. Urban infill development is less conducive to sprawl than green field development by creating development options where services and infrastructure already exist. Therefore urban infill development can aid the preservation of rural land outside the city limits by relieving development pressure on undeveloped rural property. The city can help conserve rural land by promoting urban infill and increasing population density within the city.

B. EXISTING CONDITIONS and BASIC ISSUES

Currently there is no land in the City of Fairmont that fits the definition or is otherwise designated rural land. This has been perpetuated by the past annexation practices of the city. Therefore, there is no rural land in the city limits of Fairmont that requires preservation planning. It is not likely that property inside the city limits will revert back to rural land.

Marion County is considered 50-75% rural according to County Data Profile prepared by Bureau of Business and Economic Research at West Virginia University.

C. RECOMMENDATIONS

The City of Fairmont can reduce the pressure for greenfield development by implementing the Smartgrowth Principles of Compact Development, Urban Infill, and Mixed Use Development in their Zoning Ordinance, Subdivision Regulations, and Land Development Ordinance.

Chapter 9

Recreation

A. OVERVIEW

The importance of open public spaces that can serve the recreational and leisure activities of a community has been indisputable throughout our nation's history. From the hanging of a peach basket on a pole in Springfield, Massachusetts to the Great Lawn of Central Park in New York City, the inclusion of places of various sizes and shapes that serve the community are significant to the citizen's well being. Our forefathers brought the importance of open space with them from the European landscape, which placed open space on equal footing with circulation and structure.

With our rush to the suburbs came a change in the view of open space. Open space was now seen merely as the area lying between existing development and the next subdivision or land that was leftover space and most likely could not be developed due to distance from utilities or was not profitable for any other use. The concept of *parks and recreation* was being separated, with only active recreation being given any attention by communities in the form of ball fields and court games, with most being constructed to serve adjoining schools.

Recent trends indicate a focus is once again being placed on open public spaces that can serve the recreational and leisure activities of a community. This focus is not only aimed at the traditional spaces such as greenspace filled with equipment and apparatus for play or fields that are lined for organized sports, but it is also closely looking at the importance of landscaped areas known as urban parks that serve the community as places for gathering and socializing or serve to soften the building pattern of a core city center.

The National Recreation and Parks Association suggests that a park system be composed of a number of small parks, allowing between 6.25 and 10.5 acres of developed open space per 1,000 people. The size and amount of land dedicated to parks and recreation facilities will vary from community to community, but should be taken into account when considering a total, well-rounded parks and recreation system and includes the following; **1) Mini-Parks**, which are specialized parks that serve a concentrated or limited population or specific group such as tots or senior citizens. Their service area is less than a quarter mile radius. The desirable size for mini-parks is one acre or less and allows 0.25-0.5 acres per 1,000 people. These parks are routinely located within neighborhoods and in close proximity to apartment complexes, townhouse developments, or housing for the elderly; **2) Neighborhood Parks**, which are areas for intense recreational activities. Such activities include field games, court games, the use of a playground apparatus, skating, and picnicking. Their service area is a quarter to a half-mile radius to serve a population up to 5,000. Their desirable size is over fifteen acres, allowing approximately one to two acres per 1,000 people. Neighborhood parks are suitable in areas of intense development. They should be easily accessible to neighborhoods and geographically centered within safe walking and bike access. Neighborhood parks may also be developed as a school-park facility; **3) Community Parks**, which are developed in areas with an array of environmental qualities. Community parks include areas suited for intense recreational activities such as athletic complexes, ball fields and large swimming pools. They may also include an area to enjoy the natural environment. Activities in such areas include walking, viewing, sitting, and picnicking. These parks serve several neighborhoods (one to two mile radius). The

desirable size for these parks is over twenty-five acres and five to eight acres per 1,000 people. **4) Regional Parks**, which generally have expansive natural areas for outdoor recreation. Activities in such parks include picnicking, boating, fishing, swimming, camping, walking, and biking. They are also large enough to accommodate numerous informal play areas for children and adults. They serve several communities within a large area (one mile driving time) and usually offer over 200 acres and five to ten acres per 1,000 people. They may be contiguous to or encompassing natural resources; **5) Linear Parks** are large areas of open space that are developed for one or more varying modes of recreational travel, such as hiking, biking, snowmobiling, horseback riding, cross-country skiing, canoeing and pleasure driving. They may also include active play areas. These parks have no specific service area requirements but should be of sufficient width to safeguard against encroachment and maximize its use. Desirable site characteristics include built or natural corridors, such as utility rights-of-way, bluff lines, vegetation patterns, and roads, that link other components of the recreation system or community facilities such as schools, libraries, commercial areas, and other park areas; and **6) Recreation Facilities**, which are large expansive areas that are primarily dedicated to one use or designed in such a way that different uses are not in each others way and they are commonly demarked by buildings or structures.

B. GOALS AND ACTIONS

The goals and actions pertaining to Recreation have been developed to promote the importance of incorporating open public space for recreational and leisure activities as development concepts in the City of Fairmont.

Goal:

The City of Fairmont should seek to provide a balanced recreation system that contributes to the well being of families and individuals, the attractiveness of neighborhoods and the economic, social and environmental health of the community as a whole.

Actions:

- Develop a parks and recreation system that is well rounded and includes the use of mini-parks, neighborhood parks, community parks, regional parks, linear parks, urban parks and recreation facilities.
- Enhance the recreational experience of families and individuals in the City of Fairmont by making improvements and modifications to the equipment and apparatus at each of the municipal parks.
- Improve the attractiveness of the municipal park system through maintenance and beautification.
- Increase the economic, social and environmental viability of the City's recreation system through programs, informational brochures, signage and funding.
- Review the City of Fairmont's parks and recreational facilities existing inventory for lack of service, duplication of service as well as the range and types of services provided for residents and visitors.

C. EXISTING CONDITIONS

Through an integrated network of parks, recreation facilities and outstanding programs, Fairmont offers a wide variety of recreational opportunities for its citizens and visitors. The recreation system available in the City of Fairmont includes;

Recreation

Mini-Parks

- 1) Bellview Park, which is approximately one acre in size and provides the residents of the area with playground equipment, basketball court and parking.
- 2) 5th Street Park, which is approximately two acres in size and contains two basketball courts, playground equipment and pavilion area.
- 3) Norwood Park, which is located at the intersection of Morgantown Avenue and Suncrest Boulevard, consists of tennis courts, basketball courts and playground equipment.
- 4) Morgantown Avenue, located on the east side of the city provides playground equipment, and a tennis court.
- 5) Oliver Avenue, located off of Locust Avenue the park provides tennis courts for the area.

Community Parks

- 1) Mary Lou Retton Youth Park, which is located off of Mary Lou Retton Drive and Old Monongahela Road, is named after the 1984 Olympic Gold Medalist from Marion County. Included in its rolling 25-acres are four baseball fields, one football field, tennis courts with practice wall, picnicking, playgrounds, pavilion, and the West Virginia Miner's Memorial.
- 2) Windmill Park, which is located northwest of the CSX train yard between Buffalo Creek and the Monongahela River and comprises approximately 25 acres. The park offers tennis and basketball courts, fields for football, soccer, baseball and softball, playground equipment, concession stand, group pavilions, and restrooms. The park receives heavy use from the neighborhood and surrounding areas with several leagues and schools utilizing the grounds.

Regional Parks

- 1) East Marion Park also known as East Marion Recreation Complex, is located on State Street Extension, and provides a beautiful, complete family park with a variety of recreation opportunities. This 32-acre park offers tennis, horseshoes, a basketball court, a softball field, hiking and jogging trails, pavilions, a playground, picnicking, mini golf, and the famous "Wave Pool" and waterslide.
- 2) Morris Park, which is located south of Fairmont off Pleasant Valley Road. It consists of approximately one hundred and twelve acres. Morris Park consists of a one mile loop with two pavilions, restrooms, basketball court, tennis courts, and playground areas. This park is mostly used for passive recreation such as walking and picnicking. A recent addition to Morris Park is the establishment of a Disc Golf Course. The first of its kind in the area, disc golf combines the challenges of the game of golf, but instead of using clubs and balls players use a flying disc or Frisbee as they compete over 18 holes nestled along the serene atmosphere of the park.
- 3) The Mon River Park, also known as The Head of the Mon, is located at the point where the Tygart River and the West Fork River join to form the Monongalia River. While accessible by boat, it is a great point for fishing and picnicking.

Linear Parks

- 1) MCPARC Trail, beginning with a trailhead located at the intersection of Morgantown Avenue and Winfield Street, the MCPARC Trail offers nearly three miles of converted railway property for joggers, bikers and walkers and extends to Prickett's Fort State Park where another trailhead is located. A recent extension of this trail now takes users to Morgantown and the Pennsylvania State Line.
- 2) West Fork River Trail, which is the newest trail in the system, runs from Fairmont to Shinnston. The trail is approximately sixteen miles long and provides non-motorized uses such as walking, biking, jogging and horseback riding.
- 3) Fairmont Bike Trail, which has been established as a temporary route serving as the link between the West Fork River Trail and the MCPARC Trail, utilizes city streets as a means of traversing from one trail to the other until such time as a permanent connection can be made utilizing railway property. Currently the route begins on Edgeway Drive where the West Fork Trail terminates, and proceeds along Country Club Road to the intersection with Woodside Drive, follows Woodside Drive to Coleman Avenue, then follows Coleman Avenue to Ninth Street, proceeds along Ninth Street to Benoni Avenue then to Locust Avenue where the route moves to Cleveland Avenue and Adams Street before crossing the Robert H. Mollohan/Jefferson Street Bridge. After crossing the bridge the route follows Merchant Street to Morgantown Avenue, following Morgantown Avenue in a northerly direction to the trailhead at Winfield Street.
- 4) Palatine Park, which is beautifully situated along the East bank of the Monongahela River in the Downtown Central Business District, this park provides the perfect place for peaceful walks and access to the river. A single launch boat ramp and courtesy dock is located adjacent to the park. Recent improvements to the park include the construction of a sand volleyball court, the restoration of the decorative fountain, and clearing of brush from the riverbank. The restoration of the fountain and the clearing of the riverbank allow one to envision the possibilities of this tranquil setting and is why the area was part of the recent Downtown Revitalization Plan and Riverfront Master Plan studies undertaken by the City of Fairmont. Implementation activities for improvement and enhancement projects for Palatine Park will be part of the upcoming Urban Renewal Plan being developed by the Fairmont Urban Renewal Authority, as well as be the focus of some community and civic organizations that utilize the park for events such as the Three Rivers Festival, the annual Fourth of July Celebration and the Johnnie Johnson Blues and Jazz Festival.

Urban Parks

- 1) Veteran's Plaza, located on Adams Street near the intersection of Madison Street in the heart of Downtown, the Plaza features tributes to the military veterans of Marion County. The Plaza features large planters, a stage and benches.

Recreation Facilities

- 1) East-West Stadium, owned and operated by the Marion County Board of Education, this grand structure is currently undergoing several improvements and renovations. A new synthetic playing surface has been installed allowing for multiple uses to occur on the field

Recreation

- without damage occurring to the turf. Additional planned upgrades will address the seating areas, the lighting, the press box and dressing rooms.
- 2) 12th Street Pool, owned by the City of Fairmont, this facility located adjacent to East-West Stadium has not operated since 2000 due to an un-repairable leak that made treatment of the water impossible, thus threatening the health and safety of users. The site is currently under study as part of the Beltline Redevelopment Plan that is being sponsored by the Marion County Board of Education, the Marion County Commission and the City of Fairmont, with goal being to develop a means of restoring or rebuilding the municipal pool in some fashion. Preliminary ideas include enclosing the pool to provide for year round or inclement weather use as well as expanding the pool to accommodate competitive swimming.
 - 3) 612 MAC, located at the intersection of Maple Avenue and Pennsylvania Avenue, serves as a community center for the local neighborhood providing several recreational and educational programs in the summer months as well as conducting after school programs for the area youth.
 - 4) Marion County Senior Citizens Center, located on Maplewood Drive, the Center provides recreational programs and activities for the senior population of the City as well as provides health and fitness equipment for members use at the facility.
 - 5) Marion County Parks and Recreation Commission Facilities, MCPARC owns and maintains several outstanding facilities outside of the corporate limits of the City of Fairmont that provide outstanding outlets for the recreational and leisure activities of the City's residents and visitors including:
 - a. Worthington Park – a 5.2 acre waterfront park on the West Fork River with a baseball field, horseshoe courts, playground, basketball courts, a pavilion and beach.
 - b. Hutchinson Park – a 3.5 acre park with a baseball field, open space and a playground located just off the West Fork River Trail.
 - c. “For The Kids” Soccer Complex – a 12.5 acre park located on Route 250 just North of Fairmont on Ice’s Run that contains 6 soccer fields and new multipurpose concession/storage and restroom building.
 - d. BMX Park – a 25 acre park located off of Hoult Road contains a newly constructed BMX bicycle racing track.
 - e. Curtisville Lake – the 695 acre park includes a 30 acre lake, trails surrounding the lake, picnic areas and excellent fishing.

Several other recreation outlets are available in Fairmont through facilities owned by the Marion County Board of Education and located in the junior high schools and high schools as well as the gymnasium located at 5th Street. Fairmont State University also provides recreational facilities for the community, however their primary use is reserved for the students and faculty of the university. Fairmont also provides residents and visitors with a bowling alley and a walking trail of the Downtown Historic District. Located just out of the corporate limits are recreational features such as Coal Country Miniature Golf, Valley Worlds of Fun, Valley Falls State Park, Prickett’s Fort State Park and Apple Valley Golf Course. Golf courses are also located at the Fairmont Field Club and at Green Hills Country Club with privileges at each granted by membership. The recent turnaround of the water quality of the Tygart and Monongahela River has increased the boating and pleasure craft use on these waterways and with plans for riverfront development projects in Fairmont and downstream in Morgantown, the use will only increase.

Programs

Since its inception in 1977, the Marion County Parks and Recreation Commission has been committed to providing quality parks and recreation areas and providing outstanding activities and events. Each year MCPARC publishes a brochure detailing the activities and events they either coordinate or sponsor for the residents and visitors of Fairmont and Marion County, some of which include;

- MCPARC Family Fishing Day
- Annual Easter Egg Hunt
- MCPARC Youth Jam Bands
- MCPARC Tennis Lessons
- MCPARC Day Camp
- MCPARC Playground Program
- 612 MAC Dances
- Midnight Basketball League

MCPARC also coordinates several day and overnight trips around the state and region with a focus on recreation and leisure activities. MCPARC currently maintains offices in the Downtown Central Business District on Monroe Street and are an excellent resource for those seeking information on the recreational experiences of Fairmont and Marion County. MCPARC also maintains an outstanding web site with information their parks, recreation facilities and programs that can be accessed at www.MCPARC.com.

D. BASIC ISSUES

The City of Fairmont has all of the ingredients for a well rounded and well balanced parks and recreation system; beautiful settings, a available space, high use and demand. Through their partnerships with Marion County Parks and Recreation and most recently the Board of Education, the City of Fairmont seems to be placing a higher priority on providing recreation outlets to the residents and visitors of Fairmont. When looking at the standards and criteria set by the National Recreation and Park Association Fairmont seems to be doing well in providing recreational outlets for members of the community. However, in putting this document together it was interesting to note several areas where the community was lacking facilities, program or open space.

While some of these elements are in the planning stages and have been discussed informally, the City of Fairmont could better serve residents and visitors by establishing a permanent link between the West Fork River Trail and the MCPARC Trail through the acquisition and development of the abandoned railway property from the Watson Bridge to the Low Level Bridge, constructing the Pedestrian Bridge over the Monongahela River and then completing the trail along the East side of Fairmont thus filling in the gap of a system that stretches from Shinnston to Morgantown and the Pennsylvania State line.

Through proper planning and participation from the community's recreation providers the construction of an indoor recreation center could meet the needs of the younger and older population sectors of the city, while at the same time provide a synergistic project for the community.

Recreation

With renewed interest in Platine Park, the construction of permanent restrooms and a new stage would enhance the events held annually in the park as well as better accommodate park users.

In order to continue to provide the existing level of recreational opportunities as well as develop new parks and facilities, the level of funding will need to be increased to those groups charged with providing the community recreation programs, parks and facilities. The City of Fairmont has placed a high priority on providing increased funding to recreation by proposing a municipal levy that will provide increase funding for park and rail trail development.

E. RECOMMENDATIONS

1. Short Range (2005-2008)

- a. Undertake a Comprehensive Needs Assessment of the parks and recreation system in Fairmont.
- b. Develop a Strategic Plan for Recreation that addresses the maintenance, expansion and adaptive reuse of the total parks and recreation system in the City, with consideration being given equally to parks, recreation facilities and programs.
- c. Develop an Action Plan for the maintenance and improvement to existing City parks, recreational facilities and programs.
- d. Make upgrades and improvements to the equipment at one of the City parks each fiscal year.
- e. Acquire abandoned railway property from the Watson Bridge to the Low Level Bridge and construct the rail trail along this corridor.
- f. Form a Recreation Task Force to study the feasibility and practicality of constructing an Indoor Rec Center.

2. Medium Range (2008-2011)

- a. Continue the maintenance and improvement program for the existing City parks.
- b. Implement findings of the Comprehensive Needs Assessment
- c. Implement the recommendations of the Strategic Plan for Recreation.
- d. Develop a new park, facility or open space in Fairmont.
- e. Construct the Pedestrian Bridge over the Monongahela River for the rail trail connection.
- f. Act on findings of the Recreation Task Force pertaining to the Indoor Rec Center.
- g. Acquire additional abandoned railway property for rail trail development on the East side of Fairmont.

3. Long Range (2011-2015)

- a. Continue the maintenance and improvement program for the existing City parks.
- b. Continue to implement findings from the Comprehensive Needs Assessment.
- c. Continue to implement the recommendations of the Strategic Plan for Recreation.
- d. Develop a new park, facility or open space in Fairmont.
- e. Develop East side portion of the rail trail from the Pedestrian Bridge to the MCPARC Trail, include tie in to the bike paths along the Gateway Connector.



Chapter 10

Economic Development

A. OVERVIEW

The viability of a community is measured by the condition of its economy, primarily because economy is strongly tied to the local tax base. Communities are constantly striving to build an economic engine that will grow their local tax base so that they can operate effectively, and provide opportunities for employment for residents and to encourage the location of new residents. The engine that has driven cities has taken many forms in the past, however there is a fairly clear pattern of economic development activity in the U.S. over its history. Community economic development in the U.S can be traced back to transportation projects of the early nineteenth century. From roughly 1800 to 1830, the large urban centers of the U.S. were seeking a competitive edge by building canals. The canals allowed merchants from the nearby cities to transport large quantities of goods to new markets, thereby giving them an advantage over their competitors. The same type of competition played out while the railroads were being developed. For cities where transportation was not an issue other infrastructure or facilities were built to attract developers. In the latter part of the twentieth century many municipalities have invested heavily in Industrial Park projects and shell buildings, which are marketed as turn key projects for interested businesses and/or manufacturers who are locating new facilities. These projects are desirable to potential users because with the necessary infrastructure in place the initial capital investment is lower. Today economic development is a mix of transportation improvement, availability of infrastructure and building sites, with the addition of self-promotion and incentives. Cities across the U.S. are promoting their high quality of life and livability while offering incentives such as reduced taxes or tax abatement, and in some cases cash incentives to move business and industry into their municipal bounds.

As illustrated above the practice of economic development is evolving. Many of the early strategies such as improving accessibility, and infrastructure will continue to work as economic development tools, however advances in technology, the global market concept, shifting economies, and other externalities make economic development a real challenge for communities that are trying to build or stabilize their tax base. The City of Fairmont is no exception transitioning from an industrial and mining driven economy to high technology, service, and small business driven economy. While a large scale manufacturing plant would be a welcome boost to the local economy, the reality is that these plants are so difficult to attract that communities the size of Fairmont find it difficult to compete with larger cities.

B. GOALS AND ACTIONS

The goals and actions of this plan have been developed to promote economic growth and vitality for the current and future residents of the City of Fairmont.

Goal: Create an environment within the City of Fairmont that is conducive to growing a strong and diverse local economy.

Actions:

- Adopt policies that will foster diverse economic opportunities.
- Adopt policies that will reduce the negative impact of commercial, industrial uses near residences.



- Adopt policies that allow pockets of retail in locations that serve the needs of neighborhoods, and local residents.
- Encourage and promote growth and development of small business enterprise.

C. EXISTING CONDITIONS

The City of Fairmont has a history rooted in the manufacturing and mineral extraction industries. As these industries suffered through down cycles and decline it became clear that the traditional mainstays of the City's economy could no longer sustain the employment or tax base that it once provided. And while the City did not lose hope for the continuation of these industries, it was apparent that diversification of the economy would be vital to the future of Fairmont and that the "new economy" and the venture into the fields of product and service technologies must be the first step in the revitalization of Fairmont.

The West Virginia High Technology Consortium was created in 1990 to serve as the vehicle to introduce Fairmont and all of West Virginia to the technology revolution. The WVHTC (later to become the WVHTC Foundation) was established to cluster regional technology companies and move the efforts of economic diversification forward. From 1990 to 1993, over 50 new technology companies, both large and small had emerged in north central West Virginia. This growth called for the construction of facilities that would not only adequately house the emerging companies, but could also stand as symbol to all who passed by that something special was taking place in Fairmont. In 1994, development began on what would become the I-79 Technology Park on 120 acres of land situated prominently along Interstate 79. By 1996, the WVHTC Foundation had established permanent headquarters inside the newly constructed Alan B. Mollohan Center. This facility fulfilled the vision of providing a home for many technology companies in north central West Virginia, but it also signaled the arrival of the region as a player in the "new economy."

Since the original development began, the I-79 Technology Park has grown to over 500 acres and includes tenants such as NASA, Lockheed Martin, the Internet Fraud Complaint Center, EWA, Galaxy Global, Information Research Corporation and several others. Construction is currently underway on the 263,000 square foot corporate headquarters and research facility for the Institute for Scientific Research. When completed in 2005, the facility will sit high atop the I-79 Technology Park and provide research space like no other for the companies' scientists, mathematicians, engineers, physicists and IT specialists. Projected to employ approximately 500, the design of the facility is so non-conventional that it can only be described as "beyond state-of-the-art." With this facility and others proposed under the recently completed Master Plan, the I-79 Technology Park is destined to become one of the premier business technology parks in the country.

Complimenting the diversification of the economy has been Fairmont's focus of re-investing in its critical infrastructure and a strategy that puts forth projects that will create an environment for development to occur. Some of these projects include:

Jefferson Street Bridge Restoration
New Filtration Plant and Water System Improvements
I-79 Technology Park and its Continued Development
Murphy Building Renovation and Veterans Square
Gateway Connector

Economic Development

New Middle School And School Facility Improvements
Public Safety Building
Parking Garage
Maple / Ogden Avenue Gateway Project

Other projects in various planning stages will continue to provide developable sites and upgrade infrastructure to enhance the quality of life in Fairmont such as:

Beltline Development Project
Riverfront Development Project
Sharon Steel Site Project
West Fairmont Rail Trail

D. BASIC ISSUES

Strengths

1. Strong Economic Development Organizations

The Marion County Chamber of Commerce, Marion Regional Development Corporation, Marion County Development Authority, Fairmont Renaissance Corporation, Vandalia Heritage Foundation, Vandalia Redevelopment Corporation, the Fairmont Urban Renewal Authority and Main Street Fairmont each works to promote the City of Fairmont, and attract business and industry to the region. The organizations provide their services locally and also collaborate with other agencies to support regional economic development.

2. Public Initiatives

Senator Robert Byrd and Congressman Alan Mollohan are turning a vision into reality in Fairmont and the North Central West Virginia by bringing High Technology and Biometrics to the region. Other Fairmont projects that have the Congressman and Senator's sponsorship include the Interstate 79 Technology Park, the Fairmont Gateway Connector, and the City of Fairmont Downtown Revitalization Plan and Riverfront Master Plan. The Marion County Commission and Fairmont City Council are fostering an environment for development by investing in the infrastructure necessary to support economic growth and development. Other projects that are sponsored by local leadership include the Maple Ogden Avenue Gateway Project, which was formulated and is being implemented by the Fairmont Community Development Partnership. The Beltline Redevelopment Project is a collaboration between the Marion County Commission, the City of Fairmont, and the Marion County Board of Education. The first phase is complete which consisted of upgrades to the East/West Stadium turf and bleachers.

3. Concentration of High Technology Resources

The Interstate 79 Technology Park currently consists of over 500 acres, includes ½ million square feet of office space, and is projected to provide 10,000 jobs, and is anchored by the



Alan B. Mollohan Innovation Center. Other tenants include: NASA, Lockheed Martin, the Internet Fraud Complaint Center and ISR.

4. Presence of Higher Education

There are five institutions of higher learning within forty-five minutes drive time from Fairmont. These include West Virginia University, Salem International University, Alderson Broaddus College, Fairmont State University, and Fairmont State Community and Technical College. Fairmont State recently qualified and received University Status. These schools provide a ready pool of professionals for the local workforce.

5. Infrastructure and utilities capacity and expansion

The City of Fairmont recently upgraded its filtration system. The new plant has a production capacity of 10 million gallons of water per day. The membrane technology is advancing to the point that some time in the near future the plant could ultimately produce 15 million gallons of water per day. Which provides an excess capacity of 9 million gallons for future economic development.

6. Proximity to population centers

Fairmont is located in North Central West Virginia, twenty minutes drive from Morgantown and Clarksburg, 2 hrs from Charleston and Pittsburgh, 3.5 hrs. from Washington D.C. Fairmont is within a 500 mile radius of most major metropolitan areas on the east coast.

7. Workforce availability

A quality workforce exists in Fairmont and Marion County. The regional workforce investment board supports workforce development initiatives locally.

Weaknesses

1. Lack of Connection between Interstate 79 and Downtown Fairmont

Currently there is no direct access from the Interstate to downtown Fairmont. The connection is made via a series of arterial and collector roads, which requires 15-minute drive time or longer depending on traffic conditions. The completion of the Gateway Connector Project will provide a direct link to downtown from the Interstate with a four-lane, 1-½ mile grand vista gateway. The road features landscaped medians and historic period lighting along with pedestrian bike paths and walkways that parallel the Connector.

2. Functional Downtown Appearance

Much is being done to beautify downtown Fairmont with projects such as the Jefferson Street Bridge restoration, Veterans' Square development and the antique street lighting projects, however there are still a number of empty storefronts downtown.

3. Antiquated land use ordinances

The city of Fairmont Zoning Ordinance and Map were originally adopted in 1959. While there have been numerous amendments over the years the State enabling legislation was very restrictive, therefore no real substantive changes have been made to the ordinance or map. The State Legislation updated the State Planning Legislation, effective June 2004, to provide municipalities more innovative and up to date land use tools.

4. Declining Population

The City of Fairmont has shown a decline in population from 20,210 in 1990 to 19,097 in 2000.

5. Lack of retail

Downtown Fairmont as well as Marion County has lost significant retail business to locations with larger populations to the South and North of Fairmont. This is a trend that may not reverse until the city's population begins to grow.

6. Housing availability

The existing housing stock in Fairmont is aging. The majority of housing units (nearly 72%) in Fairmont were built before 1960. New housing starts in Fairmont have been sluggish in recent years, with only 153 new units built between 1995 and 1999. There is also a need for housing in the \$75,000.00 to \$150,000.00 range.

7. Lack of large tracts of developable land

Like most cities of its size and age the city of Fairmont is for the most part built out. There are no large tracts of Greenfield property in Fairmont available for development. Multiple parcels would have to be purchased, and combined in order to do a large-scale project.

8. Lack of development incentives

The City is limited by state code regarding what incentives can be offered to businesses and developers to compete for their projects.

Opportunities

1. Retail Development

Potential locations for retail development include; Downtown, Bellview, Marion Square, Riverfront, unincorporated property adjacent to the City of Fairmont. The City of Fairmont along with the Marion County Chamber of Commerce, the Marion County Commission and the local financial institutions recently enlisted the services of a retail recruitment agency to help identify and attract potential retailers to the Fairmont, Marion County market.

2. Renewal Redevelopment

Several locations for renewal and redevelopment include; Downtown, Beltline, Sharon Steel, and the former Owens-Illinois site.

3. Industrial Sites

Potential development locations for industrial development include Owens, Sharon Steel Site, some of the Beltline properties

4. High Technology Development

The I 79 Technology Park is not built out yet, and still offers opportunities for technology based development.

5. Housing

There is an opportunity and demand for housing in the \$75,000.00 to \$150,000.00 range.

Annexation of property adjacent to the Middletown Mall

Work with Vandalia Heritage Foundation, and Vandalia Redevelopment Corporation to develop projects on the property location.

Growth of Fairmont State University

E. RECOMMENDATIONS

1. Short Range (2005-2008)



- a. City Leadership should continue to work with its partners to promote the City of Fairmont as a quality location for business opportunity and residences, and encourage improved coordination among various partners in economic development in the community.
 - b. Continue enhancement of “quality of life” elements for the community.
 - c. A needs assessment must be formulated to clarify goals, and set priorities for Fairmont’s economic development projects.
 - d. Develop available land, building or development site catalog for marketing purposes.
 - e. Continue to support economic development projects that are currently active.
 - f. Update land use ordinances (Zoning Code, Subdivision Ordinance)
 - g. Continue to upgrade and maintain infrastructure, facilities, and other capital improvements.
 - h. Work to improve quality of school facilities.
- 2. Medium Range (2008-2005)**
- a. Act on the recommendations of the needs assessment.
 - b. Work to update incentives that can be offered to potential developers.
 - c. Continue to upgrade infrastructure, facilities, and other capital improvements.
 - d. Continue to promote the city of Fairmont as a business location.
 - e. Work to improve quality of school facilities.
 - f. Work to pass funding mechanism for continued infrastructure improvements and maintenance.
- 3. Long Range (2011-2015)**
- a. Reevaluate needs assessment and update as necessary
 - b. Evaluate incentives and update as necessary.
 - c. Evaluate and update land use ordinances.

- d. Continue to upgrade infrastructure, facilities, and other capital improvements.
- e. Work to improve quality of school facilities.

Chapter 11

Community Design

A. OVERVIEW

The purpose of including a Community Design element as a component of this Comprehensive Plan is to ensure that when physical improvements are made to permitted land uses and supporting infrastructure, attention is given to their functionality and that they are environmentally and aesthetically integrated so that they contribute to the long term viability and desirability of the community.

Through the use of design standards a sense of character and identity is given to the community. These standards promote, enhance and protect not only the identity and physical appearance of the residential, commercial and industrial sectors of the community, but also serve to avoid abrupt changes in scale and density, protect view sheds and protect natural amenities and features of the community. Design standards can ensure that new and redeveloped structures are harmonious with their existing surroundings, that negative visual impacts are minimized and that new technologies, building methods and materials are considered to encourage and promote sustainability.

B. GOALS AND ACTIONS

The goal and actions developed for the Community Design chapter recognizes that the enactment of standards in the community to govern the various aspects of building, infrastructure and landscape design will serve to integrate the community.

Goal:

Develop and implement exceptional Community Design Standards for new construction and the redevelopment of existing parcels.

Actions:

- Create a unified, readily apparent and positive image for the community
- Protect, enhance and integrate natural amenities and features
- Create functional and visual linkages
- Promote quality building
- Preserve and enhance the community's quality of life

C. EXISTING CONDITIONS

There are currently no universal design standards in the City of Fairmont as part of the Zoning or Building Codes, the concept is present however in various forms in areas such as the subdivision ordinance, select zoning districts and through programs such as Main Street Fairmont and the Historic Preservation Review Commission.



The City of Fairmont subdivision ordinance requires attention be given to the design and planning of subdivisions during their development in the areas of streets, sidewalks, alleys, utilities, drainage and the individual lots. These requirements are general in nature and only address dimensional issues such as the “lot size” or the “street width”. The Ordinance does not address landscaping in the subdivision, signage for the development, style, scale or density of the proposed subdivision.

In select zoning districts such as the Higher Education District and the Pro-Zone District, Plan Review is required for all proposed new development. During Plan Review in the Higher Education zoning district, applicants are required to detail such elements in their development plans as:

1. Actual shape, location, and dimensions of the lot to be built upon.
2. Topography of existing and finish grades.
3. Shape, size, and location of all buildings and other structures to be erected, added to, or moved and any buildings or other structures already on the lot.
4. Existing and intended use of all buildings and structures.
5. Location and type of exterior lighting.
6. Location and design of off-street parking, points of access, off-street loading areas, and pedestrian circulation.
7. Location and size of nearest water line, sewer line, fire hydrants, and any other public and private utilities.
8. Plans for the provision of water service, fire hydrants, sewer service, and other public and private utilities.
9. Minimum required front, side, and rear yard setbacks.
10. All easements with dimensions and designated as to their purpose.
11. Plans for storm water drainage and control.
12. All identified floodable areas and flood proofing measures if applicable.
13. Location and dimensions of all signs.
14. Location and dimensions of all buffer and landscape yards.
15. Location and type of landscaping and screening.
16. Any other information concerning the lot or adjoining lots as deemed necessary by the Building Inspector.

In the Pro-Zone District applicants are required to address three areas in order to obtain site plan approval; 1) Ingress and egress to a public street; 2) Location of all features of the development including all principal buildings, open spaces and parking areas; and 3) A landscape plan, including fencing and screening of parking areas.

In the Technology zoning district, Plan Review is also required before any improvement shall be commenced, erected, constructed, altered, or maintained upon any Lot, or any change or alteration made, or any subdivision, plat, or replat made until the plans, specifications, and location shall have been submitted to and approved by the City. To gain such approval, the applicants must address the following set of criteria:

Minimum Setback Lines: No structure of any kind, and no part thereof, shall be placed on any site closer to a property line than herein provided, unless approved by the City.

Community Design

- A. Building line setback from street property lines --- the minimum setback line is established as fifty (50) feet from the edge of any street or road within the Zone.
- B. Building line setback from rear property line --- unless in conflict with above, the minimum side setback is established at twenty (20) feet.
- C. Building line setback from side property line --- unless in conflict with above, the minimum side setback is established at twenty (20) feet.

Drainage and Erosion Control: Every Lot and/or individual development within the Zone must conform to the requirements of a site and drainage plan, and must be approved by the appropriate regulatory agencies, as well as the City Engineer and the Director of Public Works.

Excavation and Site Grading: No excavation or grading shall be permitted except in connection with construction of an improvement, and upon completion thereof, exposed openings shall be backfilled, graded, and leveled.

Site Furniture Site furniture and mechanical equipment visible from a street shall be considered as landscape elements and all site furniture shall be in accordance with City Code.

Curb Cuts It is intended that curb cuts be minimized and designed in accordance with West Virginia Department of Highways and City of Fairmont specifications and approved by the Director of Public Works.

Off Street Parking No parking shall be permitted on any street, lawn, median strip, public walkway, swale, berm, or other unpaved area or at any place other than on the paved parking spaces provided for and described herein below. Each owner and tenant of the Zone shall be responsible for compliance with the foregoing by his employees and visitors. Off-street parking shall be provided by each owner and tenant for employees, customers, and visitors. The location, number, and size of parking spaces shall be in accordance with Article 1343 of this Code.

All off-street parking, access drives, and loading areas shall be paved and properly graded to assure proper drainage. Overnight parking of campers, mobile homes, boats, trailers, or motor homes is prohibited. If parking requirements increase as a result of the change in use or number of employees, additional off-street parking shall be provided as determined by the City Planner.

Loading, Service, and Outside Storage Each Lot devoted to development shall provide sufficient on-site loading facilities to accommodate site activities. All loading movement, including turnarounds, shall be made off of the public right-of-way. Loading docks shall be located and screened so as to minimize their visibility from any street or other right-of-way. Screening of service areas, loading docks, and so forth may consist of any approved combination on earth mounding, landscaping, walls, and/or fencing. All screened materials, supplies, and equipment shall be permitted to remain outside of any building. Tanks, motors, and special technological equipment will be permitted to remain outside of any building as long as they are screened from the street and surrounding property. Rubbish and garbage

facilities shall be screened so as not to be visible from any street or right-of-way. All screening shall meet the requirements as prescribed in Section 1341.19 of this Code.

Utility Connections All utility connections, including all gas docks, propane tanks, electrical, and telephone connections and installations of wires to buildings shall be designed and installed in accordance with the appropriate regulatory code.

Exterior and Interior Lighting:

Exterior lighting on all building sites shall be limited to signs and security and safety illumination of streets or roadways, parking lots, access drives and walks, building entrances, loading areas, and service areas and exterior lighting of overall building surfaces. No flashing, traveling, animated, or intermittent lighting shall be visible from the exterior of any building. Pole mounted exterior fixtures shall be limited to a maximum height of thirty (30) feet, unless approved by the Building Inspector.

Working through the four-point National Program, Main Street Fairmont's Design Committee focuses on improving Downtown Fairmont's image by enhancing its physical appearance, not just of buildings, but also of street lights, window displays, parking areas, signs, sidewalks, promotional materials and all other elements that convey a positive visual message within the context of historic preservation in Fairmont's Downtown Historic District and the Merchant Street shopping area.

Under Ordinance 1280 adopted by the Fairmont City Council in August of 2004 the Fairmont Historic Preservation Review Commission was created and granted design review authority over the Downtown Historic District in Fairmont. Provisions are included in the Ordinance that would allow the Commission to obtain design review authority over additional historic districts through a public hearing process overseen by the Fairmont Planning Commission and Fairmont City Council. The HPRC currently conducts design review in Downtown based upon a set of guidelines that are designed to help property owners formulate plans for the rehabilitation, preservation, and continued use of buildings in historic districts as required by City of Fairmont Ordinance. Adherence to the guidelines will result in the Commission issuing a Certificate of Appropriateness for the applicants' project.

The guidelines pertain to buildings of all occupancy and construction types, sizes, and materials. They apply to permanent and temporary construction on the exterior of historic buildings as well as new attached or adjacent construction. Generally, it is recommended that deteriorated material be repaired, or replaced with new material that duplicates the old as closely as possible. New material, which is inappropriate or was unavailable when the building was constructed, such as artificial brick siding, artificial cast stone or brick veneer, is discouraged. All buildings, structures, and sites should be recognized as products of their own time. Alterations that have no historical basis and which seek to create an earlier appearance are discouraged. Previous changes to a building, structure, or site and its environment may have acquired significance in their own right, and this significance should be recognized and respected. Additional guidelines for various construction and renovation activities include;

1. AWNINGS AND CANOPIES

Awnings cover the area between the sidewalk and building. They protect pedestrians and shelter display windows from sun, rain and snow. Awnings add depth to the building surface and embellish entrances. Awning locations should respect the storefront framework in order to maintain a visual connection with upper floors and reinforce the rhythm of the streetscape. When used in appropriate locations, awnings can be an effective investment -- as on south facing storefronts, over outdoor seating areas, and over entrances. North facing storefront locations, or as substitutes for signs, are not the most effective or economical use of awnings.

Even though awnings may appear temporary in nature, they can affect the overall image of the building. Proper maintenance and repair of awnings are important in conveying a positive visual image. While awnings that incorporate signs or graphics may be cost effective initially, long-term maintenance as information changes or as awnings fade is difficult, unattractive, or impossible.

Awnings must be installed and maintained in accordance with all city and state codes.

Unacceptable

Vinyl or plastic materials.

Concealing architectural details with continuous or oversized awnings.

Back lit or internally illuminated awnings.

Unusually shaped awnings or bullnose awnings that are not compatible with storefront design or existing architectural forms.

Acceptable

Canvas awnings. Simple awning shapes.

Awnings with open ends are preferred and are less susceptible to vandalism.

Both retractable and fixed type awnings are acceptable. If vandalism is a concern, the retractable type may be preferred.

Under-awning lights which illuminate the sidewalk and storefront. (This type is different from back-lit awnings, which are not acceptable.)

On multi-storefront buildings, separate awnings should be located within each storefront opening so that the building frame and details are revealed.

Awnings on a single building should be consistent in size, profile, and location whether they are for the same business or not.

Creative awning shapes must be carefully designed and coordinated with the overall appearance of the building.

Minimal signage on awnings, located primarily on the valance.

2. CONSTRUCTION OF NEW BUILDINGS, ADDITIONS, OR DECKS

Contemporary design for alterations and additions, including decks, to existing properties will not be discouraged when such alterations and additions do not destroy significant historic, architectural or cultural materials, and the design is compatible with the size, scale, color,

material, and character of the property, neighborhood and environment.

Wherever possible, new additions or alterations to structures should be done in such a manner that if such additions or alterations were removed in the future, the essential form and character of the historic structure would be unimpaired.

New additions and adjacent reconstruction should be compatible in scale, building materials and texture. New additions should complement the style of the historic structure, but should also appear as products of their own age. A void imitating an earlier style of architecture in new additions that have a completely contemporary function. New additions should not imitate architectural styles which predate that of the historic structure.

3. PORCHES, HANDRAILS, AND STEPS

Porches and steps which are appropriate to the building and its development should be retained. Porches, handrails, or steps reflecting later architectural styles are often important to the building's historical integrity and, wherever possible, should be retained.

The original material and architectural features of porches and steps, such as hand rails, balusters, columns, brackets, and roof decoration of wood, iron, cast iron, terra cotta, tile, should be retained wherever possible. If these materials must be replaced, the new materials should match the old as closely as possible.

4. DEMOLITIONS

Demolitions forever destroy historic structures and effect changes to historic districts that can never be undone. Demolitions will only be approved when dire structural deterioration or financial burden can be clearly demonstrated.

5. DOORS AND WINDOWS

Existing window and door openings including window sash, glass, lintels, sills, frames, molding, shutters, doors, steps, and all hardware should be retained and repaired wherever possible. Introducing new window or door openings into the principal elevations, or altering window or door openings to fit new stock window sash or new stock door sizes is discouraged. Such changes destroy the scale and proportion of the building.

If new sash and doors must be used they should duplicate the material, design and hardware of the older existing ones. Inappropriate new window or door features are discouraged. These include Plexiglas, aluminum storm and screen window insulating glass combinations that require the removal of original window and doors or the modification of the original size. Storm windows and doors may be installed if they are visually unobtrusive, do not damage existing frames, and can be removed in the future. Storm windows should match the trim color. Mill finished aluminum and vinyl frames can be painted. Stark white aluminum will be discouraged because the finish is an intense artificial color that does not become dull with age, For buildings

with white trim, or white frame houses, some manufacturers produce an off-white which is more acceptable.

6. EXTERNAL UTILITIES & SERVICE CONNECTIONS

Necessary mechanical services should be installed in areas and spaces that will require the least possible alteration and damage to the exterior structural condition and physical appearance of the building.

Exterior electrical and telephone cables should be installed in places where they will be visually unobtrusive.

Television antennae and mechanical equipment such as, air conditioners and solar panels should be placed in as inconspicuous a location as possible. The installation of such equipment should not affect the principal elevation.

7. FENCES AND WALLS

Walls and fences are important elements of design and character of a structure and district. The Review Commission must approve changes to existing elements or designs for new ones. Removal or replacement by inappropriate design or material is discouraged. Privacy fences of appropriate material are acceptable, but chain link fences are discouraged.

8. FIRE ESCAPES

Fire escapes should be added in a manner which does not alter existing exits or other important architectural features and spaces. To the degree possible, fire escapes should be erected where they will not be visible from a main street. Fire escapes must comply with all city and state codes. The review Commission will cooperate in the investigation of alternative life safety measures which preserve the character and architectural integrity of the building.

D. BASIC ISSUES

As noted in the previous section, there currently are some programs and policies that do address design elements in relation to new construction and renovation, but they do so in a basic manner and only in certain areas or under certain conditions. The overall objective of this comprehensive planning process has been based on creating a guiding document that will allow the City of Fairmont to achieve economic vitality, community stability, and environmental health that leads to the sustainability of the community. While this does not end all of the social and economic problems of the City and its residents, sustainability certainly cannot be advanced without a coherent and supportive physical framework being created for the community. To achieve this, the community must consider how low-density residential development threatens open space, raises public service costs, encourages people and wealth to leave city centers, creates traffic congestion, and degrades the environment and our quality of life and take action by developing solutions for curbing sprawl, preserving open space and redeveloping the

downtowns and traditional neighborhoods of the community. All of these issues begin with the design of the community.

An opportunity has been created with the adoption of the WV State Planning Enabling Legislation in 2004 for communities to move from traditional regulatory zoning to provide for innovative land uses and management techniques, including the establishment of Design Standards. Inclusion of design standards in Fairmont would allow for a shift to occur in the conventional development patterns of the City that focused solely on the permitted uses within the districts and less on the design of the uses. These standards would address areas such as; building location, heights, scale and style; parking, its screening and lighting; signage; and landscaping in ways that integrate the community and provide a sense of character and place.

E. RECOMMENDATIONS

Short Range (2005-2008)

- A. The City of Fairmont should develop and implement as part of a new Zoning Ordinance quality Design Standards that are applied to all zoning districts.

Medium Range (2008-2011)

- A. The City of Fairmont should review the impact of Design Standards on the development patterns in the City and evaluate the continued use of this technique.

Long Range (2011-2015)

- A. Continue review and evaluation of the Design Standards land use management technique.

Chapter 12

Preferred Development Areas

A. OVERVIEW

Establishing preferred development areas allows municipalities to address the problems arising from poorly planned or negative historical growth patterns. Preferred development areas are where incentives may be used to encourage more efficient well-designed development either through infill or redevelopment. Establishing more suitable growth areas that are proximal to existing infrastructure and community facilities prevents sprawl. The preferred development areas are able to tie into existing roads, water and sewer infrastructure and are located near schools, churches and governmental services. Development patterns that provide for a mix of uses within a general area allow people to walk or even bike to and from their homes for work, shopping, recreation and entertainment. Preferred development areas are also places that best integrate the use of open space and natural areas during development.

An important distinction to make at this point is that preferred development areas are not boundaries where the only growth within the municipality can occur. Development is not restricted outside of the preferred area and allowed to run wild within the preferred area. Instead the concept seeks to identify the areas of the municipality that at the time has distinct advantages to being developed over other areas of the community, i.e. proximity to major roadways, water and sewer services, critical mass. The concept is not utilized to create an exclusive area, merely communities implement it, as a means of showing where development should be encouraged and through changing circumstances other areas may emerge as additional preferred development areas.

B. GOALS AND ACTIONS

The goal and actions of this chapter of the Comprehensive Plan are designed to provide guidance and direction for identifying areas most suitable for future development.

Goal:

The City of Fairmont should implement the practice of establishing Preferred Development Areas to encourage efficient and coordinated well-designed development within the community.

Actions:

- Provide a rational pattern for future land development
- Support planned concentration of mixed uses
- Encourage economical infrastructure expansion
- Provide efficient transportation opportunities
- Coordinate infrastructure improvements with private sector development

C. EXISTING CONDITIONS

As discussed in other sections of this Comprehensive Plan, the City of Fairmont was for all intensive purposes “built out” by the 1960’s. The City features included a bustling downtown, densely populated neighborhoods and strong industrial centers. A zoning ordinance was established in the 1959 that regulated development and with some modification through the years, is still the document that guides the growth and development of the City today.

Over time Fairmont has seen buildings become vacant and deteriorate as jobs were lost and the economy shifted from sole dependence on the traditional mainstays of mining and manufacturing as the service and high tech markets emerged. This shift has brought some development to Fairmont, most notably in the creation of the I-79 Technology Park. Over \$5 million dollars in public and private money was spent to renovate the former G.C. Murphy Building in downtown Fairmont in the late 90’s bring the first real Class “A” office space to downtown. Jobs have been created as a result of the new markets, but additional development has been slow. For the residential market, a recently completed housing analysis revealed that only 28% of the existing housing stock in Fairmont has been built since 1960.

With a lack of available land for development, the City’s future development trends will be grounded in redevelopment of current sites and through infill. The growth of the region and the pace of development to the North and South of Fairmont make Fairmont the next logical development area in the corridor. The continuation of improvements and expansion of the City’s infrastructure system, including new planned roadways and upgrades to community facilities such as the new Public Safety Building and Downtown Parking Garage will ripen the environment for future development. The City of Fairmont’s challenge is to promote the environment that is being created for development and to establish policies and procedures that will encourage and attract developers to the community.

D. BASIC ISSUES

As stated above, the Zoning Ordinance that was created in 1959 is regulating the City of Fairmont’s growth and development. Numerous plans and studies have been completed and approved that envision new growth and development for the community, yet there has not been wholesale changes to the document that City officials and developers must abide by when it comes to putting the plan recommendations into action. With changes to the State enabling legislation for planning, the City of Fairmont needs to implement a new approach to their current Zoning Ordinance that will encourage more efficient and coordinated growth for the City and establishes such elements as design and performance standards, planned unit development and the concept discussed in this chapter, Preferred Development Areas. These concepts provide the City of Fairmont with a new set of economic development tools for future growth and development.

The Preferred Development Areas for the City should be established as overlay districts on the Zoning Map that identify areas with advantageous conditions existing for development to occur within. The City of Fairmont should take the lead in establishing the PDA’s with the designation being based on the following set of Growth Principles:

- Parcels of vacant or underutilized land, which may be readily assembled into areas of sufficient size so as to accommodate a mix of uses.
- Areas that are strategically located in proximity to existing infrastructure.

Preferred Development Areas

- Areas that offer opportunities for more economical and cost-effective expansion of infrastructure due to the logical progression of infrastructure.
- Areas that offer opportunities for higher intensity development based on proximity to transportation and utility infrastructure.
- Areas where development can be integrated with open space, providing for community amenities such as parks and recreational facilities.
- Areas where there is a strategic reason for development to be encouraged.

E. RECOMMENDATIONS

1. Short Range (2005-2008)

- a. The City of Fairmont should establish a new Zoning Ordinance that implements the concept of Preferred Development Areas.
- b. The City of Fairmont and the Fairmont Planning Commission should designate Preferred Development Areas based on the Growth Principles.
- c. Incentives for developers should be created as part of the PDA's.

2. Medium Range (2008-2011)

- a. Review the success of the PDA's to date and implement any necessary changes.
- b. Analyzing the land use patterns of the community along with the infrastructure improvements and expansions and designate any additional PDA's.

3. Long Range (2011-2015)

- a. Continue infrastructure expansion and improvement projects.
- b. Continue to improve and replace community facilities.
- c. Review the success of the PDA's established to date and implement any necessary changes.
- d. Analyzing the land use patterns of the community along with the infrastructure improvements and expansions and designate any additional PDA's.

Chapter 13

Renewal/Redevelopment

A. OVERVIEW

In large part, most cities were “built out” by the 1960’s, that is to say that most of the large tracts of land had already been developed and the boundaries of the city were fixed, leaving only the vacant land on the edge of the city for future development. As land development was pushed outward and “fringe” areas were developed as discussed in the Annexation Chapter of this Comprehensive Plan, declining, depopulated, poor and deteriorated center cities emerged.

The future of most cities, including Fairmont’s is dependant on continued and increased investment in its physical redevelopment. For if investment is not made to maintain, improve, or rebuild the city and investment is withheld, physical deterioration and economic obsolescence will accelerate.

Cities today face serious social, economic, and physical problems. The list of urban problems is well known. After sustained population and boundary growth the availability of land within the city was dwindling and the transportation revolution turned vacant farmland into prime development land. Post-World War II economic and demographic expansion fueled the demand for housing. A nation of urban renters would quickly become a nation of suburban homeowners.

The densely developed working-class cottages of the central city were the legacy of massive immigrations from Europe and from America’s farms. They represented the old life of struggle and sacrifice. The suburbs represented the new life of economic security, progress, leisure, and consumption.

The erosion of the city’s primary strength--industry, soon accompanied loss of population and trade. Changes in technology and the emergence of a world economy weakened the competitive position of the city’s industrial infrastructure and its unionized labor force.

Depleted of its resources, disadvantaged by aged and obsolete infrastructure, strapped with an increasingly dependent population, the central city faces an unprecedented crisis. Reinvestment and redevelopment are essential. Hotels, offices, and commercial buildings are seen as evidence of a city’s economic vitality. Nonetheless, the city is mainly a place of residence. Hence a city’s demographic vitality is part and parcel of its economic vitality. Population is the base. Unless cities maintain or replenish their populations, housing, retail, commercial, industrial and entertainment markets decline, and tax base erodes.

The City of Fairmont’s physical decline can be traced back to a point in time during the late 1970’s through the mid 80’s when economically the city lost a great deal of the mining and manufacturing employment base. The loss of revenue from theses economic engines combined with a loss in jobs started a depopulation of the city. The city continued to lose population with the development of “fringe” areas as new residential subdivisions were created. The end of Federal Revenue Sharing and the development of the Middletown Mall outside of the corporate limits of Fairmont added to the City’s lack of investment power as streets went unpaved, infrastructure aged, businesses moved out of the city to fringe areas and private investment followed.

This Chapter will examine the issues surrounding the renewal, redevelopment and revitalization of the City of Fairmont taking a look at the history of the city marking its decline, the need for



renewal/redevelopment strategies and finally an examination of some of the strategies that have been put in place to foster renewal and redevelopment in the City of Fairmont.

B. GOALS AND ACTIONS

The goals and actions of this chapter of the Comprehensive Plan have been developed to promote the renewal/redevelopment of the City of Fairmont; its economy, markets and population.

Goal:

The City of Fairmont should undertake renewal/redevelopment strategies that reverse the declining economic and social characteristics of the city by strengthening the housing, retail, commercial, industrial and entertainment markets

Actions:

- Implement current strategies aimed at strengthening the markets of Fairmont.
- Continue support of the non-profit partners performing renewal/redevelopment work in the community.
- Encourage private investment in the renewal/redevelopment process.
- Develop sound renewal/redevelopment strategies rooted in economics.

C. EXISTING CONDITIONS

Fairmont once enjoyed a thriving downtown anchored by a strong retail base and surrounded by densely populated neighborhoods. The commercial and industrial base of the city was strong on the east and west sides of the Monongahela River as the river itself and other key infrastructure provided the means for the exchange and production of goods and services. The downturn of the industries and the period of decline mention in previous sections of this chapter led to the realizations that unless the city underwent economic revitalization, its future would remain stagnate. Political and civic leadership along with the general citizenry recognized the need for renewal and redevelopment to occur if the community was going to compete with its sister cities to the north and south. For Fairmont, the creation of a high technology employment sector is often pointed to as the beginning of Fairmont's redevelopment. The redevelopment of Fairmont's economy triggered exploration of other areas for renewal. Infrastructure was once the key to the city's prosperity and leaders once again looked at ways of improving and renewing its key infrastructure components. Chief among the infrastructure components in the city was the Jefferson Street/High Level Bridge. Closed to traffic for several years, political and civic leaders joined with citizens in a fight to fund the restoration of this magnificent structure. The restoration of the Jefferson Street/High Level Bridge (recently renamed the Robert H. Mollohan/Jefferson Street Bridge), signified the first great infrastructure reinvestment in the community in many, many years and formed the first strategy of the City of Fairmont in its efforts to redevelop the City; investment in infrastructure. This single act of renewal served as a catalyst for other efforts including the investment in new streetscape, water and sewer improvement projects, new roadways and parking garages. Although not all measures are complete and not all have been represented in this section, there has conservatively been or will be over \$130 million dollars in public reinvestment in infrastructure components in Fairmont within a ten year time frame.

Renewal/Redevelopment

For renewal and redevelopment to succeed however, all investment cannot come from the public sector. That is why it is paramount that the efforts of private sector investors increase in the redevelopment efforts of Fairmont. Within the last ten years, the redevelopment of the former G.C. Murphy building on Adams Street has been the single greatest investment of private capital in Fairmont. Over 3.5 million dollars of private financing was used in a 5.5 million dollar public private partnership that transformed the vacant dilapidated store into 56,000 square feet of class A office space.

In order to ensure that public investments were coordinated to be both the most effective and provide the best environment for private sector investment, City leaders determined that a formal plan needed to be developed that would provide the framework for the continuing revitalization effort.

A two-year planning process was undertaken with a focus on the economic and market issues of the City. In depth analysis was performed on the downtown's retail, office and housing markets, in the context of its current conditions and future potential. The research and analysis provided targeted information to give the City of Fairmont the greatest opportunity for sustainability and economic success. The Downtown Revitalization Plan developed by Thomas Point Associates of Annapolis, MD, creates a vibrant and diverse atmosphere where housing, retail, office, entertainment, recreational and cultural uses co-exist. The Plan proposes \$50 million in development and redevelopment projects that include new housing, restaurants and retail space. Another \$30 million will be spent on public infrastructure improvements including a pedestrian bridge, marina and parking garages.

A key component of the Downtown Revitalization Plan is the Riverfront Master Plan. Encompassing approximately 50 acres on the east side of Fairmont along the Monongahela River, the plan seeks to turn vacant and underutilized industrial property into an area of regional attraction. The Riverfront Master Plan features a private, gated housing community, a marina and amphitheater. Over fifty thousand square feet of retail space has been programmed into an area that also includes hotel sites, public green space and a science and nature center where the technologies of today and the future will entertain and educate the minds of tomorrow. The Fairmont Riverfront Master Plan, developed by Terradon Corporation of Nitro, WV has received design awards from the American Society of Landscape Architects and the West Virginia Society of Consulting Engineers.

The Fairmont Renaissance Corporation was established to be the lead organization in the implementation of the Downtown Revitalization Plan and corresponding Riverfront Master Plan. It is envisioned that FRC will be responsible for packaging real estate and infrastructure projects, soliciting interested developers along with structuring financing plans necessary to accomplish the projects recommended in the Plans.

The City of Fairmont has had many partners join in the mission of revitalizing Fairmont over the years. Their hard work and dedication to the cause has helped bring about positive changes and made the redevelopment constraints much easier to overcome.

The Fairmont Community Development Partnership is currently undertaking a comprehensive plan to assist in the construction and rehabilitation of housing units in the area surrounding the Downtown Central Business District as part of their overall mission of in community and neighborhood revitalization, while the Vandalia Heritage Foundation provides the historic preservation experience essential to authenticate and preserve the culture, appearance and stability of older and historic structures



in Fairmont. And Main Street Fairmont continues to promote economic development within the context of historic preservation throughout the Central Business District.

Coinciding with this work, is the redevelopment project at the former Sharon Steel site also known as the Fairmont Coke Works Site. Located on a approximately 100 acres of land in the eastern portion of the city, the Fairmont Coke Works Site has undergone significant environmental remediation under the US Environmental Protection Agency's Project XL. Project XL was created by EPA to test innovative environmental management strategies and, through this process, foster excellence and leadership in environmental protection. Following one year of developing this pilot project, EPA approved ExxonMobil's proposal and this site became the first Superfund site in the country to be approved under Project XL. The City of Fairmont through the Real Property Management Committee has contracted a consulting team comprised of Terradon Corporation, Genseler, Tripp-Umbach and Omni Associates to develop a comprehensive master plan for the sites redevelopment.

Fairmont has completed an economic transformation by shifting its dependency from traditional industries to those of the high technology revolution, while continuing to support traditional manufacturing and mining jobs. A strategy for investing in infrastructure is in place that is sound and provides the network essential for population and market growth.

D. BASIC ISSUES

As Fairmont pushes forward with its plans for revitalizing the City, it does so armed with a series of plans and initiatives that have led to what officials hope to be the final push for substantive redevelopment with the formation of an Urban Renewal Authority. A prime recommendation of the Downtown Revitalization Plan, the URA was formed by the City of Fairmont in May of 2004. Since this time the organization has worked diligently to develop boundaries for area where a renewal plan will be developed. Guided by the principals of urban renewal law and the social ethics surrounding the topic, the Fairmont Urban Renewal Authority seeks to address economic obsolescence, address areas of slum and blight and created a plan that will clearly define the role of both the public and private sector in order to attract significant new investment and development opportunities.

E. RECOMMENDATIONS

1. Short Range (2005-2008)

- a. Continue to support the efforts of the Fairmont Community Development Partnership in the Maple/Ogden Gateway Project.
- b. Implement the recommendations of the Downtown Revitalization Plan.
- c. Implement the Fairmont Riverfront Master Plan.
- d. Continue to fund capital improvements to the City's infrastructure system.
- e. Support the efforts of the City of Fairmont Urban Renewal Authority.
- f. Support the efforts of Main Street Fairmont.
- g. Develop and begin implementation of the first Urban Renewal Plan for the city.
- h. Complete the conceptual Master Plan for the redevelopment of the Fairmont Coke Works Site.
- i. Define at least one additional Urban Renewal Area in the city.
- j. Complete the Beltline Redevelopment Plan.

- k. Evaluate and consider current land use and develop incentives for redevelopment projects.
- 2. Medium Range (2008-2011)**
- a. Continue to support the efforts of the Fairmont Community Development Partnership in the Maple/Ogden Gateway Project.
 - b. Continue to implement the recommendations of the Downtown Revitalization Plan.
 - c. Continue to implement the Fairmont Riverfront Master Plan.
 - d. Continue to fund capital improvements to the City's infrastructure system.
 - e. Continue to implement the recommendations of the first Urban Renewal Plan.
 - f. Develop an Urban Renewal Plan for the second Urban Renewal Area.
 - g. Create a Master Development Plan for the Fairmont Coke Works Site.
 - h. Implement recommendations in the Beltline Redevelopment Plan.
- 3. Long Range (2011-2015)**
- a. Continue to support the efforts of the Fairmont Community Development Partnership in the Maple/Ogden Gateway Project.
 - b. Continue to implement the recommendations of the Downtown Revitalization Plan.
 - c. Continue to implement the Fairmont Riverfront Master Plan.
 - d. Continue to fund capital improvements to the City's infrastructure system.
 - e. Continue to implement the recommendations of the first Urban Renewal Plan.
 - f. Begin implementation of recommendations for the second Urban Renewal Plan
 - g. Implement Master Development Plan for the Fairmont Coke Works Site.
 - h. Examine other areas that could be consider for urban renewal.
 - i. Continue to implement recommendations in the Beltline Redevelopment Plan.

Chapter 14

Financing

A. OVERVIEW

The methods available to West Virginia municipalities for developing funding strategies to implement improvements in their communities have long been viewed as an impediment to growth and development. In general, most municipal governments do not generate enough revenue to undertake more than just the day-to-day operations of the municipality. Receipts from Ad Valorem and Business and Occupation Taxes comprise the bulk of most municipal general fund revenue, with the balance coming from licenses, charges and fees collected in exchange for services being provided.

The focus of this chapter of the Comprehensive Plan will not be the analysis of the funding sources available to municipalities nor will this chapter address the inadequacies of the system. These issues were examined as part of the West Virginia Public Finance Program in a report prepared by the Bureau of Business and Economic Research at West Virginia University in August of 2003 and has been included as an Appendix to this chapter for reference.

The objective of this chapter is to provide financial strategies for the short and long-term recommendations of this Comprehensive Plan in respect to the responsibilities of the City as outlined in the accompanying chapters of this document. For our purposes here, only the recommendations that are capital improvements will be discussed. Responsibilities of the City of Fairmont in other areas such as the generation of information to the public to broaden their knowledge, the collaboration with partners to implement recommendations and the undertaking of additional studies and assessments is viewed as programmatic recommendations and not projected to impact the fiscal resources of the City of Fairmont. The examination of capital improvements will include those non-recurring expenditures or any expenditure for physical improvements, including costs for: acquisition of existing buildings, land, or interests in land; construction of new buildings or other structures, including additions and major alterations; construction of streets and highways or utility lines; acquisition of fixed equipment; or landscaping.

B. GOALS AND ACTIONS

The goal and actions developed for this section of the Comprehensive Plan were developed recognizing that West Virginia municipalities are statutorily limited in their ability to generate revenue to implement capital improvements.

Goal:

Develop sound financial strategies for the implementation of capital improvements recommended in the Comprehensive Plan.



Actions:

- Develop an annual capital improvements plan addressing recommendations in the Comprehensive Plan.
- Identify the current method by which capital improvements are funded.
- Analyze the existing financial strategy for implementing capital improvement projects.
- Examine alternative methods for funding capital improvement projects.
- Determine role of partners and the private sector in capital improvement projects.

C. EXISTING CONDITIONS

Section 5.05 of the City of Fairmont Charter requires that the City Manager as part of the annual budget process, prepare a five-year Capital Improvement Plan for the City, which lists all capital improvements that are proposed for the five fiscal years ensuing. The Plan includes cost estimates for the improvements along with a method of finance and the recommended time schedule for each improvement as well as gives an annual cost for the operation and maintenance of any facilities that are to be constructed or acquired. The City of Fairmont currently funds all capital improvement expenditures through funds received from construction B&O Taxes. The philosophy of the City administration has been that this is one time money that the City is receiving and therefore should be utilized in manner that provides the greatest return to the City and its residents. This belief has become a cornerstone for the City's strategy of providing a continual investment in critical infrastructure so more opportunities are created for private investment, growth and development.

Providing this continual investment does not come easily even with an identified revenue stream. As with most programs discussed in this document, the need for capital improvements outweighs the current revenue being generated. An example of this is being seen in the FY '05-'06 Capital Improvement Plan. The requested capital improvement projects and needs for general fund departments of the City are approximately \$1.4 million in the first year of the plan, while the revenue from construction B&O in that time period is estimated to be only \$980,000. The shortfall forces decisions to be made to either cut some projects from the CIP or to move them to other years. While it may seem easy suggest eliminating certain projects or needs, it is important to point out that the plan is developed with City Department Head input from those who know the infrastructure and capital improvement needs of the City best. The improvements that they have requested are projects and items that they require to perform their jobs and make the community a better place for our residents, businesses and visitors. Their needs equate to their sustainability and each department's sustainability leads to the betterment of the community. Moving the project or need to another year in the CIP (prioritizing) in some cases merely prolongs the problem and creates negative effects for our residents. The perfect example of this is in the area of storm water management. Each time that the City is forced to eliminate or prioritize storm water management projects there is an area of the City of Fairmont that will continue to face hazardous conditions during wet weather events. This discussion is not meant to suggest that

by funding and implementing all of the desired capital improvement projects that all of the needs of the City and its residents will be alleviated. It is clear however, that when forced to eliminate or delay capital improvement projects the City is only weakening its position of creating development and growth opportunities for the future.

D. BASIC ISSUES

The City of Fairmont has made a commitment to the strategy of investing in infrastructure and capital elements in order to create development and growth within the corporate limits. This becomes increasingly difficult each year when the list of capital projects and needs increases at a larger rate than the revenue does. Additional or supplemental funding streams for the capital improvement plan elements need to be identified so that the strategy of the City can be implemented to its fullest potential.

One method recently explored by the City of Fairmont was the enactment of an excess levy that if approved by the voters of the City would have placed an additional levy rate on each class of property in the corporate limits and generated funding to be used for the implementation of capital improvement projects. The proposed measure appeared before the voters in the November 2004 election and received a 57% approval, but by state law require a 60% approval for passage. City officials could choose to run the excess levy again either during a special election or during the next election cycle, which would occur in 2006. While this measure was not successful for the City of Fairmont, other municipalities have been successful in passing excess levies for capital improvement projects in North Central West Virginia and the Eastern Panhandle of the state.

An alternative method being used by communities such as Huntington, Weirton and Charleston is the enactment of a City Service Fee. Under this proposal an Ordinance is passed by the governing body of the municipality that requires all persons working inside of the corporate limits of the municipality to pay a weekly service fee to the municipality. The fee is set by each implementing community and can then be used for operating expenses of the municipality or for capital improvement projects.

While impact fees are not an option for municipalities in West Virginia, the enactment of Volunteer Proffering is in option for some communities. Authorized under Chapter 8, Article 24 of the West Virginia Code, a proffer is a written offer by a landowner to the Planning Commission whereby the landowner offers to voluntarily undertake a capital improvement project from a list of predetermined projects presented to them by the Planning Commission. While the use of proffers is not contingent upon growth in a community, the City of Ranson is the only municipality in the state that has enacted this procedure as part of its Subdivision Ordinance.

Additionally, some municipalities are looking to the recently enacted Tax Increment Financing legislation as a means of having their capital improvement projects funded, when they coincide with a development project. Under the scenario of Tax Increment Financing, a community that has been plagued by an aging antiquated storm sewer line that is located within a Tax Increment Finance District where a development project is being undertaken would utilize the increment of tax dollars being realized by the project and replace the entire

storm line not just the portion servicing the new development, so long as the entire line was still within the District.

While much has been said and written about the methods available to municipalities for financing capital improvement projects in West Virginia, it is clear that there currently are options. Some may not be favorable or advantageous to all municipalities, but they do provide alternatives that should be explored. The City of Fairmont needs to explore all possible means of increasing funding availability for capital improvement projects and avoid the yearly decisions of determining which projects should be eliminated and which should be delayed. The successful implementation of capital improvement projects for Fairmont along with the programmatic recommendations outlined in this document are key to this community in achieving sustainability.

E. RECOMMENDATIONS

1. Short Range (2005-2008)

- A. Continue to develop a Capital Improvement Plan for the City of Fairmont on a five-year basis.
- B. Continue to fund the capital improvement expenditures of the City of Fairmont from the Construction B&O Taxes.
- C. Identify and implement an additional revenue stream for funding capital improvements in the City of Fairmont.
- D. Encourage capital improvements to be part of all development projects through future Subdivision and Land Development Ordinances.
- E. Create a program to provide incentives to developers who include capital improvement projects for the entire community's benefit in their development project.
- F. Establish the practice of Volunteer Proffering in future Subdivision and Land Development Ordinances.

2. Medium Range (2008-2011)

- A. Continue to develop a Capital Improvement Plan for the City of Fairmont on a five-year basis.
- B. Continue to fund the capital improvement expenditures of the City of Fairmont from the Construction B&O Taxes.
- C. Continue supplemental revenue stream for funding capital improvements in the City of Fairmont.
- D. Continue support of capital improvement project requirements in the Subdivision and Land Development Ordinances.
- E. Continue the Developer's Capital Improvement Incentive Program.
- F. Evaluate the success of the Volunteer Proffering component of the Subdivision and Land Development Ordinance.

3. Long Range (2011-2015)

- A. Continue to develop a Capital Improvement Plan for the City of Fairmont on a five-year basis.
- B. Continue to fund the capital improvement expenditures of the City of Fairmont from the Construction B&O Taxes.
- C. Continue supplemental revenue stream for funding capital improvements in the City of Fairmont.
- D. Continue support of capital improvement project requirements in the Subdivision and Land Development Ordinances.
- E. Continue the Developer's Capital Improvement Incentive Program.
- F. Evaluate the success of the Volunteer Proffering component of the Subdivision and Land Development Ordinance.

Chapter 15

Historic Preservation

A. OVERVIEW

Fairmont was founded in 1819 as Middletown, Virginia on the farm of Boaz Fleming and town lots were laid out in a grid pattern. From the simple beginnings of a basic land use planning method known as lot line planning, the City of Fairmont experienced tremendous growth through the development of the B&O Railroad, the boom of the manufacturing and mineral extraction industries and the advancement of the transportation and infrastructure systems. This period in time has given the City a rich history in the form of places, persons, residences, buildings and bridges. History is kept alive through education and preservation. A number of programs and organizations exist to help individuals and groups temporarily or permanently protect historical assets that are considered significant. The past is a building block for the future, and, if a plan is to be comprehensive, it must realize the significance of the past as a key element in planning for the future.

The Historic Preservation element of Fairmont's Comprehensive Plan recognizes that continued historic and cultural resource preservation, through sensitive land planning and other administrative means, is essential to the future historical and cultural well-being of the City.

B. GOALS AND ACTIONS

The goal and actions pertaining to Historic Preservation have been developed to enhance the quality of life through the preservation of resources that are significant for their architectural, archaeological, economic, educational, social and cultural values.

Goal:

Enhance & protect Fairmont's position as a Historic and Cultural destination for visitors and residents.

Actions:

- Respect historic values and preserve historic sites and buildings that represent period architecture or history in Fairmont.
- Establish historic districts in areas that can benefit from the special recognition and protection offered by quality design principles.
- Promote the practice of adaptive reuse for historic properties through the use of financial and regulatory incentives.
- Build upon existing architectural features to develop quality design principles to enhance the community's quality of life.

C. EXISTING CONDITIONS

1. Historic Properties and Districts

a. Within the City of Fairmont there are two historic districts and several individual properties listed on the National Register of Historic Places. These include:

- The Downtown Historic District
- The Fleming/Watson Historic District
- The Woodlawn Cemetery Historic District
- Fairmont Senior High School
- The Marion County Courthouse and Sheriff's Residence
- Thomas W. Fleming House
- High Gate
- Shaw House
- Robert H. Mollohan/Jefferson Street Bridge
- Masonic Temple
- Fairmont Normal School Administration Building/Kennedy Barn
- Jacob Hutchinson Block

2. Significant Properties Not Currently Listed

a. The following areas need to be surveyed and evaluated:

- Locust Avenue
- Fairmont Farms/Watson Family Farms
- Palatine
- Pennsylvania Avenue/Bellview
- Coal Run Hollow
- Meredith Tunnel
- Fairmont Beltline

D. BASIC ISSUES

1. Preservation Activities (Public and Private)

a. The Fairmont Historic Landmarks Commission was established in 1989 and have been involved implementing and/or planning to implement the following activities:

- They have created a new brochure of the downtown historic district with a district map and a brief history of Fairmont. Buildings within the district are designated as contributing or noncontributing structures.

Historic Preservation

- The Commission, Main Street Fairmont and the City of Fairmont joined together to install new street signs to show the boundaries of the Downtown Historic District along with interstate signage identifying the presence of the Downtown Historic District.
 - The Commission spearheaded the creation of the Historic Preservation Review Commission in order to establish design review authority within the Downtown Historic District. The HPRC is currently working towards obtaining design review authority within the Fleming/Watson Historic District.
 - The Commission is currently working to provide signage to designate historic sites within the City of Fairmont.
- b. The restoration of the Jefferson Street/ High Level Bridge (now named the Robert H. Mollohan/Jefferson Street Bridge) provides the centerpiece for historic preservation in the downtown area.
- c. The High Gate Carriage House serves as a local preservation success story through the rehabilitation work by the Friends of High Gate using a combination of funding from the National Trust and local banks along with major local fund-raising activities the first floor and exterior were restored, and in the 1990s High Gate Carriage House became a multi-purpose facility housing regional cultural and historical exhibits, educational classes, workshops for adults and children, in addition to providing a new local venue—and one of the few historic properties available—for conference, business and social use. In 2002, the Vandalia Heritage Foundation partnered with Friends of High Gate, to ensure continued preservation and restoration of the Carriage House and Gardens. Vandalia Heritage Foundation will enhance use of the Carriage House and Gardens and facilitate restoration of the second floor of the building, to be utilized for office space. With the completion of the second-floor restoration, Vandalia is truly able to “Keep the Gates Open,” preserving a significant National Historic Landmark in West Virginia’s history, and an important moment in the local history of Fairmont.
- d. Main Street Fairmont continues to promote historic preservation within their boundary area, which includes the entire Downtown Historic District. The organization works closely with the West Virginia Main Street Office and the National Trust to promote historic preservation in various activities including:
- A sign & façade grant program;
 - A loan pool for property owners and businesses. Funds can be used for exterior facade and interior rehabilitations along with acquisition and fixtures or equipment;
 - Raised funds and implemented decorative historic lighting;
 - Coordinating streetscape improvements of trees and planters; and
 - Create various public awareness and public education activities and promotions in regard to downtown.

- e. Driven by the mission of “economic revitalization through historic preservation” the Vandalia Heritage Foundation is working to build a strong foundation for North Central West Virginia’s future. Since its inception in 1998, Vandalia has developed an accomplished portfolio – serving as key partner on over fifty projects and programs. In 2002 the Vandalia Heritage Foundation hosted the renowned International Preservation Trades Conference in Fairmont and are the owners of the grand Hutchinson House on Benoni Avenue.

2. Effectiveness

All of the above programs have a positive impact on historic preservation activities in the City. These programs and organizations must continue to strive towards acceptance in the community of historic preservation to increase their effectiveness.

3. Potential Threats to Preservation

Historic preservation in Fairmont remains a challenging activity because it is generally not perceived as being economically feasible. There is a lack of interest and or understanding by the general public and a corresponding lack of information about preservation. Economic factors include a lack of funding sources for rehabilitation and a somewhat depressed economy which results in general lack of maintenance leading to deteriorated properties. In a related area, many poorly maintained properties are owned by absentee landlords and many are rental properties whose occupants are students, which are not motivated to assist in maintaining the properties.

4. Opportunities for Preservation

- a. The tremendous resources of the City provide a great opportunity for preservation in Fairmont. These opportunities include:
 - heritage tourism;
 - downtown revitalization;
 - neighborhood conservation; and
 - housing for the elderly and young professional
- b. The factors which contribute to these opportunities are as follows:
 - potential for regional growth;
 - low crime rates;
 - good community values;
 - reasonable prices for buildings;
 - local employee base in downtown; and
 - new funding methods for projects, such historic tax credits;
 - quality infrastructure system.

E. RECOMMENDATIONS

1. Short Range

- a. Involve the public in preservation. The public can be involved in developing preservation goals by:
 - participating in this comprehensive plan update;
 - participating in the Main Street program;
 - participating in upcoming neighborhood revitalization programs ;
 - volunteering to serve on the Historic Landmarks Commission or Historic Preservation Review Commission;
 - visiting the Vandalia Heritage Foundation’s Preservation Resource Library; and
 - seeing visible results of preservation in general.
- b. Integrate preservation into other aspects of planning and regulation.
 - Preservation will be more integrated in the future in planning since it now has an element in this comprehensive plan.
 - The Historic Preservation Review Commission is working with City Council to strengthen the local historic preservation ordinance regarding design review.
 - Introduce levels of design review, design standards and performance measures to the community through the zoning and or land development ordinance.
 - Main Street Fairmont is emphasizing the strong role that historic preservation will have in the revitalization of downtown and the Vandalia Heritage Foundation provides the technical expertise to guide individuals and organizations in both commercial and residential areas of Fairmont.
- c. Mitigate conflicts between preservation and development. The City believes that if such cases should arise, there is the need to educate the public, promote preservation, coordinate efforts, and in general to work together to insure that conflicts are minimized as much and as soon as possible.
- d. There is a strong recognition that public education activities are extremely important and that a marketing plan devoted to the benefits of historic preservation should be developed with input from the City of Fairmont, Main Street Fairmont, the Historic Landmarks Commission, the Historic Preservation Review Commission and the Vandalia Heritage Foundation. The plan should focus on activities such as:
 - regular tours;
 - sites and structures
 - articles;
 - special events;
 - brochures; and
 - letters to the editor/essays.

- e. The continued installation of historic district signs is an important project.
- f. All of these varied activities are funded from a combination of sources including federal and state grants, local government funds, and private donations. It is anticipated that future projects will be funded from similar combination of funds. Organizations need to work harder at identifying funding sources that can be utilized by individuals in preservation projects

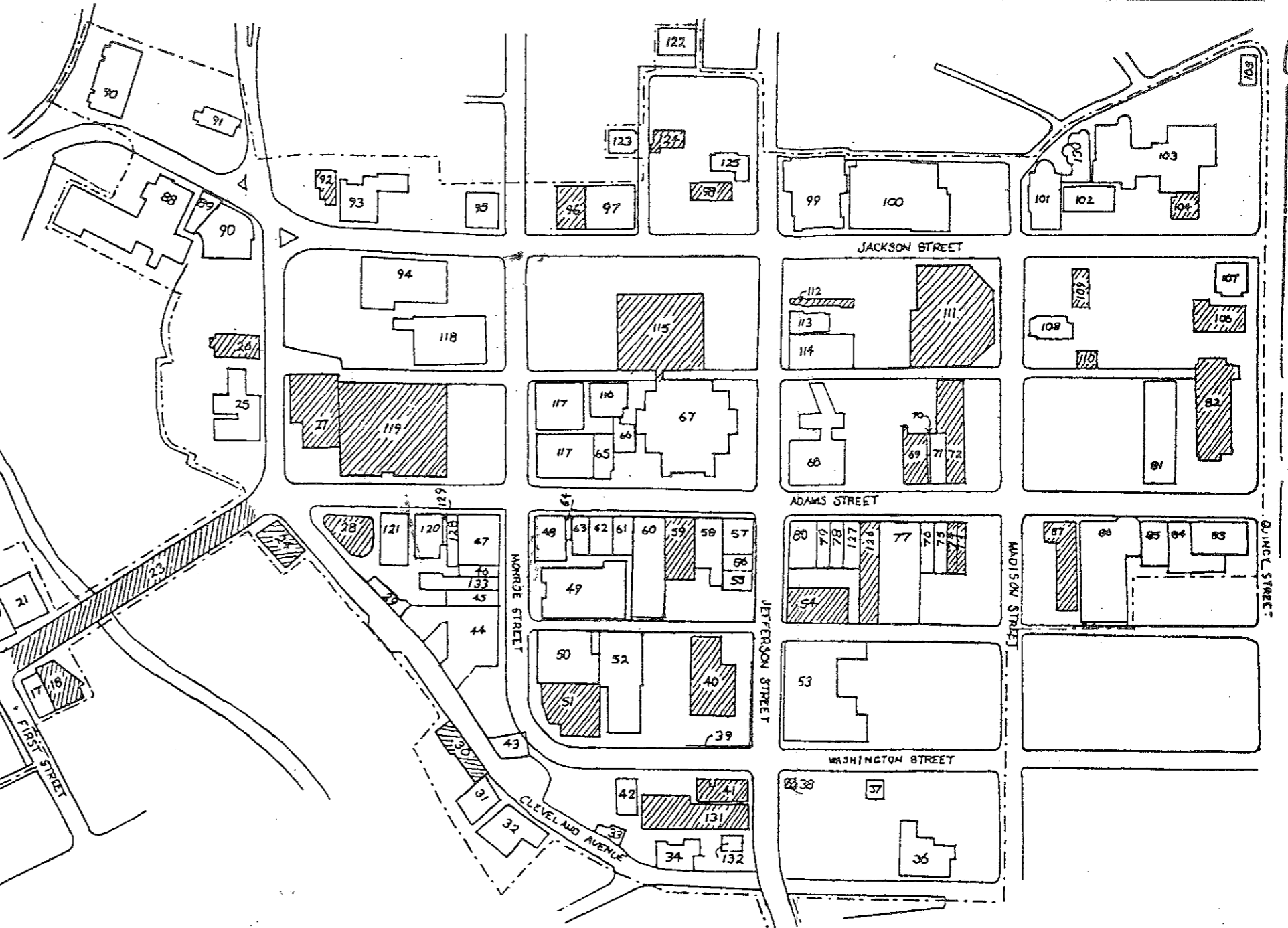
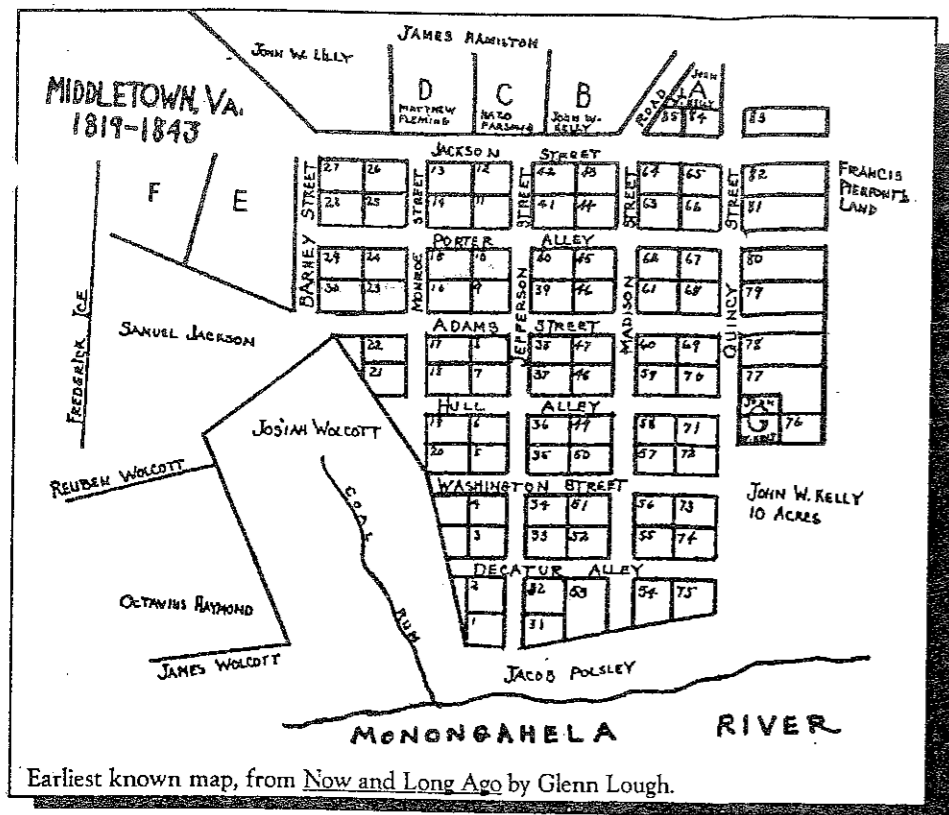
2. Medium Range

- a. Capitalize on the bridge restoration project and other successful preservation projects to cultivate a pro preservation attitude.
- b. Design review is very important for the continued success of preservation, but it must be acknowledged that it is not always seen as economically practical.

3. Long Range

- a. Continue to promote and develop the rich historical attractions of Fairmont.
- b. Incorporate historic elements into new development projects.
- c. Emphasize re-adaptive use and infill technique.

Fairmont Downtown Historic District



- # CONTRIBUTING STRUCTURE
- ▨ NONCONTRIBUTING STRUCTURE



Contributing (historic) Structures:

- | | | | | | |
|--|--|--|---|---|--|
| <ul style="list-style-type: none"> 1. 225 Fairmont Avenue 2. 221 Fairmont Avenue 3. 219 Fairmont Avenue 5. 211 Fairmont Avenue 8. 205 Fairmont Avenue 9. 201 Fairmont Avenue 10. 117 Fairmont Avenue 11. 107 Fairmont Avenue 12. McCoy Building, 109 Fairmont Avenue 13. Yost Building, 103-105 Fairmont Avenue 14. Old Post Office, 200 Fairmont Avenue 15. YMCA/Moose Hall, 100 Fairmont Avenue 16. 94 Fairmont Avenue 19. 507-511 First Street 20. WCTU Building, 99 Fairmont Avenue 21. Crawford Building, 87-89 Fairmont Avenue 22. Traction Freight House, 504 First Street | <ul style="list-style-type: none"> 25. Professional Building, 307-311 Cleveland Ave. 29. Hays Building, 225 Cleveland Avenue 31. Jacobs-Hutchinson Warehouse, 233-235 Cleveland Avenue 32. Jacobs-Hutchinson Offices, 231 Cleveland Avenue 33. Union Mission Dormitory, Cleveland Avenue 34. Union Mission Ministry, Cleveland Avenue 35. Monongahela Bridge, Jefferson Street 36. Elks Lodge, 104 Cleveland Avenue 37. 314 Washington Street 39. WPA Retaining Wall, Jefferson and Washington Streets 42. Union Mission Chapel, Washington Street 43. Conaway's Feed Store, 201 Monroe Street 44. City Fire and Police Building, 211-215 Monroe Street 45. Hays Building, 217 Monroe Street 46. Sample Building, 221 Monroe Street | <ul style="list-style-type: none"> 47. Deveny Building, 223 Monroe Street 48. Fleming Building, 222 Monroe Street 49. Methodist Protestant Temple, 216-218 Monroe Street 50. Bell Telephone Building, 214 Monroe Street 52. Washington Street 53. Eastview Unity/Fairmont Hotel, 200-214 Jefferson Street 55. 219-221 Jefferson Street 56. Haymond Building, 225-229 Jefferson Street 57. Comerford Building, 234 Adams Street 58. Fleming Building, 226-230 Adams Street 60. McCrory Building, 218 Adams Street 61. T.F. Hall Building, 214 Adams Street 62. Adams Office Building, 210-212 Adams Street 63. 208 Adams Street 64. 206 Adams Street 65. Security Bank Building, 209 Adams Street | <ul style="list-style-type: none"> 66. Sheriff's Residence/Marion County Museum, 213 Adams St. 67. Marion County Courthouse, 217-221 Adams Street at Jefferson Street 68. Watson Building, 301 Adams Street 70. Stock's Club, 323-1/2 Adams Street 71. Holt-Rowe Building/Alfie's, 325 Adams Street 75. demolished. 76. demolished 77. Murphy Building, 314-320 Adams Street 78. Chisler Building, 308 Adams Street 79. 306 Adams Street 80. Christie's Drugs/Hartley's, 300-302 Adams Street 81. Elks Club, 421 Adams Street 83. 426-432 Adams Street 84. 420 Adams Street 85. 418 Adams Street | <ul style="list-style-type: none"> 86. Fairmont Theatre, 410-416 Adams Street 88. Armory, 8 Locust Avenue 89. 337 Cleveland Avenue 90. Rhea Terrace Apartments, 11-15 Locust Avenue 91. Trinity Church, 407 Cleveland Avenue 93. 117 Jackson Street 94. Jackson-Dotts Building, 116 Jackson Street; Kisner Building, 120 Jackson Street 95. 401 Monroe Street 97. 213 Jackson Street 99. Presbyterian Church, 301 Jackson Street 100. demolished 101. St. Peter's Catholic Church, 401 Jackson St. 102. St. Peter's Rectory, 407 Jackson Street 103. Catholic Grade School, 411 Jackson Street 105. Madison and Quincy Streets 107. Salvation Army Thrift Shop, 425 Quincy 108. Frey Funeral Home, 320 Madison St. | <ul style="list-style-type: none"> 113. 324 Jefferson Street 114. Masonic Temple Building, 316-320 Jefferson Street 116. Marion County Jail, rear of 215 Adams St. 117. Jacobs-Hutchinson Block, 201-207 Adams Street and Jacobs Building, 312-316 Monroe Street 118. Marion County Public Library, 321 Monroe St. 120. Hennen Building, 120 Adams Street 121. Skinner Building, 110 Adams Street 122. Scott Place Shelter, 215 Scott Place 123. residence, 411 Jefferson Street 125. residence, 409 Jefferson Street 127. 310 Adams Street 128. Marietta Hotel Annex, 124 Adams Street 129. infill, 122 Adams Street 130. 416 Madison Street 132. 170 Jefferson Street 133. Times Building, 219 Monroe Street |
|--|--|--|---|---|--|

Chapter 16

Tourism

A. OVERVIEW

Tourism was a \$3 billion industry for the State of West Virginia in 2002. West Virginia enjoyed an 8.5% increase in visitors in 2002 making it among the largest growth market in tourism east of the Mississippi. The City of Fairmont has many of the necessary assets available to make the most of a growing tourism industry. The Marion County Convention and Visitors Bureau is the vanguard tourism organization for the City of Fairmont and Marion County. The CVB aggressively markets our attractions and activities through many channels, and provides information for visitors and residents on a variety of leisure, and recreational events and activities. However, more can be accomplished to promote tourism in Fairmont through a systematic planning of tourism strategies and a concerted marshalling of resources to set the strategies in motion. While tourism encompasses many varied issues and activities, this plan will focus on the following components of tourism in Fairmont.

- Attractions, Accommodations and Activities
- Reception Services
- Tourist related facilities and services

A thorough examination of these components as they relate to the City of Fairmont will aid in our attempt to tap into this growth industry.

B. GOALS AND ACTIONS

Goals and actions relative to Tourism must strengthen Fairmont's position as a destination for tourism.

Goal:

Promote travel and tourism throughout the Fairmont region, so that the economic benefit from tourism will enhance the quality of life in Fairmont

Actions:

- Discover, develop, and promote Fairmont's attractions, and events as a tourist destination, and promote Fairmont as a quality residential community.
- Increase public awareness that tourism makes a major contribution to the local economy and the social well being of the area.
- Provide recreational opportunities for visitors and residents.
- Adopt strategies to promote tourism as a means of expanding Fairmont's tax base.
- Coordinate efforts of the City government, local business, and tourism organizations to accomplish our listed actions.
- Recognize the value of heritage tourism, and its role in growing our local tourism industry.



C. EXISTING CONDITIONS

While the city has some a good foundation to grow its tourism industry, two conspicuous shortfalls to Fairmont’s tourism infrastructure are the lack of a large-scale hotel / conference center, and the lack of recreational boating facilities.

Tourism Market

A Travel Information Survey conducted by The Convention and Visitors Bureau of Marion County Inc. in March 2004 will provide data to the Convention and Visitors Bureau to be used to evaluate target markets. This data was collected via mail survey from persons who requested visitor information form April 1, 2003 through August 31, 2003 in response to ads placed in two publications: Great Vacations Get-A-Way and West Virginia Wild and Wonderful. Questionnaires were also sent to individuals requesting information via the CVB’s website.

There were no follow up letters to prompt additional responses, and a summary of the survey data is listed below.

Those visiting our area were from:

1	MD	1	Medina	OH	
1	Baltimore	MD	1	Pickerington	OH
1	Columbia	MD	1	Quaker City	OH
1	Franklin	NC	1		PA
1	Emerson	NJ	1	Bethel Park	PA
1	Lumberton	NJ	1	Duncansville	PA
1	Middletown	NJ	1	Elizabethtown	PA
1	Morganville	NJ	1	Erie	PA
1		NY	1	Lititz	PA
	Clarence		1	Newtown	PA
1	Center	NY	1	Philadelphia	PA
1	Flushing	NY	3	Pittsburgh	PA
2		OH	1	Royersford	PA
1	Belleville	OH	1		TX
1	Cleveland	OH	1	Katy	TX
2	Columbus	OH	1	New Boston	TX
1	East Canton	OH	1	Fredericksburg	VA
1	Elyria	OH	1	Front Royal	VA
1	Fairfield	OH	1	Luray	VA

Tourism

SURVEYS									
Mailed	1125		48		294		1467		
Returned	113	10%	9	19%	42	14%	164	11%	
VISITED									
Yes	22	19%	5	56%	14	33%	41	25%	
No	91	81%	4	44%	28	67%	123	75%	
VISITED									
Spring	4	17%	0	0%	2	12%	6	13%	
Summer	8	35%	3	50%	10	59%	21	46%	
Fall	10	43%	3	50%	5	29%	18	39%	
Winter	1	4%	0	0%	0	0%	1	2%	
NO. IN PARTY									
Adults	43	81%	10	77%	41	84%	94	82%	
Children	10	19%	3	23%	8	16%	21	18%	
TRANSPORTATION									
Car	21	95%	5	100%	12	75%	38	88%	
Bus	0	0%	0	0%	0	0%	0	0%	
Plane	0	0%	0	0%	2	13%	2	5%	
Other	1	5%	0	0%	2	13%	3	7%	
NIGHTS STAYED									
1	7	35%	1	25%	2	15%	10	27%	
2-3	10	50%	2	50%	6	46%	18	49%	
4-5	2	10%	1	25%	4	31%	7	19%	
6+	1	5%	0	0%	1	8%	2	5%	
MONEY SPENT PER DAY									
Food									
\$20-30	6	29%	1	25%	9	64%	16	41%	
\$31-50	9	43%	1	25%	2	14%	12	31%	
\$51-100	4	19%	1	25%	1	7%	6	15%	
\$101-150	2	10%	1	25%	1	7%	4	10%	
\$150+	0	0%	0	0%	1	7%	1	3%	
Lodging									
\$20-30	0	0%	0	0%	3	25%	3	9%	
\$31-50	3	17%	1	33%	2	17%	6	18%	
\$51-100	10	56%	1	33%	5	42%	16	48%	
\$101-150	5	28%	0	0%	0	0%	5	15%	
\$150+	0	0%	1	33%	2	17%	3	9%	



Entertainment/Recreation

\$20-30	6	38%	1	33%	2	25%	9	33%
\$31-50	7	44%	0	0%	3	38%	10	37%
\$51-100	3	19%	1	33%	1	13%	5	19%
\$101-150	0	0%	1	33%	1	13%	2	7%
\$150+	0	0%	0	0%	1	13%	1	4%

Shopping

\$20-30	10	56%	3	75%	4	57%	17	59%
\$31-50	2	11%	1	25%	1	14%	4	14%
\$51-100	3	17%	0	0%	2	29%	5	17%
\$101-150	3	17%	0	0%	0	0%	3	10%
\$150+	0	0%	0	0%	0	0%	0	0%

Historic Sites

\$20-30	5	50%	1	100%	5	71%	11	61%
\$31-50	3	30%	0	0%	2	29%	5	28%
\$51-100	2	20%	0	0%	0	0%	2	11%
\$101-150	0	0%	0	0%	0	0%	0	0%
\$150+	0	0%	0	0%	0	0%	0	0%

Other

\$20-30	4	50%	1	100%	0	0%	5	50%
\$31-50	2	25%	0	0%	0	0%	2	20%
\$51-100	1	13%	0	0%	1	100%	2	20%
\$101-150	1	13%	0	0%	0	0%	1	10%
\$150+	0	0%	0	0%	0	0%	0	0%

OVERALL EXPERIENCE

Excellent	14	64%	1	20%	8	57%	23	56%
Good	7	32%	4	80%	6	43%	17	41%
Fair	1	5%	0	0%	0	0%	1	2%
Bad	0	0%	0	0%	0	0%	0	0%

This survey did not indicate what attractions and / activities were visited. It did show however that 44% of the survey sample were between the ages 51-65, the next largest segment of the sample were between the ages of 36-50 with 30% of the survey sample. The survey also showed that 41% of the survey sample earned above \$55,000 per year.

The survey information indicates that most visitors to Fairmont travel from neighboring states primarily from the North and North East. There are indications of some travelers from as far South as Texas, with some visitors from Virginia and North Carolina. However, the survey indicates that the majority tourism market lies within geographic areas one to six hours of driving distance. Additionally, with I-79 in such close proximity and serving as a route south to the Carolinas and Florida, efforts are being pursued to develop a Canadian market.

Marketing and Tourism Development Organizations

Tourism development and marketing within this geographic area has been primarily the responsibility of the Convention and Visitors Bureau of Marion County, Inc. (CVB). The CVB is a non-profit marketing and sales organization whose sole purpose is to take the leadership role in developing the area's tourism industry and advancing the image of Marion County. CVB works closely with, and co-ops advertising with, other CVBs in the region. . The CVBs include those in Greater Morgantown, Bridgeport /Clarksburg, and Lewis County. The Marion County CVB also works closely with the West Virginia Division of Tourism, the Department of Natural Resources, and other State CVB Directors in a joint effort to promote West Virginia and Marion County.

Attractions, Accommodations and Activities

I. Attractions

Fairmont State University

This is a four-year undergraduate, and post graduate institution of nearly 7,000 students offering more than one hundred diverse academic programs. Its eighty acre campus is located in the City of Fairmont and includes seventeen buildings and a one-room Schoolhouse-Museum, which is open April through October. The University is located on Locust Avenue in Fairmont and is currently implementing a substantial capital improvements plan, which includes a new Parking Garage, a modern 400 unit dormitory, and a state of the art indoor recreation facility. FSU is classified as a NCAA Division 2 School for athletics and is home to the Fairmont Community Orchestra, the Town and Gown Players community theatre, the James David Brooks Memorial Gallery, and the West Virginia Folklife Center.

The Father's Day Church (Central United Methodist Church)

This was the descendent church of William Memorial Methodist Episcopal Church where the first observance of Father's Day was held on 5 July 1908. It is located at 301 Fairmont Avenue.

High Gate Carriage House

The High Gate Carriage House (architectural style is Tudor Revival) including the elegant grounds, has been restored by Friends of High Gate, Inc. The galleries can be utilized as a community educational resource.

Marion County Museum

This museum is the home of the Marion County Historical Society. It is located beside the Courthouse on Adams Street in Fairmont. Tours and scheduled programs are offered on preserving Marion County's heritage.

Prickett's Fort State Park



This historic fort was originally built in 1774 as a refuge fort on the frontier of Virginia. It was reconstructed in 1976. Costumed interpreters recreate the eighteenth century lifestyle through the demonstration of colonial crafts. The MCPARC Trail terminates at the Park. This will be the connecting node for the Rail Trail through Fairmont and the Mon River Trail System.

East Marion Park Complex and Wave Tek Pool/Water Slide

The thirty-two acre park offers tennis, jogging trails, pavilions, playgrounds, bocce courts, horseshoe courts, picnicking, miniature golf, sand volleyball, the famous Wave Tek Pool, water slide, and a new handicapped accessible playground. On the park grounds near the entrance will be the location for the New CVB Office and Visitor's Center upon completion of the Gateway Connector.

Women's Club of Fairmont (Thomas W. Fleming Home)

This beautiful structure was built in 1901. It contains much of the original furniture and features of the period. The facility is available for private dinners and receptions. It is listed on the National Register of Historic Places. It is located at 300 First Street in Fairmont.

The Robert H. Mollohan/Jefferson Street Bridge

This structure was built in the early 1900s. The bridge has been completely restored. The restored bridge is a structure unlike any other in the State.

Mary Lou Retton Youth Park

This park was named after the 1984 Olympic Gold Medallist from Marion County. It has twenty-five rolling acres, four baseball fields, one tee ball field, one football field, one pavilion, playground, picnic area, tennis courts, basketball courts, and West Virginia Miner's Memorial.

West Fork River Trail

This 16 mile pedestrian/bicycle/equestrian trail extends from Shinnston to Fairmont via the abandoned Monongahela Rail Line. The trail features rural and natural surroundings with views of the West Fork River. There are also many remnants of the coal industry that was prevalent in the region.

MCPARC Trail

Starting from a newly developed trail head on Winfield Street, the MCPARC Trail is a 2 ½ mile pedestrian/bicycle trail that passes through the Meredith Tunnel en route to Pricketts Fort following the abandoned B&O rail line.

East West Stadium Complex

Built by the WPA during “the great depression” this facility serves as the home field for Fairmont Senior and East Fairmont High’s football and soccer teams. It is also the location of the 12th street pool.

I-79 Technology Park

The I-79 High Technology Park is a technology based office park located along Interstate-79 and situated on over 500 acres property. It is anchored by the Alan B. Mollohan Innovation Center, and the other tenants include: NASA, Lockheed Martin, the Internet Fraud Complaint Center and ISR.

II. Accommodations

Avenue Motel

This motel is located at 816 Fairmont Avenue.

Country Club Motor Lodge

This lodge offers thirty-six units. It is located near Fairmont State College at 1499 Locust Avenue.

Travel Lodge

This lodge offers forty-nine guest rooms, one meeting room, pool, picnic tables, BBQ restaurant and lounge. It is conveniently located near Fairmont State University, Fairmont General Hospital, restaurants and shopping. Its address is 1117 Fairmont Avenue.

III. Activities

Three Rivers Festival

This annual festival is held for four day period in May and recently celebrated it's 25th anniversary. The festival features a pageant, parade, and carnival.

Fourth of July Celebration

A growing annual event held on Independence Day in Palatine Park. Spearheaded by Mainstreet Fairmont, and the City of Fairmont the event features live music, food and fireworks.

Johnnie Johnson Blues and Jazz Festival

This weekend long music festival is named for Fairmont native Johnnie Johnson, whose musical collaboration with lyricist / guitarist Chuck Berry is credited with defining the American music style of Rock n Roll. Many internationally renown Blues and Jazz artists perform at this festival, which features Johnnie and his band.

Relay for Life

The annual charity event benefiting cancer research draws thousands of people from the area for a night of entertainment, fellowship and one of the best fireworks shows in the area.

D. BASIC ISSUES

The opportunities for tourism to grow in Fairmont are many and varied. Many of these opportunities will rely on the successful implementation of actions of this comprehensive plan. There are also some issues that are related to the tourism component of this plan but are better served as action items in other components of this comp plan.

The lack of defined gateways that indicate when tourists have arrived or left the city. This item will be addressed in the Community Design component.

The lack of a clearly defined pedestrian oriented transportation network. This is clearly a Transportation action.

The need to recruit retail and other tourism related businesses to downtown. This will be addressed in the Renewal Redevelopment component.

Tourism involves close contact between residents and visitors. The socio-economic impacts of tourism on existing residents should be positive. This is a function of social sensitivity to tourism development and offers guidance during the drafting of tourism policy. In this regard, guidelines for tourism development should be followed which ensure socially sensitive tourism development. There are nine guidelines which are customarily followed, and should be adhered to, as Fairmont and Marion County pursue their tourism development objectives:

1. Fairmont residents must be shown the socio-economic significance of the tourism industry through promotional campaigns;
2. A tourism plan should be developed, based on overall development goals and priorities identified by residents of Fairmont.
3. The promotion of local attractions should be subject to endorsement by Fairmont residents;
4. Coordinated public and private efforts are needed to maintain the integrity and quality of local opportunities for recreation and relaxation;
5. Fairmont's local residents should have greater involvement in the development of local tourism so that their quality of life is respected;
6. Local capital, entrepreneurial ability, and labor should be invested in local tourism development;

7. Opportunities should be provided to obtain broad-based community participation in tourist events and activities;
8. Destination areas in Fairmont and the 1-79 Corridor should adopt or refine themes and events that reflect their history, lifestyles, and geographic setting; and
9. Local growth problems should be mitigated before proceeding with any further increases in tourism activity.

These guidelines seek to balance the aspirations of Fairmont residents with the type and pace of tourism development undertaken. Furthermore, by considering the social impacts of various tourism development proposals in terms of a community's social sensitivity to change and development, it should be possible to make resident and tourism industry objectives more compatible.

The conservation of the historical and cultural heritage of the area should be a priority as the City evolves. These features comprise major attractions for tourists. In this regard, two cultural factors require planning consideration. These factors are the authenticity of the cultural experience on the part of the visitor, and the long-term cultural viability of the destination area in the face of tourism. The two involve the presentation and preservation of a destination's cultural heritage. Furthermore, the role tourism plays in these two factors depends, to a large extent, on the local sensitivity and attitudes regarding the local cultural heritage. While tourism is an agent of change, and probably the most visible, it is not always the prime cause of change. Most of the country is gradually being assimilated into a consumer goods economy linked together by a growing communications and transport network. The general result has been increased acculturation where the traditional historical and cultural heritage has been absorbed or has borrowed facets of homogenized world.

Whenever possible, infrastructure (roads, water and sewer, parks, and community buildings) should be multipurpose, serving general community needs as well as tourism needs. In an industry with a great reliance on public attractions and amenities, in addition to a dependence on the goodwill of local residents, the distribution of benefits needs to be more widespread and public than in the case of a traditional industry. The whole community should be viewed as shareholders and should participate in the dividends of public infrastructure investments and the use of public goods.

E. RECOMMENDATIONS

Short Range (2005-2008)

- The Convention and Visitors Bureau of Marion County should continue to work closely with, the Convention and Visitors Bureaus in the Morgantown area, Bridgeport/Clarksburg area, and Lewis County to promote the Fairmont area both locally and regionally.
- Fairmont should continue its efforts to complete the West Fairmont Trail from the terminus of the West Fork River Trail to Downtown Fairmont near Mid City Parking Lot.
- Millions of dollars were invested on the Robert H. Mollohan/ Jefferson Street Bridge. The City

should promote the bridge and build upon the success the restoration project.

- The City of Fairmont, along with the Tourism Development Organizations, should instill a sense of pride in the community among residents and business owners.
- Fairmont should bolster its identity and sense of place with entrance markers in neighborhoods. Signs should be improved to help direct outsiders as well as residents. These signs should be well landscaped and tastefully designed to reflect the architectural character of the community.
- A clean-up program should be developed for each of the gateway neighborhoods of Fairmont.

Medium Range (2008-2011)

- Fairmont is a relatively small town and has a lot to offer in terms of cultural events, hospitable people, beautiful scenery, and four distinct seasons. All these positive attributes should be exploited, packaged, and promoted regionally.
- The Rail Trail should be extended across the Monongahela River to the East Side of Fairmont at Palatine Park. This will add to the overall usefulness of the trail and provide an additional link to the trail through Fairmont that will connect the West Fork River Trail to the MCPARC Trail.
- A theme should be developed to promote the City. There should be a promotional effort by the City to promote the Fairmont region to consumers, residents, businesses, and visitors. A coordinated campaign should be undertaken to promote the area. Main Street's theme could be carried further, to be captured on all marketing tools, such as a walking tour maps and brochures.
- To attract new residents and inform existing ones, the Convention and Visitors Bureau should prepare a promotional pamphlet that includes a demographic profile of the Fairmont area to include information that is not covered by the Chamber Member Directory. This material should be distributed to residents, prospective homeowners, and realtors working in the area.
- A basic tourism planning principle is the establishment of one or more gateways (major access points) through which tourists enter and leave the City of Fairmont. Areas near the gateways should be staging areas that include tourist facilities. These facilities serve as distribution centers for tourists traveling to other areas in Marion County or the region. A facility should be developed at the proposed CVB office as part of the Gateway Connector Project.
- The City should cluster attractions and develop secondary attractions when possible near major ones to encourage tourists to extend their stay in the area.

Tourism

Long Range (2011-2015)

- The Fairmont Riverfront should be developed as a mixed-use site to provide ample opportunity for tourism related businesses and recreational amenities that will create a unique destination location that fully utilizes the natural assets of the location.
- The Rail Trail should be extended through the East Side of Fairmont to create the link from the West Fork River Trail to the MCPARC Trail, which will continue on to the Mon River Trail.
- With the recent influx of high tech businesses in the Fairmont area, increased attention should be paid to Fairmont's Downtown Historic District and the Merchant Street shopping area to make it attractive for tourists. The downtown has indicated positive economic growth in bringing back both retail and back-office businesses. The supporting service industry should be developed to cater to those who work in downtown and tourists.

Chapter 17

Annexation

A. OVERVIEW

Annexation is the process of changing municipal boundaries to bring adjacent unincorporated areas into an existing city, typically to provide urban services not presently available to those residents or businesses outside of the municipality. Proper annexation of areas adjacent to cities is often crucial to establishing and maintaining urban order and effective government. Rapid development and population growth frequently occurs just outside city boundaries where property is cheaper and zoning laws may be less restrictive or non-existent. Small and large cities alike are surrounded by “fringe” areas, and with the development of fringe areas come the problems that concentrations of people create—increased traffic congestion on inadequate roads, the need for improved police and fire protection, and inadequate land use planning resulting in disorderly growth. These problems, unfortunately, cross boundary lines and become a city’s problem too. Lack of safe streets spreads traffic congestion into the city. Lack of necessary police protection encourages the spread of crime throughout the entire urban community. Lack of proper planning and land use control allows uses that may threaten the social and economic life and cohesiveness of the community.

The growth of separate fringe areas may produce a complex pattern of multiple governmental jurisdictions, which can lead to administrative confusion, inefficiency, duplication, and excessive costs. The urban community can become a tangle of small competitive governmental units that lack the administrative, jurisdictional, or financial ability to provide the essential services and facilities necessary for sound development. Once this complex pattern becomes established, vested interests and sectional jealousies make change difficult, if not impossible.

At the same time, economic and social ties between cities and their fringe areas can be strong. Outlying areas benefit in many ways from city parks and recreational amenities, streets, utilities, and other facilities and programs, often without contributing a proportionate share to the cost of those services and benefits.

A logical solution may be annexation. Properly used, annexation preserves a growing area as a unified whole. It enables areas to unite with the core city to which fringe communities are socially and economically related. It facilitates the full utilization of existing municipal resources. City administrative and technical personnel are able to address the fringe area’s municipal needs, and do so in a consistent manner. Annexation, therefore, may be appropriate for a growing area, when the need for orderly planning and governmental services in fringe areas increase, and when services can best be supplied by the surrounding central city. In general, annexation is a solution in instances when a central city is able to address emerging fringe area concerns.

Local government officials have long recognized that what is “urban” should be “municipal”. Growth without central planning and control becomes sprawl. If cities are to continue to be effective units for services, they must be allowed to follow natural growth patterns into those fringe areas where there is development. They must be able to guide development in an orderly

manner, and avoid the need to extend costly services to distant and scattered “pockets” of development.

B. GOALS AND ACTIONS

The goals and actions pertaining to Annexation have been developed to promote the orderly growth of the City of Fairmont while recognizing the need of providing essential services to growing fringe areas surrounding the City.

Goal:

The City of Fairmont should seek to annex unincorporated territory where growth and development can occur and where there is a need for municipal services to be provided.

Actions:

- Annex unincorporated properties contiguous to the existing City of Fairmont corporate boundaries.
- Annex unincorporated properties along the I-79 corridor.
- Annex unincorporated properties where there is a need for municipal services to be provided.
- Annex unincorporated properties where the benefits are mutual to the property owners and the City of Fairmont.
- Promote the benefits and advantages afforded to property owners within the City of Fairmont.

C. EXISTING CONDITIONS

There are eleven municipal corporations within Marion County; the Town of Barrackville, the City of Fairmont, the Town of Fairview, the Town of Farmington, the Town of Grant Town, the City of Mannington, the Town of Monongah, the City of Pleasant Valley, the Town of Rivesville, the Town of Whitehall and the Town of Worthington. The City of Fairmont is the largest of the municipalities in the County with a population of 19,097 according to the 2000 Census and encompasses approximately 8.8 square miles. The City of Fairmont is a Class II city, governed by a Mayor and Council and operates under the City Manager form of government. The City provides professional Police, Fire, Public Works, Engineering, Water and Sewer, Building Inspection / Code Enforcement, and Planning Departments.

Several annexations have been undertaken throughout the history of the City of Fairmont, most of the annexations have brought contiguous unincorporated properties into the corporate limits of the City of Fairmont. The notable exceptions included the annexation of the property now occupied by the I-79 Technology Park, properties located adjacent to I-79 off of Stoney Road, the Sallyfield Estates subdivision and Morris Park, which is owned by the City of Fairmont.

The incorporation of the City of Pleasant Valley and the Town of Whitehall in 1995 along with the incorporation of the Town of Barrackville in 1968, limits the possibilities for annexation of growth and development areas by the City of Fairmont to the East, South and the West respectively.

D. BASIC ISSUES

Similar to the negative connotations associated with land use planning, annexation is often viewed as an infringement to one's rights – the right to choose where they live. Annexation procedures in West Virginia are governed by §8-6-1 of the WV State Code. A summary of these procedures and other facets of the annexation process have been compiled by the WV Municipal League and are provided here as general reference:

WV Municipal League: Municipal Annexation Procedures in West Virginia Reference WV Code Chapter 8, Article 6, Sections 1-6

Methods of annexation in West Virginia:

1. By election.
2. Without an election.
3. By minor boundary adjustment.

ANNEXATION BY ELECTION CHAPTER 8, ARTICLE 6, SECTION 2

How is a boundary change initiated?

- A verified petition outlining by metes and bounds description of a proposed boundary change and signed by at least five percent of the resident freeholders of the municipality must be filed with City Council. The petition must be accompanied by an accurate survey showing the territory to be included within the boundaries and request a vote.

What kind of territory may be added?

The additional territory may be of any type, urban, rural or in-between. Additionally, the population density requirement has been removed. The Circuit Court retains jurisdiction to review the conduct of the election.

What is required of council?

Upon receipt of a proper petition and survey, council is required to submit the question of boundary change to the voters. The petitioners must furnish bond as determined by council in order to guarantee payment of the costs of the election. The bond shall be forfeited if a majority of

the vote's cast are against the proposed annexation. Council then orders an election on the proposal to be held not less than twenty nor more than thirty days from the date of the order. Publication, at municipal cost, as a Class II-0 legal advertisement in the municipality and the additional territory with the first publication at least fourteen days before the vote is to be taken is required. Publication shall contain an accurate description by metes and bounds of the additional territory proposed to be annexed, a summary of the municipality's plan for providing services to the additional territory and, if practicable, contain a popular description of the additional territory.

Who may vote on the proposal?

- A. Any individual who is a qualified voter and freeholder of the municipality or the additional territory is entitled to vote but only once. Any freeholder who is a firm or corporation may vote by its manager, president or executive officer duly designated in writing by such firm or corporation.
- B. For the purposes of this section, the term "qualified voter of the additional territory" includes a firm or corporation in the additional territory regardless of whether the firm or corporation is a freeholder. In instances where the freeholder leases or rents real property to a firm or corporation the freeholder and the renting or leasing firm shall determine between themselves which entity is entitled to vote in the annexation election.

What is required for approval?

A majority of votes cast within the municipality and a majority of votes cast within the territory to be added must be in favor of the proposal.

How is the change in boundary certified?

Council certifies the results of the election to the County Commission and if the majority of the votes are in favor of such annexation, the Commission enters an order describing the new corporate boundaries. In addition thereto, the description and action of Council shall be sent to the County Assessor upon the effective date of such annexation. See Code 8-6-6.

When a proposal is rejected, when may another election be held?

Another election relating to the same territory or any part thereof shall not be held for a period of one year.

ANNEXATION WITHOUT AN ELECTION CHAPTER 8, ARTICLE 6, SECTION 4

The City Council may by ordinance, provide for the annexation of additional territory without ordering a vote on the question (1) if a petition is filed with City Council by a majority of the qualified voters of the additional territory to be annexed **and** (2) a petition to be annexed is filed by the majority of all freeholders of the additional territory whether they reside or have a place of business therein or not.

The definitions for who may sign the petitions are the same as for those authorized to vote under Code 8-6-2. (See "*Annexation with Election-Who may vote on the proposal*"). Someone who is both a freeholder and a qualified voter can sign only one petition. If all freeholders are qualified voters, only a voter's petition is required.

No requirement for population density.

The City Council, upon its determination that the petitions are sufficient enters such fact on its journal and forwards a copy to the County Commission, which Commission is required to enter an order to such effect confirming the additional territory, as part of the municipality. In addition, as in the case with annexation by election, thereafter notice of the annexation is given to the County Assessor in compliance with Code 8-6-6.

MINOR BOUNDARY ADJUSTMENT CHAPTER 8, ARTICLE 6, SECTION 5

How is minor boundary adjustment initiated?

An application containing the following information is to be filed by the municipality with the County Commission:

1. The number of businesses located in and persons residing in the additional territory.
2. An accurate map showing metes and bounds of the additional territory.
3. A statement setting forth the municipality's plan for providing the additional territory with all applicable public services such as police and fire protection, solid waste collection, public water and sewer services and street maintenance services, including to what extent the public services are or will be provided by a private solid waste collection service or a public service district.
4. A statement of the impact of the annexation on any private solid waste collection service or public service district currently doing business in the territory proposed for annexation in the event the municipality should choose not to utilize the current service providers.
5. A statement of the impact of the annexation on fire protection and fire insurance rates in the territory proposed for annexation.
6. A statement of how the proposed annexation will affect the municipality's finances and services.
7. A statement that the annexation meets all of the foregoing requirements.

What is the responsibility of the county commission?

The County Commission may or may not require an application form. If the Commission is satisfied that the application meets the foregoing threshold requirements including whether the annexation could efficiently and cost effectively be accomplished under Code 8-6-2 and 8-6-4, shall order publication of a notice as a Class II-0 publication that the annexation has been proposed setting a time for hearing on the question and post the same in five public places within the area proposed to be annexed. In making its decision that such application is sufficient, the County Commission must consider the following:

1. Whether territory is contiguous to corporate limits. For the purpose of this section, contiguous means that at the time the application for annexation is submitted, the territory proposed for annexation either abuts directly on the municipal boundary or is separated from the municipal boundary by an unincorporated street or highway, or street

- or highway right-of-way, a creek or river, or the right-of-way of a railroad or other public service corporation, or lands owned by the state or federal government.
2. Whether the proposed annexation is limited solely to a division of highways right-of-way or whether the division of highways holds title to the property in fee.
 3. Whether affected parties (freeholders, firms, corporations and qualified voters in the proposed territory and in the municipality) support the proposed annexation.
 4. Whether the proposed annexation consists of a street or highway as defined in *Code 17C-1-35* and one or more freeholders.
 5. Whether the proposed annexation consists of a street or highway as defined in *Code 17C-1-35* which does not include a freeholder but which is necessary for the provision of emergency services in the territory being annexed.
 6. Whether another municipality has made application to annex the same or substantially the same territory.
 7. Whether the proposed annexation is in the best interest of the county as a whole.

This set of criteria vests broad discretion in County Commissions.

Who pays the cost of the proceedings?

The municipality pays the full cost of the proceedings.

What is the procedure upon denial?

Municipality may attempt to make modifications to the proposed annexation to meet Commission objections and the Commission must order a new public hearing if significant modifications are proposed. The municipality or any affected party may appeal the Commission's final order to the Circuit Court. The statute does not specify a standard of review. The County Commission may participate in any appeal from its order in the same manner and to the same extent as a party to the appeal. Interestingly, the new law, in contrast to the old law does not provide any direction as to the completion of the attempt to annex if the County Commission finds in favor of such application to annex. One would assume that in line with the old law the Commission would, if so inclined, enter an order reflecting its findings concerning all of the foregoing requirements and order that such application is approved with the concurrent requirement to file such order with the County Assessor in compliance with *Code 8-6-6*.

While the WV State Code does make provisions for the freeholders of property to have their views heard during the annexation process, it is important to note that the municipality also needs to be cognizant of the costs associated with annexing additional property into the corporate limits. The municipality must consider the financial and physical implications associated with street maintenance (lighting, signage, sweeping, paving, and snow removal), police and fire protection, and code enforcement, building inspection land use planning.

E. RECOMMENDATIONS

1. Short Range (2005-2008)

- a. Identify unincorporated areas contiguous to the City of Fairmont and develop Annexation Plans for those territories.

- b. Identify unincorporated areas along the I-79 Corridor and develop Annexation Plans for those territories.
 - c. Develop an Annexation Information Program
 - d. Market the advantages and benefits afforded to property owners in the City of Fairmont through promotional materials and public meetings.
- 2. Medium Range (2008-2011)**
- a. Initiate annexation procedures for three contiguous unincorporated areas where the benefits are mutual for the property owners and the City of Fairmont.
 - b. Initiate annexation procedures for three unincorporated areas along the I-79 Corridor where the benefits are mutual for the property owners and the City of Fairmont.
 - c. Identify unincorporated areas where there is a need for municipal services to be provided and develop Cost/Benefit studies for those territories.
- 3. Long Range (2011-2015)**
- a. Initiate annexation procedures for remaining unincorporated areas that are contiguous to the City of Fairmont.
 - b. Initiate annexation procedures for the remaining unincorporated areas along the I-79 Corridor.
 - c. Develop Annexation Plans for the unincorporated areas where municipal services are needed and identified as having a high benefit ratio to the City of Fairmont.

Chapter 18

Safety

A. OVERVIEW

West Virginians are slowly beginning to change their opinions of public safety. The inclusion of a safety component in the state enabling legislation for a comprehensive plan is evidence that safety is gaining rank as an issue that requires stronger consideration by municipalities. Our experiences are leading us to the understanding that our past policies lacked mitigation efforts because they were based on reactionary measures, and were neither efficient nor effective. For example prior to the National Flood Insurance Program most communities took the recover, repair and rebuild approach to flooding. This approach had a tendency to perpetuate damage and loss because the repaired and rebuilt buildings were rarely relocated, and remained on flood prone property, only to be damaged or destroyed during the following flood event.

Even though natural hazards present a greater risk due to their high frequency of occurrence, man-made hazards must also be identified and managed. The potential for a chemical spill or house fire is as prevalent as a catastrophic storm. Recent events have also raised public awareness of the possibility of intentional man-made hazards.

However through the planning process and with proper legislation and enforcement, communities can work to avoid disasters and mitigate the effects of hazards that cannot be avoided.

B. GOALS AND ACTIONS

Goal: To respond to community needs with professional personnel committed to safeguarding the health, safety and general welfare of our community.

Actions:

- Create a community that is safe from both natural and man-made disasters through the hazard mitigation planning process.
- Create a sustainable community that, through proper management of resources, and the location of development, infrastructure, public facilities is resistant to the effects of natural and man-made hazards.
- Build lasting partnerships among agencies and individuals that provide expertise in the hazard mitigation planning process so that plans are created, monitored and updated.
- Improve public awareness of the importance of public safety and hazard mitigation.

C. EXISTING CONDITIONS

The City of Fairmont provides a full range of municipal services to its citizens via professional Police, Fire, Public Works, Engineering, Water and Sewer, Building Inspection / Code Enforcement, and Planning Departments. Each department plays a role in the overall safety and welfare of the residents of Fairmont.

The Police and Fire departments are the primary responders to disasters. They will both eventually be headquartered in a new Public Safety Building on Quincy Street which will be a major improvement over their current head quarters. Both departments currently cooperate with other agencies in different jurisdictions through mutual aid agreements. Dispatch for both departments is handled through Marion County 911, which is the central dispatch for all Law Enforcement and Fire/ Rescue for Marion County. All communication is planned to be centralized, and operated on a regional basis. The City of Fairmont operates a primary response rescue squad, however EMS services are provided by the Marion County Rescue Squad and Jan-Care, which is a privately operated service provider.

Engineering, Public Works, and Water and Sewer Departments are responsible for maintaining and repairing city infrastructure all of which is vital during a disaster situation. For example Public Works is tasked with snow removal from city streets during winter storms. The importance of the Water and Sewer Department cannot be overlooked because; the need for clean, safe water is exacerbated during times of crisis.

The Planning Department is responsible for recommending ordinances and policies for adoption by City Council that will improve public health, safety and general welfare of the residents of Fairmont. Code Enforcement, and Building Inspection are responsible for enforcing the ordinances and policies. The City currently enforces a Floodplain Management Ordinance as required by the National Flood Insurance Program, along with a Zoning Ordinance, The West Virginia State Building Code, The 2000 International Code Council Building Code, The 2000 I.C.C. Property Maintenance Code the NFPA Life Safety Code as measures to provide safety to residents and protect properties in Fairmont.

There are other entities within the corporate boundaries of Fairmont that are involved in protecting the public health and safety, and should be invited to participate in future hazard mitigation and emergency response planning efforts. Fairmont General Hospital provides emergency medical services. Marion County Health Department provides vaccinations and other preventative medical services for county residents. The local Chapter of the American Red Cross of course maintains the local blood supply and also provides recovery and post disaster services.

The City of Fairmont participated in the development and has adopted a Multi Jurisdictional Hazard Mitigation Plan for Marion County. This plan was mandated by the Sate Office of Emergency Services as a prerequisite for participation in the State Flood Mitigation Assistance Program. The planning process was facilitated by the Marion County Local Emergency Planning Commission, and was prepared by R.D. Zande and Associates, Inc. The Assessment portion of the plan reveals that the City of Fairmont is susceptible to the following Natural Hazards:

1. Flooding- Some portions of Fairmont are located in the 100 year Floodplain as determined by FEMA's Flood Insurance Study for the City of Fairmont as revised October 18, 1995
2. Winter Storm/Sleet – Fairmont has suffered severe winter storm events as late as 1996, and 2003.
3. Severe Thunderstorm- Thunderstorms occur with some regularity in Fairmont. They will cause some flooding, and high winds.
4. Hailstorms- Hail will sometimes accompany wind storms and thunderstorms.
5. Wind Storms- High winds tend to accompany thunderstorms in Fairmont.
6. Landslide and Erosion – Fairmont has a significant amount of development on steep slopes, which contributes to the risk of landslide.
7. Drought – Fairmont frequently experiences drought conditions.
8. Temperature Extreme /Heat Wave – Heat waves occur during summer months that effect our aging population, and people with existing health conditions.

D. BASIC ISSUES

1. Most of the industries that could cause a large hazmat spill or gas leak are no longer located inside the city limits. However there are still active rail lines within the city, and tanker trucks traveling Interstate 79, and the city streets pose a potential risk for hazmat spills.
2. There is no Emergency Response Plan for the City of Fairmont that would set the logistics of a large-scale event. Such a plan would cover evacuation routes, emergency shelter locations, chain of command, protocol for coordination with the local hospitals and clinics, utility plant security for water and sewer, coordination with private utilities, emergency access routes, public information officers and coordinated public notification efforts.
3. There is no detailed inventory of City owned property or facilities. Such an inventory would be extremely useful for disaster planning purposes, as well as recovery purposes. It would allow planners to locate necessary infrastructure, such as, possible shelter locations. It would also assist the in the calculation of lost resources during post disaster recovery.
4. The Marion County Multi Jurisdictional Hazard Mitigation Plan was developed for natural disasters only. Additional study and assessment is needed in order to develop a Hazard Mitigation Plan that addresses man-made hazards.
5. Fairmont has three rivers within its boundaries. This presents the potential for certain hazardous circumstances. Riverspills could affect the local raw water source for the filtration plant. The use of the rivers for recreational boating creates potentially hazardous situations that require specialized personnel, training and equipment for the proper response measures.

E. RECOMMENDATIONS

1. Short Range (2005-2008)

- a. Form committee for the purpose of developing a Hazard Mitigation Plan specific to man-made hazards and to undertake the planning process.
- b. Form committee for the purpose of developing an Emergency Response Plan that is specific to the needs of the City of Fairmont for both natural and man-made hazards.
- c. Review existing ordinances and policies to their effectiveness for making Fairmont a sustainable community.
- d. Continue public education programs that inform the public of natural and man made hazards as well as provide mitigation practices.

2. Medium Range (2008-2011)

- a. Undertake planning process for the creation of a Natural and Man-made Emergency Response Plan.
- b. Continue to update and enforce ordinances and policies that protect the public health safety and general welfare of the residents of Fairmont.
- c. Continue to review and assess needs for capital outlay for equipment, and supplies to allow Police, Fire, Public Works and Utilities Departments to operate effectively.

3. Long Range (2011-2015)

- a. Continue to monitor and update Hazard Mitigation Plans and Emergency Response Plans.
- b. Continue public education programs that inform the public of natural and man-made hazards as well as mitigation practices.
- c. Continue to update and enforce ordinances and policies that protect the public health safety and general welfare of the residents of Fairmont.
- d. Continue to review and assess needs for capital outlay for equipment, and supplies to allow Police, Fire, Public Works and Utilities Departments to operate effectively

Chapter 19

Arts & Culture

A. OVERVIEW

The Arts and Culture are defining characteristics of civilizations, regions and cities. The differences can be distinguished in architecture, music, and dance to name a few. The connection between culture and civilization is so close that they were almost synonymous terms during the early history of the U.S. The eastern cities were more culturally developed and therefore more culturally aware than the frontier towns or western boomtowns. Early in our history and in frontier towns, traveling performers would provide entertainment wherever large groups could assemble. As the nation's cities grew, investment in cultural venues and facilities symbolized their prosperity and boosted their metropolitan status. Throughout our history a city's coming of age could be dated by the cornerstone of their opera house, museum or library. Fairmont hosted traveling performers in the "Town Hall Theatre" on Adams Street in the 1870's. The venue was improved at "The Rink" on Madison Street from the 1880' to 1900. Then the city came of age with the completion of the "Grand Opera House" on Monroe Street in the early 1900's. Touring shows brought the Best of Broadway to Fairmont. At this time touring shows throughout the nation inspired community theatres and the Fairmont Community Theatre inspired the organization of the national collegiate drama honoraries Alpha Psi Omega, and Delta PSI Omega at Fairmont State Normal School in the 1920's. They in turn created the National Thespians , a drama honorary for high schools which among the first troupes admitted included Fairmont Senior, East Fairmont High, and a high school in Casper Wyoming. Investment in the arts still tends to be a somewhat accurate barometer of a cities economic well-being. The arts seem to be considered a luxury reserved for the elite. However, art and culture are found at all levels of a community, and all levels of a community should benefit from the arts. Elizabeth Strom points out in her paper "Strengthening Communities Through Culture" that the Arts and Culture can be used to revitalize and improve local economies, help achieve educational goals, help reduce social tensions, and help at risk populations. Ms. Strom offers the following points to support her argument:

Community Identity – As stated above Arts and Culture have defining characteristics that differ significantly form region to region. Communities can exploit these differences to create their own cultural identity.

Community and Economic Development – Art and cultural activities in and of themselves can give a community a certain appeal by adding to the overall quality of life of the community. An appealing community can elicit investment, attract residents and increase tourism. There is also a certain amount of spin-off business associate with the arts. Obviously one thinks of the specialized purchases of the artists, however set builders need lumber and building supplies, audiences pay for parking, food and other travel related expenses. Another aspect of economic development the arts bring to a community is based on the globalized economy and the reduced the need for ports, train access and natural resources for businesses. New economy businesses are now looking for locations that will provide their managers and skilled workers with an active cultural life. It should be noted that a community should not look to the arts and culture as their sole economic engine, however communities are feeling real economic benefit from the arts.

Education and Cultural Literacy – Research among educators is demonstrating that students who are exposed to the arts or participated in arts programs are not only more well rounded, they score higher on scholastic aptitude tests, and are more likely to win awards for academic achievement, community service, or participate in math or science fairs. The positive effects of arts programs on youths crosses all socio-economic levels. Large scale “arts based” or “arts infusion” pilot and magnet programs are showing promise as alternatives to traditional teaching methods.

Social Benefits – Many communities are successfully using arts based program to reach at risk youth, and other disenfranchised members of society. San Francisco’s Midnight Shakespeare program has been so successful at reducing teen truancy, and delinquency it has been replicated in cities across the nation. The Justice Department has found that participants in these programs are significantly less likely to become involved in criminal activity than those who don’t participate.

While the arts alone cannot reverse downward trends in a communities economy they can play a strong role in improving the quality of life in a community. As pointed out above the arts are much more than understanding or improving the aesthetics of a community, they can have social, educational, and economic impacts on a community.

B. GOALS AND ACTIONS

The goal and actions pertaining to Arts and Culture have been developed to enhance the quality of life by creating venues for artistic and cultural education and expression.

Goal:

Establish and promote Fairmont’s Artistic and Cultural Identity.

Actions:

- Support arts and culture curriculum in the local school system.
- Support art and culture education for adult and alternative learning programs.
- Support existing arts and cultural venues within the city.
- Develop projects and programs that create new venues for arts and culture in the city.
- Foster partnerships among community development organizations, social service organizations and arts/artists groups.

C. EXISTING CONDITIONS

There are opportunities to experience or participate in arts related activities in Fairmont. The following is a list of organizations and businesses that offer arts and cultural services within the City of Fairmont:

- A. **Town and Gown Players**-Community Theatre
- B. **Fairmont Community Orchestra**
- C. **Silly Strings**- Stringed Instrument Instruction
- D. **Friends of the Symphony**- Non profit organization that brings Symphony to Fairmont
- E. **Fairmont Community Chorus**
- F. **Fairmont Chamber Music Society**
- G. **Movements in Dance**- Dance Instruction Studio
- H. **Fairmont Studio of Dancing** - Dance Instruction Studio
- I. **Mandy's Art Works** – Art Instruction
- J. **Marion County Historical Society Museum**
- K. **Johnnie Johnson Blues and Jazz Society**
- L. **Fairmont State University**
- M. **High Gate Carriage House**
- N. **Prickett's Fort State Park**

D. BASIC ISSUES

The City of Fairmont is no different than many Cities of the same size in North Central West Virginia. Currently there is a shortage of public funds to support the arts. The City is investing its financial resources in providing improved municipal services and infrastructure. However the city leadership recognizes the importance of the arts and has provided other means of support to cultural activities in the city. The City of Fairmont has provided permits for many annual fairs, festivals, and concerts held at city parks.

The City has also recognized the importance of the arts and culture by including this chapter in the City of Fairmont Comprehensive Plan and other plans. The Downtown Revitalization Plan references the need for a Performing Arts Center in Fairmont. The Riverfront Master plan includes an amphitheater for concerts and other outdoor performances.

The City also has an active Arts and Humanities Council that is charged to:

- a. Advise the City Manager and Council on steps it may deem appropriate to stimulate and encourage the study and presentation of the performing and creative arts, and to foster public interest and support of the arts in Fairmont.
- b. Makes surveys of public and private institutions engaged in the performing and creative arts, and to make recommendations for appropriate action to enlarge the City's resources in the performing and creative arts.

- c. To encourage the freedom of expression in the performing and creative arts.
- d. To encourage the use of local resources for the development and support of the performing and creative arts.
- e. To promote and stimulate public understanding and recognition of the importance of cultural institutions.
- f. To encourage and foster the growth and development of local cultural institutions and agencies, both public and private.
- g. To encourage and develop performances and exhibits of the arts by teachers and students, and to encourage the practice as well as the teaching of the arts.

E. RECOMMENDATIONS

1. Short Range (2005-2008)

- Recommend a comprehensive arts survey be conducted under the guidance of the Arts and Humanities Commission
- Continue to support existing arts and cultural events and organizations.
- Undertake a feasibility study for the construction of an Arts and Cultural Center in Downtown Fairmont.
- Implement improvements to Palatine Park for utilization as an arts and culture venue.

2. Medium Range (2008-2011)

- Act upon the Arts and Cultural Center feasibility study.
- Continue to support existing arts and cultural events and organizations.

3. Long Range (2011-2015)

- Review and revise the comprehensive arts survey.
- Continue to support existing arts and cultural events and organizations.

Chapter 20

Implementation

The City of Fairmont 2005 Comprehensive Plan is an advisory document intended to serve as a guide for the growth and development of the municipality over the next ten years. Specific strategies for policy implementation are necessary if the goals and objectives of this Plan are to be achieved. The Implementation Schedule provides an outline of the methods for achieving the goals and objectives and implementing the policies established in the Comprehensive Plan. It presents individual strategies for each of the Plan's elements, establishes time frames for completion, and identifies the partners with responsibility for implementation. The recommended time frame for the implementation of each of the strategies is indicated by one-three years, three-five years, and five-eight years. These time frames are subject to revision depending upon changes in priorities as determined by the Fairmont City Council and the Fairmont Planning Commission.

Chapter 14 of this Comprehensive Plan outlined methods for the funding strategies available to municipalities in West Virginia and only after the responsible partners set out on their implementation schedule will a detailed financial program be developed by City staff and the Fairmont City Council.

Continuous monitoring of the implementation schedule will be the responsibility of the Fairmont Planning Department and the Fairmont Planning Commission. Funding for specific projects and strategies will be evaluated and updated on a regular basis with input from the responsible partners and the City Finance Director.

The 2005 Comprehensive Plan for the City of Fairmont has extensively outlined a future direction for the growth and development for the City through a series of goals, actions and recommendations that offer new and innovative land use management techniques and practices. This future direction relies upon the implementation of these recommendations and the strong leadership of the City of Fairmont, their partners and the citizens of Fairmont.

The following Implementation Schedules are intended as tools to carry out the goals, actions and recommendations established in each of the Plan's chapters. Implementation Schedules are provided for each of the chapters in this Comprehensive Plan with the exception of the chapters on Rural, Citizen Participation, the Socio-Economic Profile and the Introduction. Each schedule identifies a Strategy for implementing the recommendations of the chapter, lists the Partners responsible for working on implementing the strategy and provides a time frame for implementation. With this schedule it is important to point out that this Plan like others is not static. This Comprehensive Plan for the City of Fairmont is a dynamic document and as such time frame, partners and even the strategies employed can, will and should be varied as the process moves forward.



**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 3: Land Use

STRATEGY:

The City of Fairmont should adopt the 2005 Comprehensive Plan.

PARTNERS:

Fairmont City Council, Fairmont Planning Commission, City of Fairmont Planning Department

TIME FRAME:

1-3 Years

STRATEGY:

Modernized Zoning, Subdivision and Land Development Ordinances should be adopted that are reflective of future land use patterns.

PARTNERS:

Fairmont City Council, Fairmont Planning Commission, City of Fairmont Planning Department, City Attorney

TIME FRAME:

1-3 Years

STRATEGY:

The City of Fairmont should implement principles of New Urbanism as a land use management concept for the community.

PARTNERS:

Fairmont Planning Commission, City of Fairmont Planning Department

TIME FRAME:

1-3 Years

STRATEGY:

The City of Fairmont should monitor the impact of the new Zoning, Subdivision, and Land Development Ordinances on the residential, commercial and industrial uses and adjust accordingly.

PARTNERS:

City of Fairmont Planning Department, Fairmont Planning Commission, property owners, developers,

TIME FRAME:

3-8 Years

STRATEGY:

The City of Fairmont should prepare to undertake an update to the 2005 Comprehensive Plan

PARTNERS: Fairmont City Council, Fairmont Planning Commission, City Manager, City of Fairmont Planning Department

TIME FRAME:

Year 8

**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 4: Housing

STRATEGY:

Zoning regulations should be modified and new subdivision regulations enacted to allow greater flexibility for new housing developments and housing units to be constructed in the corporate limits.

PARTNERS:

City of Fairmont Planning Department, Fairmont Planning Commission, Fairmont City Council, Housing Developers.

TIME FRAME:

1-3 Years

STRATEGY:

Code enforcement measures should be strengthened to address substandard property and the absentee responsible property owner.

PARTNERS:

Fairmont City Council, City Attorney, City of Fairmont Planning & Building Inspection Department.

TIME FRAME:

1-3 Years

STRATEGY:

The City of Fairmont should seek additional funding from West Virginia Housing Development Fund for their Demolition Loan Program.

PARTNERS:

City of Fairmont City Manager, Finance Director and City Planner

TIME FRAME:

1-3 Years

STRATEGY:

The City of Fairmont should continue to support the efforts of the Fairmont Community Development Partnership in the Maple/Ogden Gateway Project through grant application sponsorships.

PARTNERS:

Fairmont City Council, City Planner, FCDP, Citizens, Media

TIME FRAME:

1-3 Years

STRATEGY:

Other community non-profits should be encouraged to partner with the City of Fairmont in applying for grant funding to construct new housing and rehab or demolish substandard housing.

PARTNERS:

Fairmont City Council, Fairmont Planning Department, Media

TIME FRAME:

1-3 Years



**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 4: Housing

STRATEGY:

Mobile homes should only be permitted in approved parks and subdivisions.

PARTNERS:

Fairmont City Council, Fairmont Planning Department, Fairmont Planning Commission

TIME FRAME:

1-3 Years

STRATEGY:

The City should continue the Rental Registration Program and review and modify any conflicting or cumbersome procedures to improve its effectiveness.

PARTNERS:

City of Fairmont Planning and Building Department staff, City Attorney, Landlords

TIME FRAME:

1-3 YEARS

STRATEGY:

Tax abatement, amortization schedules, and low interest loans from local banks are available for new and existing homes. This is in spite of competition for limited resources. The City should partner with community housing organizations to sponsor community workshops that could educate the residents on the methods of financing that are available to them. The private sector should work closely with the City. The private sector can assist with tax credits. Tax credits would make it financially rewarding for people to build or remodel homes.

PARTNERS:

The City of Fairmont, Housing organizations, local financial institutions

TIME FRAME:

3-5 Years

STRATEGY:

A Landlord Association should be developed to establish standard leases, tenant screening, tenant selection, and eviction procedures. Landlords should be trained to properly manage their properties, keep better records, and write better lease agreements.

PARTNERS:

Landlords, City of Fairmont Planning & Building Inspection Department staff, City Attorney, Realtors

TIME FRAME:

3-5 Years

**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 4: Housing

STRATEGY:

The City's Building Department should continue to maintain a detailed inventory of housing conditions and identify those structures that are deteriorating or are dilapidated.

PARTNERS:

City of Fairmont Code Enforcement Officer, Fairmont Police Chief, Fairmont Fire Chief

TIME FRAME:

Continuous

STRATEGY:

The City of Fairmont should work through the West Virginia Code Officials to improve the existing housing code. Violators of the housing code should be identified, as soon as possible, so that costly repairs and visual blight may be minimized.

PARTNERS:

City of Fairmont Building Inspector, Deputy Building Inspector and Code Enforcement Officer, WVCOA, WV Legislature

TIME FRAME:

3-5 Years

STRATEGY:

The Economic Adjustment Strategy (1996) identifies the need for good quality housing in the \$70,000-90,000 price range. Several buildings in the Downtown should be analyzed through a feasibility study to determine which buildings could be converted to house upscale condominiums (\$80,000 to \$100,000).

PARTNERS:

City Planner, Fairmont Urban Renewal Authority, Main Street Fairmont, VHF/VRC, FCDP, Chamber of Commerce

TIME FRAME:

3-5 YEARS

STRATEGY:

Efforts should be undertaken to market Fairmont's neighborhoods and school systems to prospective residents, real estate brokers, financial institutions, and developers through a partnership with neighborhood organizations.

PARTNERS:

Board of Education, Chamber of Commerce, Housing Organizations, Main Street Fairmont, URA, VHF/VRC

TIME FRAME:

3-5 Years



**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 4: Housing**STRATEGY:**

In order to attract new retirees into the area, a promotional packet should be prepared to include a neighborhood profile of demographics, housing stock (type, availability, and cost), local stores and public services, as well as local, civic, and business organizations. This material should be distributed to prospective homeowners and realtors in the area.

PARTNERS:

Chamber of Commerce, FCDP, City of Fairmont, Realtors, CVB

TIME FRAME:

3-5 Years

STRATEGY:

Major clean-up efforts should be conducted on all the gateways leading to housing developments and traditional neighborhoods.

PARTNERS:

City of Fairmont Public Works Department, FCDP, Chamber of Commerce (Operation Image), BFI

TIME FRAME:

3-5 Years

STRATEGY:

The City of Fairmont should continue to support Fairmont State University in its efforts to provide quality student housing.

PARTNERS:

Fairmont State University, City of Fairmont

TIME FRAME:

3-5 Years

STRATEGY:

A Livability Code should be prepared and introduced to evaluate residential units within the City. The enforcement of a Livability Code would ensure that all residents meet minimum living standards. The purpose of a Livability Code is to establish minimum property maintenance standards for basic equipment and facilities including lighting, ventilation, heating, and sanitation for residential structures and premises. The Minimum Livability Code applies to residential structures for human habitation. It would not apply to owner-occupied single family housing units.

PARTNERS:

City of Fairmont Planning & Building Inspection Department staff, Fairmont City Council, Landlords, Realtors

TIME FRAME:

5-8 Years

**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 4: Housing

STRATEGY:

The effectiveness of code enforcement depends on having the necessary number of building inspectors to enforce it. The City's Building Department is not adequately staffed to aggressively pursue violators of the Code and ensure continued compliance with the Code.

PARTNERS:

City Planner, City Manager, Fairmont City Council

TIME FRAME:

5-8 Years

STRATEGY:

The City should actively promote the development of medium- to high-density mixed-income housing in proximity to major centers of employment and recreational or entertainment activity.

PARTNERS:

City Planner, Fairmont Planning Commission

TIME FRAME:

5-8 Years

STRATEGY:

The City should integrate housing into the overall design of large-scale employment centers. This practice will help reduce the need to travel. Homes built within or immediately adjacent to the workplace not only reduces vehicle miles of travel, it also presents opportunities for workers to walk or bike to work. Flexibility in zoning should be provided to permit such large-scale, mixed-use development.

PARTNERS:

City of Fairmont Planning Department, Fairmont Planning Commission, Housing developers

TIME FRAME:

5-8 Years

STRATEGY:

The demand for retirement homes is increasing as this stratum of society continues to grow in number. National statistics reveal that the number of seniors over the age of eighty-five is expected to double in the next two decades. There are a large number of retired persons in the Fairmont community. Marion County ranks within the top three counties in the State of West Virginia in terms of its retired population and ranks eleventh in total population. Senior citizens have more per capita income than people in any other age group. Senior citizens also are maintaining their independence in communities longer and have a willingness to contribute to their community. Retirees prefer one-floor patio homes with two bedrooms. This should be taken into consideration for future residential developments.

PARTNERS:

Realtors, Housing Developers, City of Fairmont Planning Department, Fairmont Planning Commission

TIME FRAME:

5-8 Years



**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 5: Transportation**STRATEGY:**

A subcommittee should be formed to continue to evaluate the City transportation system, and to develop a needs assessment for the State when a new city/county plan is developed.

PARTNERS:

City Manager, Director of Public Works, City Planner, FSU, Board of Education, Chamber of Commerce, citizens

TIME FRAME:

1-3 Years

STRATEGY:

The subcommittee should recommend upgrades to problem intersections and suggest road widening that would alleviate congestion at problem locations.

PARTNERS:

WVDOH, City Manager, Director of Public Works, City Planner, FSU, Board of Education, Chamber of Commerce, citizens

TIME FRAME:

1-3 Years

STRATEGY:

The City should work with the WVDOH to expedite the widening of Locust Avenue and the replacement of the 4th Street Bridge.

PARTNERS:

City Manager, Director of Public Works, City Planner, Fairmont Planning Commission, FSU, WVDOH

TIME FRAME:

1-3 Years

STRATEGY:

The City should advocate public transit and other alternative forms of transportation to reduce traffic. Public transit is a well-traveled and needed mode of transportation by students in the area. The City should investigate the feasibility of a bus system for both students and adults. Residents should be made aware and educated on the different routes and scheduling of public transit. Efforts should be made to develop brochures or pamphlets to provide users with relevant information.

PARTNERS:

Fairmont Planning Commission, City of Fairmont Planning Department, Marion County Transit Authority, Chamber of Commerce, CVB, Main Street Fairmont

TIME FRAME:

1-3 Years

**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 5: Transportation

STRATEGY:

The city should continue to seek funding to develop the Rail Trail through Fairmont to connect the West Fork river Trail to the Mon River Trail by way of MCTRAIL at Winfield Street.

PARTNERS:

City of Fairmont Planning Department, Fairmont City Council, MCPARC, WVDOH

TIME FRAME:

1-3 Years

STRATEGY:

The City should focus on developing true entrances and defining gateways.

PARTNERS:

City of Fairmont Planning Department, Fairmont Planning Commission, City of Fairmont Public Works Department, Main Street Fairmont, Chamber of Commerce

TIME FRAME:

1-3 Years

STRATEGY:

The City should investigate the feasibility of converting certain two-way streets to one way as a means of improving circulation. Virginia Avenue and Gaston Avenue have been suggested as well as Walnut and Benoni.

PARTNERS:

City of Fairmont Public Works Department, City Engineer, City of Fairmont Planning Department, Fairmont Planning Commission, City Manager

TIME FRAME:

1-3 Years

STRATEGY:

The City should determine the feasibility of a sidewalks assessment program. The City should prepare a detailed sidewalk plan to prioritize areas to improve when funds become available.

PARTNERS:

City of Fairmont Public Works Department, City Planning Department, City Engineer, Finance Director

TIME FRAME:

3-5 Years

STRATEGY:

The City should consider establishing joint public/private programs for landscape enhancements of existing roads. This action will create a consistent landscape design image, especially in strip commercial areas.

PARTNERS:

City Manager, City of Fairmont Planning Department, Chamber of Commerce, local business owners

TIME FRAME:



3-5 Years

**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 5: Transportation

STRATEGY:

Route 250 South (from the Watson Bridge to I-79) should be expanded into at least a three-lane lighted highway.

PARTNERS:

City Manager, Director of Public Works, City Planner, Fairmont Planning Commission, WVDOH

TIME FRAME:

3-5 Years

STRATEGY:

Consideration should be given for signage and information to direct visitors who arrive to Fairmont by boat as part of the Riverfront development plan.

PARTNERS:

City Manager, City Planner, City of Fairmont Public Works Department, Main Street Fairmont, Chamber of Commerce, CVB

TIME FRAME:

3-5 Years

STRATEGY:

The City should reduce through-traffic and truck traffic on residential streets through a Comprehensive Program of arterial street widenings, street reconfiguration, and traffic management. These activities should all be coordinated with transit planning recommendations.

PARTNERS:

City Manager, City of Fairmont Public Works Director, City Planner, Fairmont Planning Commission

TIME FRAME:

5-8 Years

STRATEGY:

A bypass for heavy truck traffic and for travelers who do not want to drive through downtown should be developed.

PARTNERS:

City Manager, City of Fairmont Public Works Director, City Planner, Fairmont Planning Commission, Chamber of Commerce, WVDOH

TIME FRAME:

5-8 Years

**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 6: Infrastructure

STRATEGY:

Each utility should conduct a needs assessment to determine what equipment, and facility upgrades are necessary to continue to provide quality service to the city 's residents.

PARTNERS:

City Manager, City of Fairmont Utilities Department, City of Fairmont Utility Manager, City Engineer, City of Fairmont Director of Public Works, City of Fairmont Planning Department, Gas Companies, Phone Company, Allegheny Power

TIME FRAME:

1-3 Years

STRATEGY:

Begin to explore technology and funding to replace the RBC system at waste treatment plant.

PARTNERS:

City of Fairmont Sanitary Sewer Board, City of Fairmont Utility Manager, City Engineer

TIME FRAME:

1-3 Years

STRATEGY:

Develop sidewalk assessment program to ensure that the sidewalks are kept in good repair without creating a financial burden for property owners.

PARTNERS:

City of Fairmont Director of Public Works, City Engineer, City of Fairmont Planning Department, City of Fairmont Finance Director, Fairmont City Council

TIME FRAME:

1-3 Years

STRATEGY:

Plans for infrastructure upgrades should take a coordinated approach. The approach should identify the relationships between City Departments and other entities for proper design and implementation.

PARTNERS:

City of Fairmont Utilities Department, City of Fairmont Director of Public Works, City of Fairmont Planning Department, City of Fairmont Fire Department

TIME FRAME:

1-3 Years

**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 6: Infrastructure

STRATEGY:

Plans for development should be reviewed and approved based on their potential impact on infrastructure.

PARTNERS:

City of Fairmont Utilities Department, City of Fairmont Director of Public Works, City of Fairmont Planning & Building Inspection Department, City of Fairmont Fire Department, City of Fairmont Police Department, developers

TIME FRAME:

1-3 Years

STRATEGY:

Work within the National Pollution Discharge Elimination System Program to mitigate and reduce CSO's through the long-term control plan.

PARTNERS:

City of Fairmont Utilities Department, City of Fairmont Public Works Department, City Engineer, City of Fairmont Utility Manager. Citizens

TIME FRAME:

1-3 Years

STRATEGY:

Work within the National Pollution Discharge Elimination System Program in order to comply with the Federal EPA mandate for Storm Water Management.

PARTNERS:

City Manager, City of Fairmont Utilities Department, City of Fairmont Public Works Department, City Engineer, City of Fairmont Utility Manager.

TIME FRAME:

1-3 Years

STRATEGY:

Explore and study the land use along the outside of the clear access right of way of the Gateway Connector so that infrastructure will support the proposed land use.

PARTNERS:

City Manager, City of Fairmont Utilities Department, City of Fairmont Public Works Department, City Engineer, City of Fairmont Utility Manager, Fairmont Planning Commission, WVDOH.

TIME FRAME:

1-3 Years

**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 6: Infrastructure

STRATEGY:

Install decorative lighting throughout the Central Business District.

PARTNERS:

City of Fairmont Planning Department, Main Street Fairmont, Chamber of Commerce, CVB

TIME FRAME:

3-5 Years

STRATEGY:

Implement sidewalk assessment program to ensure that the sidewalks are well maintained and in good repair.

PARTNERS:

City of Fairmont Director of Public Works, City Engineer, City of Fairmont Planning Department, City of Fairmont Finance Director, property owners

TIME FRAME:

3-5 Years

STRATEGY:

Continue to work within the National Pollution Discharge Elimination System Program to mitigate and reduce CSO's through the long-term control plan.

PARTNERS:

City of Fairmont Utilities Department, City of Fairmont Public Works Department, City Engineer, City of Fairmont Utility Manager, Citizens

TIME FRAME:

3-5 Years

STRATEGY:

Continue to work within the National Pollution Discharge Elimination System Program in order to comply with the Federal EPA mandate for Storm Water Management.

PARTNERS:

City Manager, City of Fairmont Utilities Department, City of Fairmont Public Works Department, City Engineer, City of Fairmont Utility Manager.

TIME FRAME:

3-5 Years

STRATEGY:

Support the WV DOH in the widening of Locust Avenue and the replacement of the 4th Street Bridge.

PARTNERS:

City Manger, Fairmont City Council, WVDOH, FSU, citizens



TIME FRAME:

3-5 Years

**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 6: Infrastructure**STRATEGY:**

Continue to develop priorities list for upgrades to city infrastructure and implement and revise needs assessments for facilities and equipment.

PARTNERS:

City of Fairmont Utilities Department, City of Fairmont Director of Public Works, City of Fairmont Planning Department, City of Fairmont Fire Department, City of Fairmont Police Department.

TIME FRAME:

5-8 Years

STRATEGY:

Begin replacement of RBC system at Waste Treatment plant.

PARTNERS:

City of Fairmont Sanitary Sewer Board, City of Fairmont Utility Manager, City Engineer

TIME FRAME:

5-8 Years

**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 7: Public Services**STRATEGY:**

A Comprehensive Needs Assessment should be undertaken to determine the needs and the demands of the community in relation to the medical, educational, social, cultural, historical and public safety services.

PARTNERS:

City of Fairmont, Marion County Commission, Chamber of Commerce, Board of Education, Fairmont Landmarks Commission, Fairmont General Hospital

TIME FRAME:

1-3 Years

STRATEGY:

Educational providers should continue to emphasize a high standard of education so that the students are in a position to compete with those in other neighboring counties, the State, and the nation.

PARTNERS:

Marion County Board of Education

TIME FRAME:

1-3 Years

**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 7: Public Services

STRATEGY:

The City of Fairmont should participate in Local School Improvement Council meetings to monitor the school system's future needs.

PARTNERS:

City of Fairmont, Marion County Board of Education

TIME FRAME:

1-3 Years

STRATEGY:

Outreach and informational programs should be developed to inform the community of the public services available in the community.

PARTNERS:

City of Fairmont, Board of Education, Marion County Commission, Chamber of Commerce, FGH and other service providers

TIME FRAME:

1-3 Years

STRATEGY:

The City of Fairmont should continue to provide financial and technical resources to those social and community service providers.

PARTNERS:

Fairmont City Council, City of Fairmont

TIME FRAME:

1-3 Years

STRATEGY:

The community should support the growth and development strategies of Fairmont General Hospital.

PARTNERS:

FGH, Marion County Commission, City of Fairmont, Chamber of Commerce

TIME FRAME

1-3 Years

STRATEGY:

The City of Fairmont and the Marion County Commission should seek a long term contract for animal control.

PARTNERS

Marion County Commission, City of Fairmont

TIME FRAME:



1-3 Years

**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 7: Public Services

STRATEGY:

The Board of Education should keep abreast of the development along the I-79 Technology Corridor and should react accordingly. Curriculums should include education and training programs that relate to new industries so that the local students are skilled to seek employment in these industries.

PARTNERS:

Marion County Board of Education, West Virginia High Technology Consortium Foundation

TIME FRAME:

3-5 Years

STRATEGY:

The City of Fairmont should work closely with public service providers to ensure that services and facilities are located centrally and in areas able to accommodate the service, i.e., infrastructure support, non-hazardous areas.

PARTNERS:

City Manager, City of Fairmont Utilities Department, City of Fairmont Public Works Department, City Engineer, City of Fairmont Planning Department, Fairmont Planning Commission, public service providers

TIME FRAME:

3-5 Years

STRATEGY:

Governmental agencies should operate and maintain public services in a manner that helps stabilize the surrounding environment and sets the standard for current and potential development in the area.

PARTNERS:

Marion County Commission, Board of Education, City of Fairmont, State of WV.

TIME FRAME:

5-8 Years

STRATEGY:

Implement findings of the Comprehensive Needs Assessment.

PARTNERS:

Needs Assessment Committee

TIME FRAME:

5-8 Years

**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 9: Recreation

STRATEGY:

Undertake a Comprehensive Needs Assessment of the parks and recreation system in Fairmont.

PARTNERS:

City of Fairmont, MCPARC, citizens

TIME FRAME:

1-3 Years

STRATEGY:

Develop a Strategic Plan for Recreation that addresses the maintenance, expansion and adaptive reuse of the total parks and recreation system in the City, with consideration being given equally to parks, recreation facilities and programs.

PARTNERS:

City of Fairmont, MCPARC, citizens, Board of Education

TIME FRAME:

1-3 Years

STRATEGY:

Develop an Action Plan for the maintenance and improvement to existing City parks, recreational facilities and programs.

PARTNERS:

City of Fairmont, MCPARC, citizens, Fairmont City Council

TIME FRAME:

1-3 Years

STRATEGY:

Make upgrades and improvements to the equipment at one of the City parks each fiscal year.

PARTNERS:

Fairmont City Council, City of Fairmont Public Works Department, MCPARC

TIME FRAME:

1-3 Years

STRATEGY:

Acquire abandoned railway property from the Watson Bridge to the Low Level Bridge and construct the rail trail along this corridor.

PARTNERS:

City of Fairmont, CSX Railroad, property owners

TIME FRAME:

1-3 Years

CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE

Chapter 9: Recreation

STRATEGY:

Form a Recreation Task Force to study the feasibility and practicality of constructing an Indoor Rec Center.

PARTNERS:

City of Fairmont, Board of Education, Marion County Commission, citizens

TIME FRAME:

1-3 Years

STRATEGY:

Continue the maintenance and improvement program for the existing City parks.

PARTNERS:

Fairmont City Council, City of Fairmont Public Works Department, MCPARC

TIME FRAME:

Continuous

STRATEGY:

Implement findings of the Comprehensive Needs Assessment

PARTNERS:

Needs Assessment Committee

TIME FRAME:

3-8 Years

STRATEGY:

Implement the recommendations of the Strategic Plan for Recreation.

PARTNERS:

Fairmont City Council, City of Fairmont Public Works Department, MCPARC

TIME FRAME:

3-8 Years

STRATEGY:

Develop a new park, facility or open space in Fairmont.

PARTNERS:

Fairmont City Council, City of Fairmont Planning Department, City of Fairmont Public Works Department, Main Street Fairmont, FCDP, URA, MCPARC, Board of Education

TIME FRAME:

3-8 Years

**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 9: Recreation

STRATEGY:

Construct the Pedestrian Bridge over the Monongahela River for the rail trail connection.

PARTNERS:

Fairmont City Council, City of Fairmont Planning Department, Fairmont Planning Commission, URA, Main Street Fairmont, MCPARC, Marion County Commission

TIME FRAME:

3-5 Years

STRATEGY:

Act on findings of the Recreation Task Force pertaining to the Indoor Rec Center.

PARTNERS:

City of Fairmont, Board of Education, Marion County Commission, citizens, private sector businesses, Chamber of Commerce

TIME FRAME:

3-5 Years

STRATEGY:

Acquire additional abandoned railway property for rail trail development on the East side of Fairmont.

PARTNERS:

City of Fairmont, CSX & Norfolk Southern Railroads, property owners, MCPARC

TIME FRAME:

3-5 Years

STRATEGY:

Develop East side portion of the rail trail from the Pedestrian Bridge to the MCPARC Trail, include tie in to the bike paths along the Gateway Connector.

PARTNERS:

Fairmont City Council, City of Fairmont, MCPARC, URA, WVDOH

TIME FRAME:

5-8 Years

**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 10: Economic Development

STRATEGY:

City Leadership should continue to work with its partners to promote the City of Fairmont as a quality location for business opportunity and residences, and encourage improved coordination among various partners in economic development in the community.

PARTNERS:

Fairmont City Council, City of Fairmont, Marion County Commission, Marion Regional Development Corporation, Chamber of Commerce, FCDP, VHF/VRC, Main Street Fairmont, URA

TIME FRAME:

1-3 Years

STRATEGY:

A needs assessment must be formulated to clarify goals, and set priorities for Fairmont's economic development projects.

PARTNERS:

Fairmont City Council, City of Fairmont, Marion County Commission, Marion Regional Development Corporation, Chamber of Commerce, FCDP, VHF/VRC, Main Street Fairmont, URA

TIME FRAME:

1-3 Years

STRATEGY:

Develop available land, building or development site catalog for marketing purposes.

PARTNERS:

Fairmont City Council, City of Fairmont, Marion County Commission, Marion Regional Development Corporation, Chamber of Commerce, FCDP, VHF/VRC, Main Street Fairmont, URA

TIME FRAME:

1-3 Years

STRATEGY:

Update land use ordinances (Zoning Code, Subdivision Ordinance)

PARTNERS:

Fairmont City Council, Fairmont Planning Commission, City of Fairmont Planning Department, City Attorney, citizens

TIME FRAME:

1-3 Years

**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 10: Economic Development

STRATEGY:

Continue to upgrade and maintain infrastructure, facilities, and other capital improvements.

PARTNERS:

Fairmont City Council, City of Fairmont Utilities Department, City of Fairmont Public Works Department, WVDOH

TIME FRAME:

1-3 Years

STRATEGY:

Work to improve quality of school facilities.

PARTNERS:

Board of Education, LSIC's, Marion County Commission, City of Fairmont, citizens

TIME FRAME:

1-3 Years

STRATEGY:

Act on the recommendations of the needs assessment.

PARTNERS:

Fairmont City Council, City of Fairmont, Marion County Commission, Marion Regional Development Corporation, Chamber of Commerce, FCDP, VHF/VRC, Main Street Fairmont, URA

TIME FRAME:

3-5 Years

STRATEGY:

Work to update incentives that can be offered to potential developers.

PARTNERS:

Marion County Commission, Marion Regional Development Corporation, Marion County Development Authority, City of Fairmont, URA

TIME FRAME:

3-5 Years

STRATEGY:

Continue to upgrade infrastructure, facilities, and other capital improvements.

PARTNERS:

Fairmont City Council, City of Fairmont Utilities Department, City of Fairmont Public Works Department, WVDOH

TIME FRAME:

3-5 Years



**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 10: Economic Development

STRATEGY:

Work to pass funding mechanism for continued infrastructure improvements and maintenance.

PARTNERS:

Fairmont City Council, City Manager, City of Fairmont Finance Director, citizens

TIME FRAME:

5-8 Years

STRATEGY:

Reevaluate needs assessment and update as necessary

PARTNERS:

Fairmont City Council, City of Fairmont, Marion County Commission, Marion Regional Development Corporation, Chamber of Commerce, FCDP, VHF/VRC, Main Street Fairmont, URA

TIME FRAME:

5-8 Years

STRATEGY:

Evaluate incentives and update as necessary.

PARTNERS:

Marion County Commission, Marion Regional Development Corporation, Marion County Development Authority, City of Fairmont, URA

TIME FRAME:

5-8 Years

STRATEGY:

Evaluate and update land use ordinances.

PARTNERS:

Fairmont City Council, Fairmont Planning Commission, City of Fairmont Planning Department, City Attorney

TIME FRAME:

5-8 Years

STRATEGY:

Continue to upgrade infrastructure, facilities, and other capital improvements.

PARTNERS:

Fairmont City Council, City of Fairmont Utilities Department, City of Fairmont Public Works Department, WVDOH

TIME FRAME:

5-8 Years

**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 11: Community Design

STRATEGY:

The City of Fairmont should develop and implement as a part of a new Zoning Ordinance quality Design Standards that are applied to all zoning districts.

PARTNERS:

Planning Commission, City Planner, City Attorney, City Manager, City Council

TIME FRAME:

1-3 Years

STRATEGY:

The City should review the impact of the Design Standards on the development patterns in the City and Evaluate the continued use of this technique.

PARTNERS:

Planning Commission, City Planner, Building Inspector

TIME FRAME:

3-5 Years

STRATEGY:

Continue review and evaluation of the Design Standards land use management technique.

PARTNERS:

Planning Commission, City Planner

TIME FRAME:

5-8 Years

**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 12: Preferred Development Areas

STRATEGY:

The City of Fairmont should establish a new Zoning Ordinance that implements the concept of Preferred Development Areas.

PARTNERS:

Fairmont City Council, Fairmont Planning Commission, City of Fairmont Planning Department

TIME FRAME:

1-3 Years



CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE

Chapter 12: Preferred Development Areas

STRATEGY:

Preferred Development Areas should be designated based on the Growth Principles.

PARTNERS:

City of Fairmont Planning Department, Fairmont Planning Commission

TIME FRAME:

1-3 Years

STRATEGY:

Incentives for developers should be created as part of the PDA's.

PARTNERS:

Fairmont City Council, Fairmont Planning Commission, City Manager, City of Fairmont Finance Director, City Planner, Developers

TIME FRAME:

1-3 Years

STRATEGY:

Review the success of the PDA's to date and implement any necessary changes.

PARTNERS:

City of Fairmont Planning Department, Fairmont Planning Commission

TIME FRAME:

3-5 Years

STRATEGY:

Analyzing the land use patterns of the community along with the infrastructure improvements and expansions and designate any additional PDA's.

PARTNERS:

City of Fairmont Planning Department, Fairmont Planning Commission

TIME FRAME:

3-5 Years

STRATEGY:

Continue infrastructure expansion and improvement projects.

PARTNERS:

City of Fairmont Utilities Department, City of Fairmont Public Works Department, WVDOH

TIME FRAME:

5-8 Years

**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 13: Renewal/Redevelopment

STRATEGY:

Continue to support the efforts of the Fairmont Community Development Partnership in the Maple/Ogden Gateway Project.

PARTNERS:

Fairmont City Council, City Manager, City Planner, Fairmont Planning Commission, URA, VHF/VRC, Main Street Fairmont, Chamber of Commerce, citizens and residents

TIME FRAME:

1-3 Years

STRATEGY:

Implement the recommendations of the Downtown Revitalization Plan.

PARTNERS:

Private developers, Fairmont City Council, City of Fairmont, URA, Main Street Fairmont, Chamber of Commerce

TIME FRAME:

1-3 Years

STRATEGY:

Implement the Fairmont Riverfront Master Plan.

PARTNERS:

Private developers, Fairmont City Council, City of Fairmont, URA, Main Street Fairmont, Chamber of Commerce

TIME FRAME:

1-3 Years

STRATEGY:

Continue to fund capital improvements to the City's infrastructure system.

PARTNERS:

Fairmont City Council, City of Fairmont, Fairmont Planning Commission, City of Fairmont Finance Director

TIME FRAME:

1-3 Years

STRATEGY:

Develop and begin implementation of the first Urban Renewal Plan for the city.

PARTNERS:

URA, Fairmont City Council, City Manager, City Planner, Main Street Fairmont, FCDP, VHF/VRC

TIME FRAME:

1-3 Years



CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE

Chapter 13: Renewal/Redevelopment

STRATEGY:

Complete the conceptual Master Plan for the redevelopment of the Fairmont Coke Works Site.

PARTNERS:

City Manager, City Planner, Real Property Management Committee, WVDEP, EPA, Exxon Mobil

TIME FRAME:

1-3 Years

STRATEGY:

Define at least one additional Urban Renewal Area in the city.

PARTNERS:

Fairmont City Council, City Manager, City Planner, URA, citizens and residents

TIME FRAME:

1-3 Years

STRATEGY:

Complete the Beltline Redevelopment Plan.

PARTNERS:

Marion County Commission, Board of Education, City of Fairmont

TIME FRAME:

1-3 Years

STRATEGY:

Continue implementation of Riverfront Master Plan, Downtown Revitalization Plan, Maple/Ogden Gateway Project and Urban Renewal Plan

PARTNERS:

Fairmont City Council, City Manager, City Planner, Fairmont Planning Commission, URA, VHF/VRC, Main Street Fairmont, Chamber of Commerce, developers, citizens and residents

TIME FRAME:

3-5 Years

STRATEGY:

Develop an Urban Renewal Plan for the second Urban Renewal Area.

PARTNERS:

Fairmont City Council, City Manager, City Planner, URA, citizens and residents

TIME FRAME:

3-5 Years

**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 13: Renewal/Redevelopment

STRATEGY:

Create a Master Development Plan for the Fairmont Coke Works Site.

PARTNERS:

Private Developers, Real Property Management Committee

TIME FRAME:

3-5 Years

STRATEGY:

Implement recommendations in the Beltline Redevelopment Plan.

PARTNERS:

Marion County Commission, Board of Education, City of Fairmont, residents, developers

TIME FRAME:

3-5 Years

STRATEGY:

Continue implementation of Riverfront Master Plan, Downtown Revitalization Plan, Maple/Ogden Gateway Project and Urban Renewal Plan

PARTNERS:

Fairmont City Council, City Manager, City Planner, Fairmont Planning Commission, URA, VHF/VRC, Main Street Fairmont, Chamber of Commerce, developers, citizens and residents

TIME FRAME:

5-8 Years

STRATEGY:

Continue to fund capital improvements to the City's infrastructure system.

PARTNERS:

Fairmont City Council, City of Fairmont, Fairmont Planning Commission, City of Fairmont Finance Director

TIME FRAME:

5-8 Years

STRATEGY:

Begin implementation of recommendations for the second Urban Renewal Plan

PARTNERS:

URA, Fairmont City Council, City Manager, City Planner, Main Street Fairmont, FCDP, VHF/VRC

TIME FRAME:

5-8 Years



CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE

Chapter 14: Financing

STRATEGY:

Continue to develop a Capital Improvement Plan for the City of Fairmont on a five-year basis.

PARTNERS:

Planning Commission, City Planner, Finance Director

TIME FRAME:

1-3 Years

STRATEGY:

Continue to fund the capital improvement expenditures of the City of Fairmont from the Construction B&O Taxes.

PARTNERS:

Finance Director

TIME FRAME:

1-3 Years

STRATEGY:

Identify and implement an additional revenue stream for funding capital improvements in the City of Fairmont.

PARTNERS:

City Council, City Manager

TIME FRAME:

1-3 Years

STRATEGY:

Encourage capital improvements to be part of all development projects through future Subdivision and Land Development Ordinances.

PARTNERS:

Planning Commission, City Planner

TIME FRAME:

1-3 Years

STRATEGY:

Create a program to provide incentives to developers who include capital improvement projects for the entire community's benefit in their development project.

PARTNERS:

City Manager, City Planner, Finance Director

TIME FRAME:

1-3 Years

**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 14: Financing

STRATEGY:

Establish the practice of Volunteer Proffering in future Subdivision and Land Development Ordinances.

PARTNERS:

Planning Commission, City Planner, Finance Director

TIME FRAME:

1-3 Years

STRATEGY:

Continue to develop a Capital Improvement Plan for the City of Fairmont on a five-year basis.

PARTNERS:

Planning Commission, City Planner, Finance Director

TIME FRAME:

3-5 Years

STRATEGY:

Continue to fund the capital improvement expenditures of the City of Fairmont from the Construction B&O Taxes.

PARTNERS:

Finance Director

TIME FRAME:

3-5 Years

STRATEGY:

Continue supplemental revenue stream for funding capital improvements in the City of Fairmont.

PARTNERS:

City Council, City Manager

TIME FRAME:

3-5 Years

STRATEGY:

Continue support of capital improvement project requirements in the Subdivision and Land Development Ordinances.

PARTNERS:

Planning Commission City Planner

TIME FRAME:

3-5 Years

CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE

Chapter 14: Financing

STRATEGY:

Continue the Developer's Capital Improvement Incentive Program.

PARTNERS:

City Planner, Finance Director

TIME FRAME:

3-5 Years

STRATEGY:

Evaluate the success of the Volunteer Proffering component of the Subdivision and Land Development Ordinance.

PARTNERS:

City Planner, Finance Director

TIME FRAME:

3-5 Years

STRATEGY:

Continue to develop a Capital Improvement Plan for the City of Fairmont on a five-year basis.

PARTNERS:

Planning Commission, City Planner, Finance Director

TIME FRAME:

5-8 Years

STRATEGY:

Continue to fund the capital improvement expenditures of the City of Fairmont from the Construction B&O Taxes.

PARTNERS:

Finance Director

TIME FRAME:

5-8 Years

STRATEGY:

Continue supplemental revenue stream for funding capital improvements in the City of Fairmont.

PARTNERS:

City Council, City Manager

TIME FRAME:

5-8 Years

**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 14: Financing

STRATEGY:

Continue support of capital improvement project requirements in the Subdivision and Land Development Ordinances.

PARTNERS:

Planning Commission City Planner

TIME FRAME:

5-8 Years

STRATEGY:

Continue the Developer's Capital Improvement Incentive Program.

PARTNERS:

City Planner Finance Director

TIME FRAME:

5-8 Years

STRATEGY:

Evaluate the success of the Volunteer Proffering component of the Subdivision and Land Development Ordinance.

PARTNERS:

City Planner Finance Director

TIME FRAME:

5-8 Years

CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE

Chapter 15: Historic Preservation

STRATEGY:

Develop public awareness program to educate the public on the importance of historic preservation.

PARTNERS:

Historic Landmarks Commission, Historic Preservation Review Commission, Main Street Fairmont, Vandalia Heritage Foundation

TIME FRAME:

1-3 Years

STRATEGY:

Integrate preservation into other aspects of planning and regulation.

PARTNERS:

City Attorney, Planning Commission, City Planner, Historic Landmarks Commission, Historic Preservation Review Commission, State Historic Preservation Office

TIME FRAME:

1-3 Years

STRATEGY:

Identify funding sources that can be utilized by individuals on preservation projects

PARTNERS:

Historic Landmarks Commission, Historic Preservation Review Commission, City Planner

TIME FRAME:

1-3 Years

STRATEGY:

Develop marketing plan devoted to the benefits of historic preservation.

PARTNERS:

Historic Landmarks Commission, Historic Preservation Review Commission, City of Fairmont, Vandalia Heritage Foundation, Main Street Fairmont

TIME FRAME:

1-3 Years

STRATEGY:

Capitalize on the bridge restoration project and other successful preservation projects to cultivate a pro preservation attitude.

PARTNERS:

City Manger, City Council, Historic Landmarks Commission,

TIME FRAME:

1-3-5 Years

**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 15: Historic Preservation

STRATEGY:

Continue to promote and develop the rich historical attractions of Fairmont.

PARTNERS:

Historic Landmarks Commission, Main Street Fairmont, Vandalia Heritage Foundation, Marion County Convention and Visitors Bureau, Marion County Chamber of Commerce

TIME FRAME:

1-3-5 Years

STRATEGY:

Incorporate historic design elements into new development projects

PARTNERS:

City Planner, Building Inspector, Developers

TIME FRAME:

1-3-5 Years

STRATEGY:

Emphasize re-adaptive use and infill technique.

PARTNERS:

Historic Landmarks Commission, City Planner, Building Inspector, Vandalia Heritage Foundation, State Historic Preservation Office

TIME FRAME:

1-3-5-8 Years

**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 16: Tourism

STRATEGY:

A basic tourism planning principle is the establishment of one or more gateways (major access points) through which tourists enter and leave the City of Fairmont.

PARTNERS:

Planning Commission, City Planner, Public Works Director

TIME FRAME:

3-5 Years

STRATEGY:

The City should cluster attractions and develop secondary attractions when possible near major ones to encourage tourists to extend their stay in the area.

PARTNERS:

Planning Commission, City Planner, Main Street Fairmont, Developers

TIME FRAME:

5-8 Years

STRATEGY:

The Fairmont Riverfront should be developed as a mixed-use site to provide ample opportunity for tourism related businesses and recreational amenities that will create a unique destination location that fully utilizes the natural assets of the location.

PARTNERS:

Planning Commission, City Planner, City Manager, City Council, Fairmont Renaissance Corp

TIME FRAME:

5-8 Years

STRATEGY:

The Rail Trail should be extended through the East Side of Fairmont to create the link from the West Fork River Trail to the MCPARC Trail, which will continue on to the Mon River Trail.

PARTNERS:

City Planner, City Manager, City Council, Marion County Commission, WVDOT, CSX

TIME FRAME:

5-8 Years

STRATEGY:

With the recent influx of high tech businesses in the Fairmont area, increased attention should be paid to Fairmont's Downtown Historic District and the Merchant Street shopping area to make it attractive for tourists.

PARTNERS:

Planning Commission, City Planner, Main Street Fairmont, East Side Business Association

TIME FRAME:

5-8 Years

**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 17: Annexation

STRATEGY:

Identify unincorporated areas contiguous to the City of Fairmont and develop Annexation Plans for those territories.

PARTNERS:

Planning Department, Engineering, City Attorney

TIME FRAME:

1-3 Years

STRATEGY:

Identify unincorporated areas along the I-79 Corridor and develop Annexation Plans for those territories.

PARTNERS:

City of Fairmont Planning Department, City Engineer

TIME FRAME:

1-3 Years

STRATEGY:

Develop an Annexation Information Program

PARTNERS:

City Planner, Finance Director, City Manager

TIME FRAME:

1-3 Years

STRATEGY:

Market the advantages and benefits afforded to property owners in the City of Fairmont through promotional materials and public meetings.

PARTNERS:

Fairmont City Council, City Manager, City Planner

TIME FRAME:

1-3 Years

STRATEGY:

Initiate annexation procedures for three contiguous unincorporated areas where the benefits are mutual for the property owners and the City of Fairmont.

PARTNERS:

City Manager, Fairmont City Council, City Planner, City Engineer, City Attorney

TIME FRAME:

3-5 Years

**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 17: Annexation

STRATEGY:

Initiate annexation procedures for three unincorporated areas along the I-79 Corridor where the benefits are mutual for the property owners and the City of Fairmont.

PARTNERS:

City Manager, Fairmont City Council, City Planner, City Engineer, City Attorney

TIME FRAME:

3-5 Years

STRATEGY:

Identify unincorporated areas where there is a need for municipal services to be provided and develop Cost/Benefit studies for those territories.

PARTNERS:

Fairmont Planning Commission, City of Fairmont Planning Department

TIME FRAME:

3-5 Years

STRATEGY:

Initiate annexation procedures for remaining unincorporated areas that are contiguous to the City of Fairmont.

PARTNERS:

City of Fairmont Planning Department, City Engineer, City Attorney, Fairmont City Council, City Manager

TIME FRAME:

5-8 Years

STRATEGY:

Initiate annexation procedures for the remaining unincorporated areas along the I-79 Corridor.

PARTNERS:

City of Fairmont Planning Department, City Engineer, City Attorney, City Council, City Manager

TIME FRAME:

5-8 Years

**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 17: Annexation

STRATEGY:

Develop Annexation Plans for the unincorporated areas where municipal services are needed and identified as having a high benefit ratio to the City of Fairmont.

PARTNERS:

City of Fairmont Planning Department, City Engineer, City Attorney, City Council, City Manager

TIME FRAME:

5-8 Years

**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 18: Safety

STRATEGY:

Form committee for the purpose of developing a Hazard Mitigation Plan specific to man-made hazards and to undertake the planning process.

PARTNERS:

City of Fairmont Utilities, City Engineer, City of Fairmont Public Works Department, City of Fairmont Police Department, City of Fairmont Fire Department, City of Fairmont Planning Department, City Manager

TIME FRAME:

1-3 Years

STRATEGY:

Form committee for the purpose of developing an Emergency Response Plan that is specific to the needs of the City of Fairmont for both natural and man-made hazards.

PARTNERS:

City of Fairmont Utilities, City Engineer, City of Fairmont Public Works Department, City of Fairmont Police Department, City of Fairmont Fire Department, City of Fairmont Planning Department, City Manager, Central Communications

TIME FRAME:

1-3 Years

STRATEGY:

Review existing ordinances and policies to their effectiveness for making Fairmont a sustainable community.

PARTNERS:

City Attorney, City Planner

TIME FRAME:

1-3 Years



**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 18: Safety

STRATEGY:

Continue public education programs that inform the public of natural and man made hazards as well as provide mitigation practices.

PARTNERS:

City of Fairmont Utilities, City Engineer, City of Fairmont Public Works Department, City of Fairmont Police Department, City of Fairmont Fire Department, City of Fairmont Planning Department, City Manager, Central Communications

TIME FRAME:

1-3 Years

STRATEGY:

Undertake planning process for the creation of a Natural and Man-made Emergency Response Plan.

PARTNERS:

City of Fairmont Utilities, City Engineer, City of Fairmont Public Works Department, City of Fairmont Police Department, City of Fairmont Fire Department, City of Fairmont Planning Department, City Manager,

TIME FRAME:

3-8 Years

STRATEGY:

Continue to update and enforce ordinances and policies that protect the public health safety and general welfare of the residents of Fairmont.

PARTNERS:

City Attorney, City Planner

TIME FRAME:

3-8 Years

STRATEGY:

Continue to review and assess needs for capital outlay for equipment, and supplies to allow Police, Fire, Public Works and Utilities Departments to operate effectively.

PARTNERS:

Police, Fire, Public Works and Utilities Departments

TIME FRAME:

3-8 Years

**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 19: Arts and Culture

STRATEGY:

Recommend a comprehensive arts survey be conducted under the guidance of the Arts and Humanities Commission

PARTNERS:

Fairmont Arts and Humanities Commission, City Planner, City Council, Fairmont State University

TIME FRAME:

1-3 Years

STRATEGY:

Continue to support existing arts and cultural events and organizations.

PARTNERS:

City Council, City Manager, Fairmont Arts and Humanities Board, Fairmont State University

TIME FRAME:

1-3 Years

STRATEGY:

Undertake a feasibility study for the construction of an Arts and Cultural Center in Downtown Fairmont.

PARTNERS:

City Planner, Planning Commission, Fairmont Arts and Humanities Board, Main Street Fairmont

TIME FRAME:

1-3 Years

STRATEGY:

Implement improvements to Palatine Park for utilization of an Arts and Cultural Center

PARTNERS:

City Manager, Public Works

TIME FRAME:

1-3 Years

STRATEGY:

Act upon the Arts and Cultural Center feasibility study.

PARTNERS:

Planning Commission, City Planner, City Manager, City Council, Fairmont Arts and Humanities Board

TIME FRAME:

3-5 Years

**CITY OF FAIRMONT
2005 COMPREHENSIVE PLAN
IMPLEMENTATION SCHEDULE**

Chapter 19: Arts and Culture

STRATEGY:

Continue to support existing arts and cultural events and organizations.

PARTNERS:

City Council , City Manager, Planning Commission, City Planner

TIME FRAME:

3-8Years

STRATEGY:

Review and revise the comprehensive arts survey.

PARTNERS:

Fairmont Arts and Humanities Board,

TIME FRAME:

5-8 Years

Chapter 21

Citizen Participation

The involvement of citizens in the governing of society is the subject of history itself. The demand for greater citizen involvement and control has been the central issue in wars as well as revolutions in this and other countries. Within the governmental system of the United States, the level and effectiveness of citizen participation have varied in both kind and degree.

For the development of this Comprehensive Plan, citizen participation is not only vital to the success of the plan, but is specifically cited in the WV State Enabling Planning Legislation in §8A-3-1 (b) as the comprehensive plan is described as the process through which **citizen participation** and through analysis are used to develop a set of strategies that establish as clearly and practically as possible the best and most appropriate future land development of the area under the jurisdiction of the planning commission.

The City of Fairmont Planning Department and the Fairmont Planning Commission undertook several steps to ensure citizen participation was open and welcomed during the planning process. Over forty letters were sent out to community leaders advising and inviting them to participate in the weekly work sessions that were scheduled for the planning process. With that letter was a schedule of the work session dates and the topic that would be discussed. Simultaneously, the local newspaper ran several stories on the new planning legislation and the Comprehensive Plan process that the City of Fairmont was undertaking. The articles also included the schedule for the work sessions and follow-up articles were written that would give citizens an update on the planning process as well as encourage them to attend an upcoming work session. All but two of the work sessions were held in the Fairmont City Council Chambers, which is handicapped accessible and able to accommodate large audiences. Two work sessions were moved due to the November 2004 Election process to the City of Fairmont Water Filtration Plant Conference Room, which is also an ADA compliant facility. Fittingly, the topics of Public Services and Infrastructure were discussed on those nights and gave officials with the City the opportunity to give the public a tour of the new facilities and explain the water treatment process to residents.

The development of the 2005 Comprehensive Plan for the City of Fairmont began in September of 2004 with the first work session and continued weekly (no work sessions were held during the Thanksgiving and Christmas holidays) until the end of January, 2005. During the month of February, 2005 the Fairmont Planning Department staff compiled notes from the work sessions, completed mapping and prepared for a final work session to be held in early March, 2005, which would allow the public final input in the document before its scheduled Public Hearing before the Planning Commission in late of March, 2005. Again, the public received notification of the work session through direct mail and through newspaper article. While the nine members of the Fairmont Planning Commission served as the core group meeting each week with the Planning Department staff, several community leaders attended all of the workshops during the plan's formation.

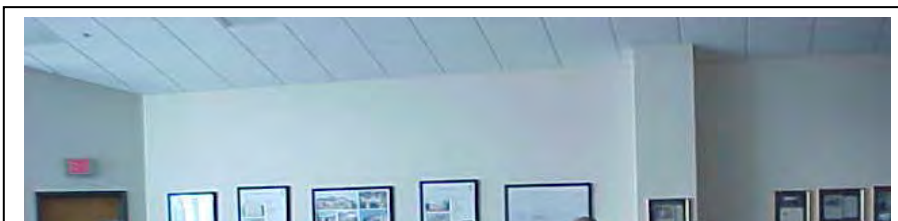
The City of Fairmont Planning Department staff maintained a file for citizen's complaints during the planning process just as they do for projects funded by the Small Cities Block Grant Program and no complaints were filed during the planning process. The planning staff also maintained a project file that included the documents prepared and reviewed during the work sessions, research for the plan's preparation, notes and other miscellaneous information. This file was



available for review by the public and a composite of this information has been included at the end of this chapter.

While the City of Fairmont's choice to prepare this Comprehensive Plan utilizing City staff was originally based on their financial inability to hire a consulting firm for the plan's development, it became clear during the work sessions that the community and residents felt more apart of the process due to their familiarity with the City planning staff and members of the Commission. The result is a true grass root oriented Comprehensive Plan prepared by those with a vested interest in the growth and development of the City of Fairmont.

March 5, 2005 Work Shop at City of Fairmont Filtration Plant



Credits

City of Fairmont Planning Commission

Dave Shaw, President
Bill Oliver, Vice President
Mike Foy
Jeff Fawcett
George Gribben
De' Andrea Bussey
Joe Feltz
Nick Fantasia
Norman Kronjaeger

City Staff

Bruce McDaniel, City Manager
Eileen Layman, Finance Director
Mike DeMary, Director of Public Works
Jim Fetty, City Engineer

Steve Cain, Chief of Police
Greg Freme, Fire Chief
John Carson, Engineering Department
Sharon Lee, Planning Department

West Virginia Department of Highways

George Duffner

Fairmont Community Development Partnership

Bob Gribben
Charles Fawcett

Vandalia Heritage Foundation

Richard L. Wood

Fairmont State University

Larry Lawrence
Jim Decker

Main Street Fairmont

Vera Sansalone, Director
Karen Gribben

Marion County Transit Authority

George Levitsky

Fairmont Historic Landmarks Commission

Jo Ann Lough
Donna Long

Marion County Parks & Recreation

Dan Talbot, Director
Tony Michalski

Fairmont Urban Renewal Authority

Diane Parker

Marion County Commission

Richard Walton, County Planner

Marion Regional Development Corp.

Charlie Reese

Historic Preservation Review Commission

George Sprowls

Fairmont Renaissance Corporation

Nicole Draper

Times West Virginian

Misty Poe Phillips
Kelly Barth

