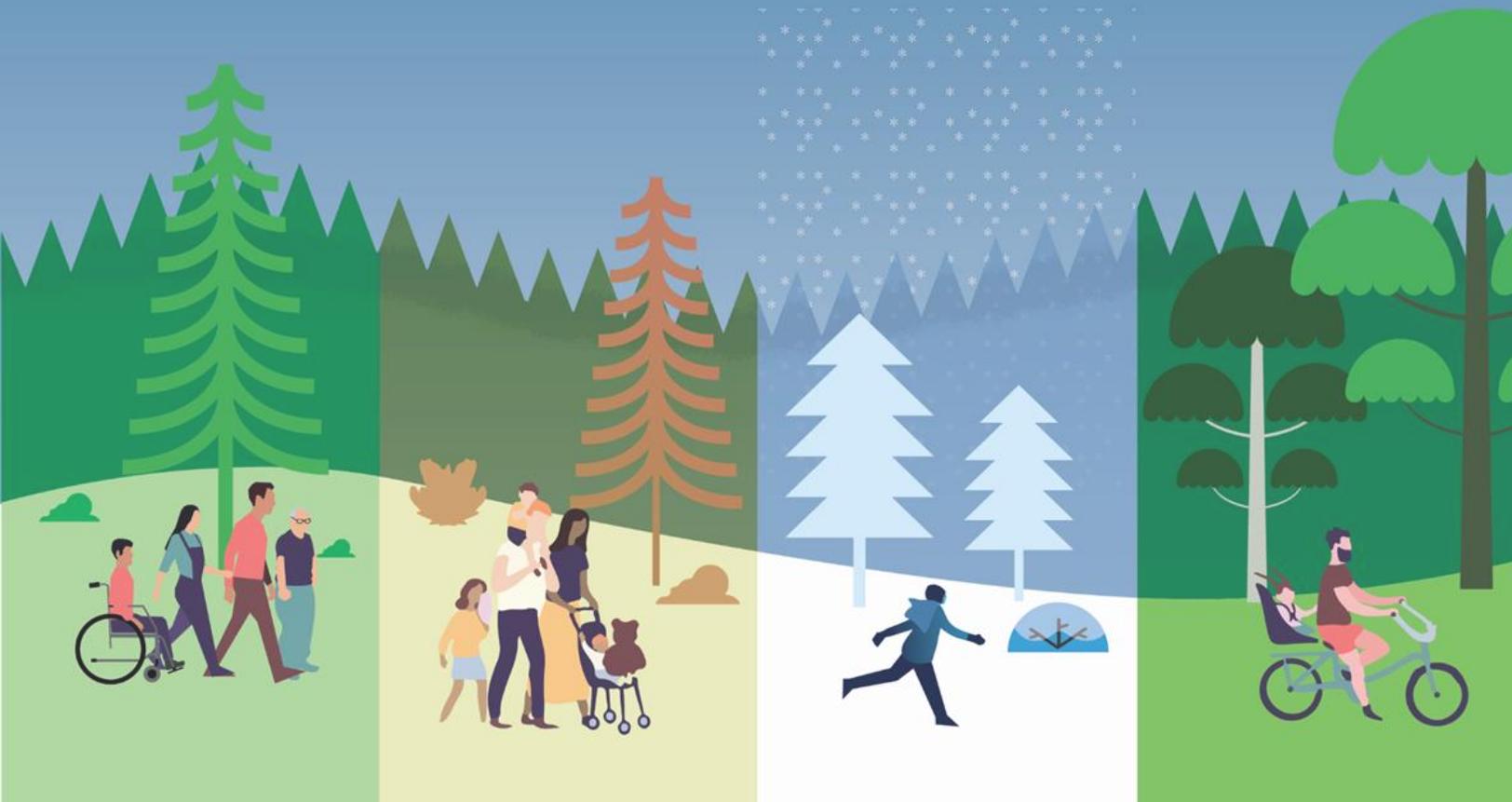


The CLARKSBURG COMPREHENSIVE PLAN



**Approved by Clarksburg City Council
on March 16, 2023**



Prepared in cooperation with:
Environmental Planning & Design, LLC

Resolution

RESOLUTION NO. 23-R7



CITY OF CLARKSBURG

WEST VIRGINIA

RESOLUTION

WHEREAS, the City of Clarksburg Planning and Zoning Commission has recommended the 2022 Clarksburg Comprehensive Plan be adopted, after having made careful and comprehensive surveys and studies of the existing conditions regarding the City of Clarksburg's infrastructure, community facilities, land development needs, and overall development pattern and has explored future changes of the condition of the City of Clarksburg with express input from the community including residents, business owners, and property owners; and

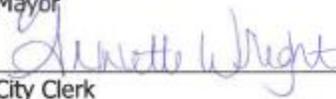
WHEREAS, the updated comprehensive plan was prepared with the general purpose of guiding and accomplishing a coordinated, adjusted, and harmonious development of the area which will, in accordance with present and future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of Clarksburg, as well as efficiency and economy in the process of developments; and

WHEREAS, Clarksburg City Council is of the opinion that it is in the best interest of the citizens of the community for the goals identified in the plan be completed and land development occur in a cooperative and planned manner

NOW, THEREFORE, BE IT RESOLVED by the City of Clarksburg this 16th day of March 2023, that the 2022 Clarksburg Comprehensive Plan is hereby adopted in accordance with West Virginia State Code Chapter 8A Land Use Planning, Article 3 Comprehensive Plan provisions.



 Mayor



 City Clerk

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Acknowledgements

The 2022 Clarksburg Comprehensive Plan was made possible by the collaborative contributions of many, including the Planning & Zoning Commission, City staff led by the Economic Development department, City Council, City Managers, and Mayor. The direction and focuses of this plan were greatly influenced by members of the public, including residents, business owners, property developers, as well as various community-based organizations.

Clarksburg City Council

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Introduction

Purpose of this Comprehensive Plan

The comprehensive plan acts as a guidebook to inform key decisions related to land use planning for the community. The vision and actions of this plan are based upon the unique values and aspirations of the Clarksburg community. An up-to-date comprehensive plan is necessary to comply with West Virginia State Code and adequately inform and guide associated planning tools, such as the planning and zoning code.

Approach of this Plan

Conventional comprehensive planning is general and broad reaching in nature, with much attention given to evaluating existing conditions. This plan sets a new trajectory for planning by targeting the highest priority areas of focus, most immediate to the current needs and opportunities of the community. This plan focuses more on the practical “how-to” of implementing selected actions. By biting off small digestible chunks, this approach sets a precedent for the regular tracking of progress and a more seamless planning process.

Community Engagement

Many voices within the community have helped to shape this plan. Over a hundred community members participated in 3 rounds of public workshops held within local neighborhood locations across the City, for a total of 11 individual sessions. They shared what is “working well” and what “needs more work” within their neighborhoods, which laid the groundwork for the direction and focus of this plan. (See appendix C for workshop exhibits/materials.)



Influences

This plan aims to build upon the unique characteristics and assets of Clarksburg, while at the same time addressing urgent challenges facing the City. The following outlines key items that influence the context in which this plan is developed. This ensures that the plan is well tailored to the current position of the community. These items were selected based on a combination of public input, discussions with City officials, and technical expertise.

Key Advantages & Opportunities

- Cultural attractions and amenities** - Events/venues, such as the Robinson Grande, state-wide cultural heritage festivals, and the Clarksburg Amphitheater, are major attractions that make Clarksburg unique. Clarksburg also contains several significant historic landmarks, a result of many prominent historical figures making their mark here. For more information on Clarksburg's robust history, see appendix C for excerpts from past comprehensive planning.
- Historic urban character** - Clarksburg is set apart from many other West Virginia communities due to the presence of its urban downtown with many notable historic buildings and landmarks.



- **Scenic and natural setting** - The City's natural streams and wooded hillsides provide pleasant scenery as well as direct access to nature even within an urban environment.
- **Well-connected regionally** - Clarksburg is well connected to the broader region due to convenient highway access (i.e. I79, US 50, US 19). There is opportunity for Clarksburg to be a destination for tourism. (See Transportation section for more information).
- **Hub for social services** - As a county seat, Clarksburg hosts a variety of social services and community-oriented programming. (See list of organizations within Action D.2).

Key Challenges

- **Population and economic decline** - Similar to many peer communities across the region, Clarksburg has experienced decades of economic and population decline resulting from loss of the area's historic manufacturing and natural resource extraction industries. The City housed 16,061 residents in 2020, which is roughly half the City's historic highwater mark of 32,014 residents in 1950. The widespread impacts of such decline effect all aspects of the community's fabric, including the City government's challenge to support public infrastructure systems designed for double the current population, due to greatly diminished tax revenues. (See Demographics section for more information).
- **Property blight** - As a well-established City, Clarksburg contains an aging stock of buildings. In fact, 82 percent of housing units are over 50 years in age. Property maintenance of an aging housing stock is challenging for property owners, especially when many within the community lack the economic resources needed for property upkeep.
- **Impacts of unhoused people and drug abuse** - Clarksburg contains a significant presence of unhoused people (also referred to as backpackers), in part due to its many support services. Camp sites for unhoused people tend to congregate along creek banks and underpasses and may lead to littering/dumping, which degrade the natural environment. In addition, the presence of drug abuse may impact public safety and perception of certain areas.
- **Legacy of limited community outreach and engagement** - Throughout the public outreach portion of this plan, participants shared that in the past the City's planning efforts were conducted with limited public outreach and engagement.

Future Land-Use & Development

Overview of Past Development Patterns and Existing Land-Use Controls

Development in the City of Clarksburg has remained relatively static since 2000, with most new development occurring along the U.S. Interstate 79 corridor in the form of commercial retail, office, and light industrial. New housing development within the City's municipal limits has been limited while the City's existing housing continues to age with most homes over eighty-years old. (See Demographics and Housing for specific data.) From a broader perspective, evidence of green-field development¹ in Bridgeport indicates that external demand for housing within the immediate region is present. Development within Clarksburg's downtown has involved larger projects associated with Local, State, and Federal agency offices, as well as service essentials.

Given the local context of extreme topography, historic development patterns, property ownership laws, and economic decline, inactive or low activity properties are prevalent throughout the City. These include a wide range or suboptimal conditions for development, including abandoned housing, vacant lots, exurban commercial land-uses comingled with high-density housing, and brown and grey fields. A new approach to land-use controls is becoming necessary as traditional zoning has not provided the redevelopment opportunities necessary to revitalize Clarksburg. Currently, the City of Clarksburg administers a traditional Euclidean Zoning Ordinance and noncompliant Subdivision Ordinance, neither of which is equipped for encouraging and facilitating infill development² within the City's established core. (See Action A.2 for an initial review of the City's existing zoning code.)

Direction for Future Land-Use and Development

While updates and refinements to land-use controls are necessary, they are only effective if tailored to align with civic infrastructure investments and economic development opportunities. In preparing this plan and conducting public outreach, the value of the City's natural and recreational assets (i.e. trail, streams, parklands) was cited as a potential spark for economic revitalization. By targeting and leveraging these assets through public investment, it is intended to encourage development in the vicinity of these areas. Form-based structural code requirements are likely necessary to ensure such developments are integrated fittingly into the established built environment. The following items shape the City's direction for land-use and development, elements of which are also reflected in the Action Plan and Implementation Guide.

Downtown Revitalization and Redevelopment (See Action A.1) – Analysis of the Central Business District and Glen Elk neighborhoods to consider a variety of factors including market analysis, land-use regulations, parking, internal building conditions, and general marketing of the area.

¹ Green-field development is considered building on previously undeveloped land.

² Infill is the process of developing vacant or under-utilized land within established areas that are already developed.

Neighborhood Centers (See Action A.2) - Updates to the zoning ordinance to better enable development in our neighborhoods, specifically local smaller-scale commercial centers. These updates should include identifying barriers to development and reducing challenges that may no longer be practical as they relate to traffic congestion and land overcrowding.

Open Space and Parks Development (See Action B.1 – B.3) - Invest in natural resource restoration near the bicycle trail and Elk Creek. Support efforts to extend regional trail corridors to connect all parts of the City to the wider region. Investigate blight mitigation strategies for river and trail access. Within Lowndes Hill Park there is opportunity for natural resource restoration, nature trail expansion and access enhancements, and scenic overlooks. In addition to active park land use and the YMCA, the existing Civil War trenches on site should be reexamined to determine the status of the antiquity and if there are possible programs to provide education opportunities to the public about the Civil War and associated economic development activities associated with the historic site.

Blight Mitigation (See Action C.1 – C.3) - Mitigating the effects of deteriorated structures continues to be necessary. The City should work to continue redevelopment where feasible and continue to explore methods to ensure properties are maintained.

Infill Development

The City of Clarksburg, having existed for approximately 250 years, has tremendous infill redevelopment potential. Inside the traditional core and throughout Clarksburg's residential neighborhoods, there are vacant and underutilized parcels of land that can be consolidated into buildable lots.

Residential Infill Development

For residential neighborhoods such as Adamston and Broadway, the reconfiguring of structures into apartment dwellings has created noticeable issues with the structural and aesthetic condition of housing, especially those structures which were converted from single-family detached dwellings to duplexes, triplexes, or other multi-family dwellings. In such cases, investment within the neighborhood is commodified to individual investors, who may reside out-of-town or out-of-state, as opposed to homeowners living within the neighborhood. In these areas, de-densification of the area could provide more opportunities for individual homeownership, while decreasing congestion on roadways, increasing structural investment, and maintaining the surrounding neighborhood's established rhythm and harmony. Many times, these structures were designed and constructed before automobiles and are not suited for higher density, eventually becoming vacant as they are no longer functional. By enabling block level redevelopment plans with cooperation of the property owners, new development patterns can be achieved to promote single-family detached dwelling developments, or new construction of townhomes with amenities that promote greater functionality and are complimentary with neighborhood character.

In areas where demolitions have occurred, the City of Clarksburg may assist in property consolidation by acquiring vacant parcels in a land bank. The establishment of a land bank with active engagement would be a positive step in assisting with development given title issues present with most demolished structures. The land bank, using provisions in the West Virginia state code, would be the best method to consolidate these structures, and avoid tax sale issues that hamper redevelopment.

Commercial Infill Development

Throughout the Glen Elk and Central Business District neighborhoods, there are vacant, condemned, and underutilized structures that could be repurposed. This redevelopment is aided with state and federal historic preservation grants and other lines of capital that are available to developers. A major challenge is a weak market for redevelopment, property ownership issues, and the overall cost. For these properties, the City has limited options, as the cost of redevelopment of one individual structure easily exceeds yearly revenue collection. A developer could theoretically acquire property and complete the redevelopment process but given the capital requirements for these projects and general acquisition costs, the City is not realizing redevelopment driven exclusively by the private market.

There are programs such as the New Markets Tax Credit and Opportunity Zone designations which encompass portions of Clarksburg. These programs require investment into more than just housing, with the establishment of non-poverty wage employment. The City should investigate opportunities to work with mixed-use developers to increase funding opportunities for preservation and re-use. This would be a pivot from traditional Low Income Housing Tax Credit based housing, with a focus on developing market rate units and associated commercial activities.

Annexation

The State of West Virginia generally requires that property owners outside of municipal jurisdictions agree or solicit the local government for annexation. While Minor Boundary Adjustments pursued by municipal governments were at one time permitted, this practice was ended by changes to West Virginia state code in 2019. Given the limitations placed on municipalities, the only services that Clarksburg can provide to areas outside of the City are, police, fire, roadway maintenance, building code compliance, and sanitary sewer services. In evaluating any annexation, the City should evaluate the cost of services to the area versus the revenues possible from development. It may be feasible for individual residential parcels or small groups of residential parcels to seek annexation, but post-1970 style single-family developments may prove problematic given resources required to service these developments.

In prioritizing annexation areas, this plan finds that the municipal boundary should be corrected where possible, to accommodate the entirety of the parcel and ending the current split lots along areas of unincorporated Harrison County. For areas adjacent to Anmoore and Nutter Fort, coordination with those jurisdictions should be made to ensure that services required for development will be funded by the development and are not washed through annexation agreements that limit funds to the City of Clarksburg, especially as they relate to sanitary sewer. As the City of Clarksburg is the sewer provider for these jurisdictions, it is imperative that the City be involved with future development around Clarksburg.

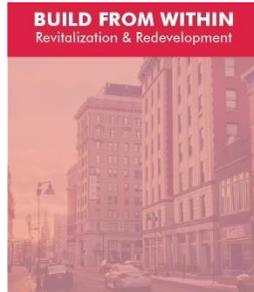
In working with current property owners for unincorporated portions of Harrison County between these jurisdictions, the City of Clarksburg should coordinate to provide incentives for development. These incentives may include provisions to establish a fire station to the eastern portion of the City, permanent Business and Occupation tax deferral agreements for selected areas, and establishment of special taxing districts to assist with infrastructure development.

It cannot be stressed enough that cooperation for development between the cities, towns, and Harrison County is required. As Harrison County's urban center, the City of Clarksburg is not positioned to compete for exurban sprawl, such as town center or big box development, which functions as a drain from downtown. All potential annexation areas near U.S. Interstate I-79 should be evaluated against services that can be provided by the City of Bridgeport.

Historic disagreements on annexation of land between Bridgeport and Clarksburg must end for the benefit of both jurisdictions. In coordinating future development, this plan recommends county level future land-use planning in cooperation with all jurisdictions. Additionally, the City of Clarksburg should actively work with Lost Creek, Lumberport, Shinnston, Salem, and West Milford to establish future residential growth opportunities in the County's smaller jurisdictions. These locations may provide additional opportunities for residents to live in Harrison County, and work in the City of Clarksburg.

Areas of Focus

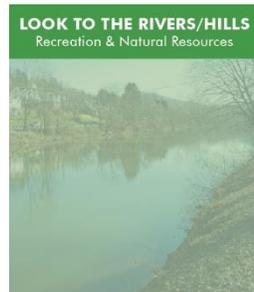
To ensure implementation and success of this comprehensive plan, four (4) areas of focus were selected as top priorities for immediate action. Each area of focus is strategically targeted to address current community influences and is viewed as foundational to the City's future planning pursuits.



BUILD FROM WITHIN Revitalization & Redevelopment

*A. Build from Within: **Revitalization & Redevelopment***

Objective: Reclaim the vitality of Clarksburg's downtown core by taking advantage of the City's unique cultural and historical assets/amenities and supporting redevelopment in alignment with established character.



LOOK TO THE RIVERS/HILLS Recreation & Natural Resources

*B. Look to the Rivers & Hills: **Recreation & Natural Resources***

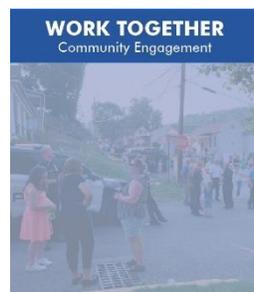
Objective: Embrace the City's natural streams, wooded hills, and recreation trails through restoration/management of natural features and expanded access for outdoor recreation opportunities to promote public health and attract economic development.



KEEP IT CLEAN & PROUD Property Maintenance

*C. Keep it Clean & Proud: **Property Maintenance***

Objective: Nurture clean and well-kept neighborhoods through a comprehensive blight mitigation strategy, including community-supportive code enforcement, property owner assistance, and beautification/clean-ups.



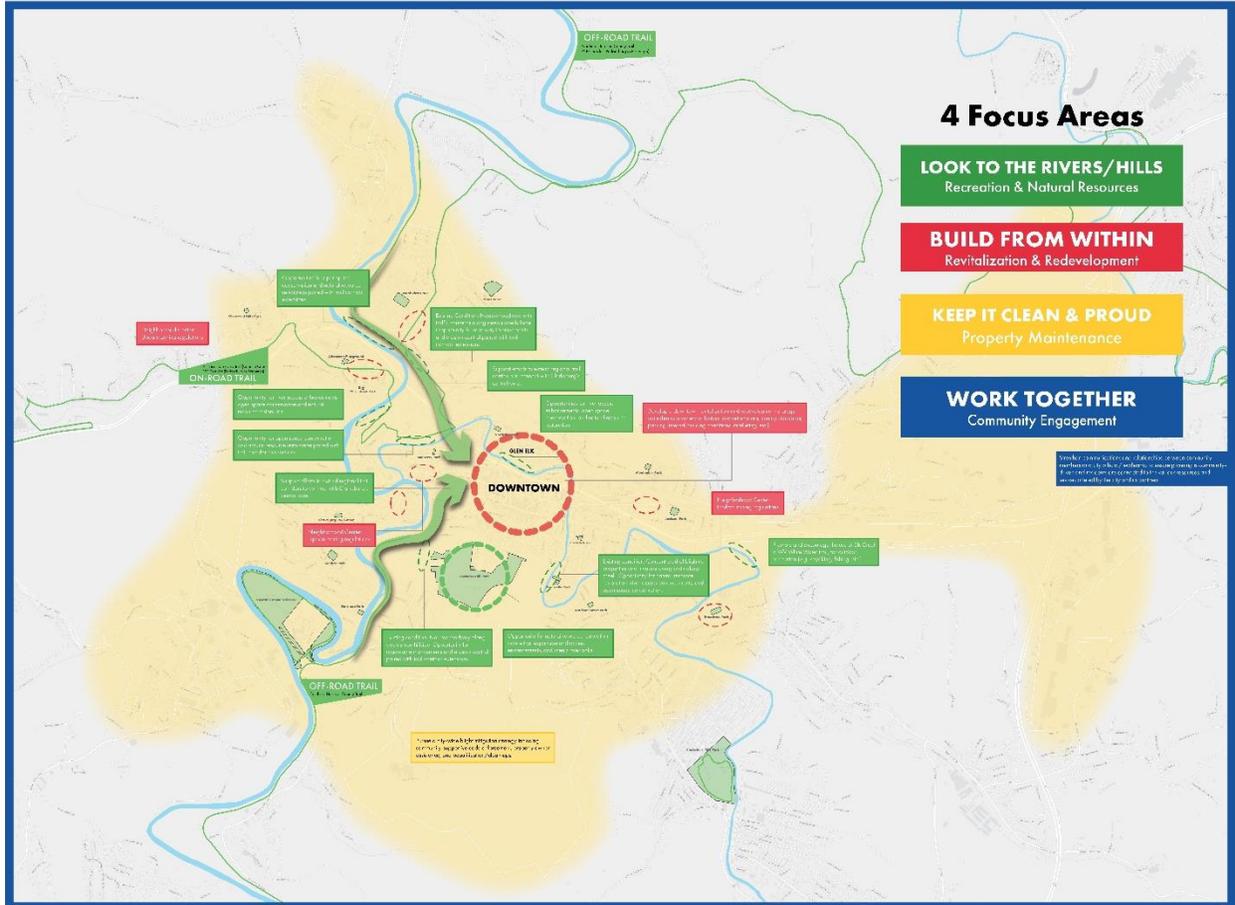
WORK TOGETHER Community Engagement

*D. Work Together: **Community Engagement & Communications***

Objective: Strengthen communications and public relations between community members and City officials/leadership to ensure planning is community-driven and residents are connected to the various resources and services offered by the City and its partners.

Action Plan & Implementation Guide

Action Plan Map



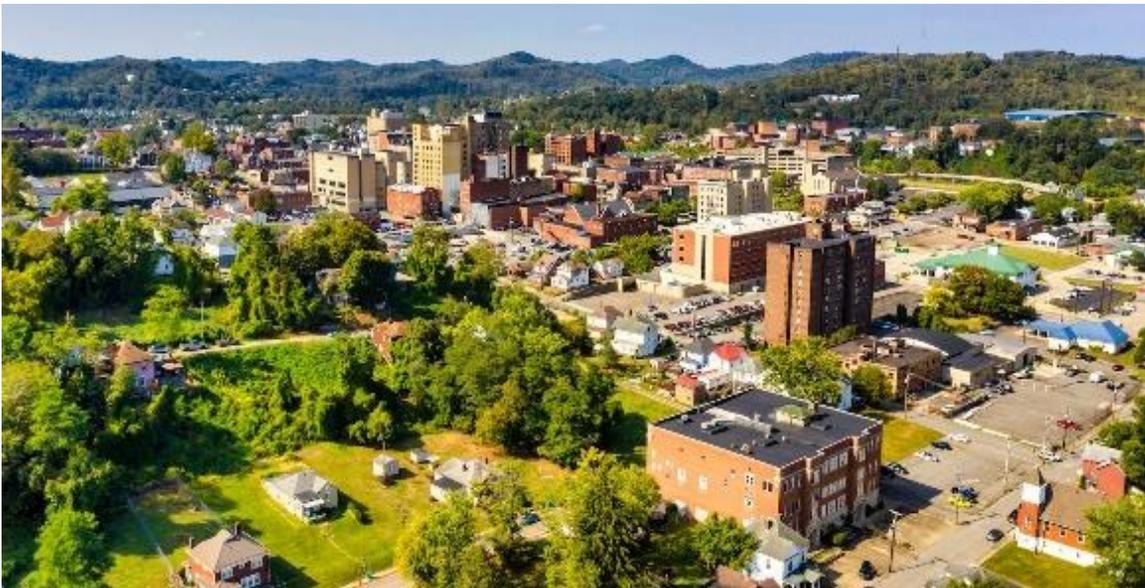
This map illustrates the general locations in which the actions described within this section may be implemented. Note: See larger scale/resolution version in appendix C.

A. Build from Within: Revitalization & Redevelopment

Action A.1: Build upon observations and goals of this plan to develop a downtown revitalization/economic development strategy to serve as a guidebook and vision for the future transformation of downtown Clarksburg.

Based on community input and technical planning discussions, “Building from Within” begins with pursuing the revitalization of downtown Clarksburg, the City’s centerpiece, and home to a concentration of unique and valued assets. While this plan’s assessment and analysis of downtown has revealed and highlighted district advantages, it has also revealed many questions and unknowns needing addressed if the City’s downtown revitalization strategy is to be well informed. The following outlines a number of key components of such a downtown strategy, each of which should be thoroughly reviewed in conjunction with public participation.

- **Market demand** – It is important to understand market demand for new retail, food & drink establishments, offices, and/or housing units to set realistic expectations and plan to accommodate the potential scale of growth.
- **Desired land uses** – Most desirable downtowns today contain a mix of uses, including commercial, housing, office, and recreation/entertainment. Outlining which land uses are desired and what general proportion is an important step in planning. Note: Public input did mention an interest in seeing more housing in downtown.
- **Condition of Old/Historic buildings** – Unknown internal conditions (e.g. electric, HVAC, elevators, accessibility) are major barriers to rehabilitation/renovation of older buildings. They represent uncertainty for private developers, which delays or inhibits redevelopment. Enhanced code enforcement as part of property maintenance actions may assist in accounting for internal conditions of such buildings.
- **Parking** – All aspects of parking, including supply/availability, price/payment methods, enforcement, walkable proximity to destinations, all play an influential role in effective downtowns.
- **Streets and Mobility** – Pedestrian friendly streets and sidewalks help support a safe and enjoyable environment for downtown visitors and residents. Such a strategy may outline the location of potential traffic circulation and streetscape enhancements.
- **Public Open Spaces** – The vibrancy of downtown districts may be greatly enhanced by quality public open spaces, such as plazas, where people can gather, hang out, and enjoy various activities. Open spaces may include seating, greenery, water features, space for pop-up activities, shops, and entertainment. Targeted investment in such an asset may become a catalyst for drawing more people downtown.
- **Branding and Promotion.** Branding is helpful in telling the unique story of Clarksburg and crafting a community identity which is marketable to the outside world.



Aerial view of central (downtown) Clarksburg.

A portion of the strategy should identify community development partners, which may assist with the redevelopment of key sites (e.g. older buildings in need of complex/significant upgrades) which require additional assistance beyond the private market. The City should support the existing Urban Renewal Authority (URA) take on additional roles and capabilities, including more functions of real estate development. (See Renewal & Redevelopment section for additional information).

To support the downtown revitalization planning efforts outlined above, the City should consider participating in the West Virginia “Main Street” program. Over a dozen communities across the State have participated, including the peer City of Fairmont. The program assists communities with developing a tailored downtown strategy, access to funding and lessons learned from the Main Street network of communities.

Action A.2: Pursue a complete makeover of the planning & zoning code to encourage more contextual development and a more convenient development process.

The planning & zoning code is the City’s primary tool for guiding the development of the community. The code determines the location of various land uses, the scale and placement of buildings, as well as many other supplemental regulations (i.e. parking, landscaping, vehicular access, utilities, etc.) to ensure that development fits properly within the local context. It is common best practice to continually update the planning & zoning code to reflect the evolving values and aspirations of the community. The content of this Comprehensive Plan shall inform and guide the updates to the planning & zoning code.

As part of existing conditions analysis, an initial high-level review of the City’s zoning code was conducted. The following issues were identified as areas in need of focused attention but are not an exhaustive list of all updates needed.

1. *Land Use* – Revisions to land use permissions are necessary to better align with the character of districts; contextual/desired uses may be added and incompatible uses removed
2. *Lot Dimensions & Building Placement* – Adjustments to lot size, lot area, building setbacks, location of parking, and/or orientation of buildings are necessary to ensure development fits within the established local context.
3. *Building Scale* – Standards necessary to ensure building floor area and height matches context of the district.
4. *Parking* – Parking minimums should be crafted to better align with specific land use types, especially within downtown. For example, standards that require more parking than is necessary may inhibit development.
5. *Buffering* – Standards for landscaping/open space between uses and/or district of distinct and incompatible character.

Regarding design standards, the City’s code contains three Historic Overlay Districts intended to guide building design to fit with the established architectural character of the district most appropriately. These standards are currently not enforceable but rather function as suggestions. (See Historic Preservation section for more detailed explanation.) As a result, modifications to historic structures are not held accountable and may result in designs which are not appropriate for the district’s historic character.

In order to utilize the full potential of these historic districts, the City should consider bolstering the functions and capacities of the City's designated Historic Landmarks Commission to play a more active role in development review.

The City should enhance the process for zoning application and review in order to support a more seamless and concise development process. Developers are more likely to work with a community which has clear and easily navigable regulatory processes. The following items should be considered as a starting point for enhancements.

- Better organize the City's website to create a single platform/web page dedicated to zoning/land development permit process
- Craft a few simple informational graphics which clearly and concisely summarize the development process and application procedures
- Include all necessary applications/forms and have explanatory information accessible on the web page
- Designate a single point of contact for applicants which can answer questions and seamlessly connect applicant with the appropriate secondary contact or resource
- Offer the ability for permits to be completed and submitted online, including online payment
- Reduce the number of developments requiring action by the Planning and Zoning Commission and City Council
- Pursue organizational and formatting revisions to the Planning & Zoning code to ensure the document is easily navigable and comprehensible for developers
 - o For example, based on a review of Clarksburg's zoning code, the list of defined terms and land uses are outdated and require revisions and additions. Also, land use and dimensional tables are unclear and not user friendly
- Through the implementation of all the above items, make it a goal for City Staff and Commissions to establish the City as a development-friendly community

B. Look to the Rivers & Hills: Recreation & Natural Resources

Action B.1: Support and facilitate natural restoration projects along streams and hillsides, including invasive species and erosion remediation, litter clean-up, native plantings, etc.

Community members emphasized the need to address issues related to the deterioration of natural features, including creek banks, wooded hillsides and vacant land, resulting from invasive vegetation overgrowth and littering/dumping in part related to vagrant camping. As a starting point to address these issues, the City should assess the extent and impact of invasive species vegetation overgrowth through the use of an Invasive Species Management Plan. Such a plan will help by identifying the following items:

- Inventory and Assessment (i.e. A list of invasive species present, particularly those poisonous/harmful to humans or pets; degree of infestation)
- Management Plan (i.e. guidelines for infestation prevention; routine monitoring practices, education of municipal staff)
- Implementation Plan (i.e. list of funding sources, professionals offering technical assistance, estimated costs per phase)



View of the West Fork River from Veteran's Memorial Park along the Mayor's Fitness Trail.

Such a plan will ensure that mitigation efforts are guided by sound research and expertise. A plan for ongoing maintenance will ensure that invasives do not quickly re-emerge and undo the initial progress. As part of this planning effort, the City should review its landscaping and planting codes to ensure that no invasive species are listed.

Once an understanding of the issues and extent of impacts are appropriately documented, the City should pursue projects to remediate invasive species in coordination with clean-ups as well as new plantings of native vegetation. Community volunteers in partnership with Clarksburg Community Action may be engaged to assist with clean-up projects. Clean-up of camp sites should be conducted in coordination with local agencies supporting unhoused people to ensure individuals are directed to appropriate dwelling areas.

Based on public input and discussion with City officials, the following areas should be targeted for such restoration projects:

- Areas within and adjacent to public parks and open space (e.g. Lowndes Park along footpaths/trails)
- Stream banks (i.e. West Fork River; Elk Creek) including existing and/or future planned access points
- Areas along established and/or future planned trail corridors
- Steep slope hillsides in coordination with stabilization projects along roadways

Regarding implementation of such natural restoration projects, the City should coordinate with all applicable State and Federal agencies to determine access to target locations as well as laws and responsibilities related to invasive species mitigation and land conservation planning. Funding and technical assistance may be accessed via the following partners:

- National Invasive Species Information Center – a resource for technical resources and potential grant funding opportunities
- West Virginia Partners for Fish and Wildlife Program – support local governments with technical expertise related to invasive species
- Natural Resources Conservation Service (NRCS) of the USDA offers technical assistance for conservation planning for municipalities
- West Virginia Division of Natural Resources (WV DNR)

Action B.2 Encourage the use of open space for various outdoor recreation activities (e.g. hiking, off-road sports, kayaking/canoeing, fishing, etc.) by enhancing access to streams and wooded lands.

This action recognizes the quality of life and economic value of outdoor recreation opportunities within Clarksburg. While there are a variety of ways the City can support outdoor recreation, an important first step is enhancing access to open spaces. In particular, access to Clarksburg's streams has been a long-term goal of the City, as highlighted by the 1997 and 2010 versions of the Comprehensive Plan. This plan affirms that such planning efforts continue to remain a desired area of focus for the community.

Planning should begin with consideration for a Stream/Waterway Access Master Plan or an in-house prioritization of water access-oriented projects. Public input should be an integral part of such planning efforts to ensure access is provided at convenient and usable points for the public. It is also important for access to rivers and creeks to be visible through wayfinding signage. Access points should also consider the safe movement of pedestrians and bicyclists as well as vehicular parking. Priority should be given to locations in close proximity to Clarksburg's downtown core in order to encourage outdoor recreation users to visit downtown businesses and attractions.



Photo of kayaking along a wooded stream.

Another key location of emphasis is Lowndes Park, a large heavily-wooded park located along a hillside ridge south of Downtown. The City should consider planning to expand/enhance access within the park's wooded hillsides with footpaths and/or off-road bicycle paths. Such trail paths could better connect adjacent neighborhoods to the park via walking or bicycling. Another potential un-tapped opportunity are scenic overlooks from the top of the hill to the downtown and broader City below. All such outdoor recreation opportunities present benefits for local community wellness/quality of life as well as draws for visitors.

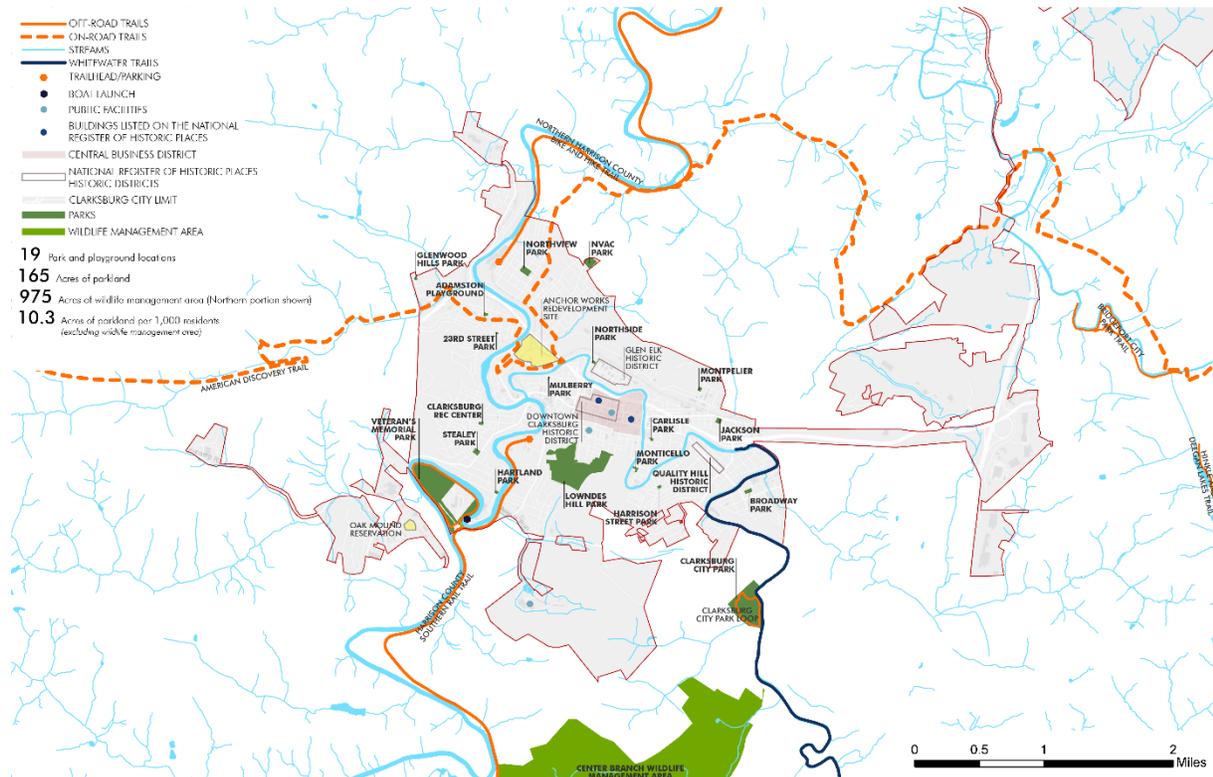
To learn more from other peer cities (Narrows, VA; Johnstown PA; John Day, OR) pursuing a recreation-based economy, see appendix C. An excellent funding resource for outdoor recreation related planning is a program from the EPA, called Recreation Economy for Rural Communities.

Action B.3 Partner to support regional trail expansion projects which connect trail users to the central core of Clarksburg, establishing the City as a prominent trail crossroads hub.

Clarksburg is uniquely situated at the intersection of many established and actively expanding trail corridors, designed for walking, hiking, and bicycling. Clarksburg lies directly along the route of the East/West running American Discovery Trail, a national trail spanning from coast

(Delaware) to coast (California). While many portions of the route fall along vehicular roadways (as is the case through Clarksburg), there are plans for the American Discovery Trail to be developed as 'off-road' wherever feasible. This is the case in which the American Discovery Trail shares an off-road route with the North Bend Rail-Trail, which runs from just outside Parkersburg, WV to Wolf Summit, only 7 miles west of Clarksburg. In addition, The Parkersburg to Pittsburgh (P2P) trail corridor is nearly 80 percent complete and plans to connect Parkersburg and Pittsburgh via a series of off-road trails, including the Harrison North Rail-Trial which terminates within the City limits in Northview.

Map: Existing recreational and historical assets in and around Clarksburg



Due to the multi-layered nature of such projects, there are many stakeholder organizations which are invested in filling in the gaps and connecting these trail corridors. The City's role is primarily support and assistance of ongoing planning efforts, as well as advocating for the local desires of the Clarksburg community to ensure that trail expansion projects fit within the local context and are well used and enjoyed by local residents.



Photo of rail trails.

One area of emphasis identified by the plan is the desire for trail corridors to connect with the core of Clarksburg and its downtown, in order to support revitalization efforts also outlined within this plan. The full impacts of trail connections are only enjoyed if users are able to easily travel from trailheads to the local businesses and attractions of downtown Clarksburg. This objective should influence trail planning related to location of routes, parking, landscaping, wayfinding signage, and pedestrian/bike access between the trail and existing City street network.

List of potential stakeholder partners:

- American Discovery Trail
- Rails-to-Trails Conservancy
- Industrial Heartland Trails Coalition
- West Virginia Rails-to-Trails Council
- Harrison County Commission/Planning Department
- (Friends Of) Harrison Rail-Trails, Inc.

C. Keep It Clean & Proud: Property Maintenance

Action C.1: Pursue a comprehensive blight mitigation strategy focusing on both preventative (i.e., property owner assistance; community-supportive code enforcement) and restorative methods (i.e., rehabilitation/redevelopment), guided by the technical and financial support of the state-endorsed BAD (brownfields; abandoned; dilapidated) Building Program.

Blight refers to the deteriorated or dilapidated condition of buildings and/or lots without buildings which pose threats to public health and safety as well as the general appearance of an area. In part spurred by economic decline and depopulation, it is a common issue in many communities across West Virginia and the broader rust belt region. There are many forms and degrees of blight which makes the issue complex and multi-dimensional. Some properties may contain abandoned buildings that are severely dilapidated, and demolition is the best option to ensure safety. In other cases, an occupied building is generally functional but in need of upkeep, such as a new façade, upgraded internal mechanic system, or better yard care to bring it back to looking its best. In this case, property owner assistance is the first option. Past efforts within the City of Clarksburg have focused largely on demolitions, while ignoring other valuable remedies. Such a blight mitigation strategy should begin with pursuing preventative (i.e., property owner assistance; community-supportive code enforcement) and restorative methods (i.e., rehabilitation/redevelopment) before demolition is pursued as an option.

Blight is a complex challenge that requires a multi-dimensional strategy.

In order to support blight mitigation efforts, the City should take advantage of the BAD Buildings Program. The program is facilitated by Northern WV Brownfields Assistance Center (NBAC) at West Virginia University (WVU) in collaboration with the WV Community Development Hub (Hub). Over a dozen communities across the State have completed the program, including nearby Fairmont and Shinnston. The program offers both funding and technical assistance to support communities in a 5-step process. Collecting data to inventory blight at a city-wide scale is a helpful tool in guiding further action. It ensures that actions are soundly based on evidence rather than opinions. Analysis of the inventoried can help guide assistance to certain geographic areas in most need.

Step 1: Form BAD Buildings Team

BAD Buildings Team comprised of local stakeholders, volunteers, elected officials, civic organizations, and local business owners.

Step 2: Train BAD Buildings Team

Members of the Program train the community Team on how to identify, survey, and research local BAD Buildings.

Step 3: Develop BAD Building Inventory

The Team creates an inventory which includes compiled site information and a ranked list based on community-defined priorities and feasibility.

Step 4: Create BAD Buildings Redevelopment Plan

The BAD Buildings Redevelopment Plan defines next steps to efficiently use local and leveraged resources to address high priority sites. The plan includes:

- A prioritized BAD Buildings Inventory
- Identified high priority properties with significant economic redevelopment potential
- Next step recommendations for property owners, local revitalization groups, businesses, and the municipal government to address BAD Buildings
- Redevelopment options for high priority sites including demolition, deconstruction, rehabilitation, and adaptive reuse

Step 5: Implement the Redevelopment Plan

As Clarksburg completes this process, it is recommended that priority areas for redevelopment align with the Comprehensive Plan Map.

Note: While the BAD Buildings program focuses on brownfields, and abandoned buildings, the City should customize its blight mitigation strategy to also include all types of blight. This should include ongoing maintenance of occupied buildings, as well as the clean-up of vacant land which are sites for dumping and/or vegetation overgrowth. Action C.2 and C.3 stem from this focus.

Action C.2: Raise awareness and support the channeling of property owner assistance (i.e., loans, grants, and volunteer labor) geared toward maintenance and renovations, as well as citizen-driven beautification and clean-up efforts. (Integrate as part of the blight strategy formed by Action C.1)

In some cases, property owners may desire to resolve property maintenance issues, yet they lack the resources or ability to complete the necessary improvements. Assistance with property maintenance may take the form of grants and loans from State and Federal agencies or local community organizations and grassroots volunteerism. In both cases, the City can play an important coordination role connecting residents with the many support services and programs that may exist.

Loan/grant programs:

- Single Family Housing Repair Loans & Grants in West Virginia (USDA)
- Historic Rehabilitation Tax Credits (WV)

Examples of local community support from other model communities:

- Local contractors and landscapers that may volunteer to offered discounts for certain vulnerable homeowners (i.e. due to age, income, or disabilities).
- Faith-based and social service organizations may offer financial and volunteer labor assistance for property owners.
- Tool/supply libraries function as a resource for borrowing tools and equipment for various property maintenance projects at low to no cost.

The City can support these efforts by assembling a network of resources and publicizing them, especially on any documents (i.e., tickets, citations, publications/newsletters) related to code enforcement. Finally, the City should continue to raise awareness for and support community beautification projects and clean-ups in partnership with the City of Clarksburg Beautification Committee, Clarksburg Community Action, and other community-based organizations.

Action C.3 Bolster code enforcement with additional/enhanced technical and legal tools. (Integrate as part of the blight strategy formed by Action C.1)

There are many tools that can be utilized to support code enforcement and ensure positive outcomes regarding property maintenance issues. *From Liability to Viability: A Legal Toolkit to Address Neglected Properties in West Virginia* is an excellent resource from the WVU Law Land Use & Sustainable Development Law Clinic. Of the more than a dozen tools outlined by the plan, Clarksburg has already implemented several fundamental elements, including a vacant property registration and rental registration. While the City should consider any and all applicable tools within the toolkit, this plan seeks to highlight one particularly innovative tool: On-site Citations.

On-site Citations are tickets given to landowners for external sanitation and nuisance violations, such as accumulation of garbage, high weeds or grass, open storage, graffiti, and drainage issues.

With such a system in place, property maintenance code violations are treated like parking tickets, rather than being handled by local courts, which require hearings and are often time and resource draining for both residents and municipal governments. How it works: code or police officers place tickets (typically starting at \$25) on doors of properties where external maintenance issues are observed. The ticketing system can be accompanied with proactive warnings and educational opportunities when officers inspect select City blocks (called a “sweep” described more below).

Block sweeps provide a proactive and non-threatening way for code enforcement officers to meet with property owners face to face to discuss the issue and work toward resolutions before a fine is warranted. Often times, property owners may not be aware of the code requirements for maintaining their yards and building exteriors. Block sweeps help educate the public by providing information of common violations (e.g., high grass/overgrowth) and offering a grace period to resolve the issue. The location of Block Sweeps could be prioritized and targeted based on the data collected by a blight inventory as part of the BAD Buildings Program.

D. Work Together: Community Engagement & Communications

Action D.1: Establish community liaisons or ambassadors within local neighborhoods to represent the voice of citizens and maintain regular dialogue and channels of communication.

Throughout the public engagement portion of this project, it was revealed that digital, print, and social media channels were not effective enough on their own to engage a large portion of the community. As a result, it is recommended that the City pursues interpersonal or 'word-of-mouth' forms of communications to more effectively engage a broader range of community members. One strategy is to designate enthusiastic and socially well-connected community members as neighborhood ambassadors. The main role of such an ambassador is to transmit information between the City staff and local citizens, such as notifications of public workshops or surveys gauging the opinions of the public. Such an action is an excellent foundational step for establishing strong and sustainable community engagement for years to come.



Community members gathering in a neighborhood with city officials.

Action D.2: Assemble and connect a dedicated network of community partners to better connect local residents to various services/resources within Clarksburg. Strategically identify areas in which the City and community partners can collaborate to enhance services.

As the Capital and largest City in Harrison County, Clarksburg hosts many community service organizations. Many within Clarksburg take advantage of these services and resources, which span a variety of subject areas, such as education, recreation, arts, youth and senior programming, housing support, workforce assistance, etc. In many ways, these organizations supplement the role of the City government by providing public services to the community. The City already partners with many of these organizations by providing various forms of assistance. It is a recommendation of this plan to bolster such community partnerships for the benefit of all Clarksburg community members.

The City should aim to play a coordination and facilitation role among community partners as the central hub within a connected network. The hope is that through more intention dialogue among partners, creative ideas for future opportunities will be unlocked and grow. As the City pursues planning for various public services, collaboration with community partners within the network should be a key first step. This method will help fill in the gaps in instances where local public funding or internal staff capacity is limited on its own.

One key aspect involves the promotion and publicity of the wealth of resources and services to ensure all community members are aware and connected to such resources. Specifically, the City can use its website and social media presence to publicize a complete and active list of community partners, making them more accessible to the broader public.

Potential community partners within the network may include the following:

- Central WV Community Action
- Clarksburg Community Action
- Clarksburg Mission
- Clarksburg Uptown
- Cultural Foundation of Harrison County
- Harrison County Public Library
- Harrison County School District/Board of Education
- Harrison County Senior Center
- Harrison County YMCA
- Kelly Miller Community Center
- United Way of Harrison and Doddridge Counties
- Urban Renewal Authority
- Various grassroots neighborhood citizen advocacy groups

Implementation Guide

During plan implementation, it is intended for all four focus areas to be addressed simultaneously. There are many interrelationships among the actions of each focus area. Actions in one focus area may be supported by actions from another area, so it is best for work to occur concurrently. For example, consider the following connections between different areas of the plan:

Look to the Rivers & Hills ← → *Build from Within*

Development of outdoor recreation opportunities has the potential to attract visitors and new investment, which will support local businesses within the downtown area. By connecting the downtown core with the rivers and other open spaces, the success of both will feed upon each other. It is also important for zoning regulations to be clear and convenient for new outdoor recreation related uses and development.

Keep it Clean & Proud ← → *Build from Within*

The presence of property blight may establish a poor first impression of the community, which may inhibit redevelopment of Clarksburg's core, especially for new developers or entrepreneurs unfamiliar with the area. Visa versa, redevelopment within Clarksburg's core has the potential to stabilize property values and attract investment necessary for the rehabilitation of the City's aging building stock with deferred maintenance.

Work Together ← → *Keep it Clean & Proud* ← → *Look to the Rivers & Hills*

Engaged community members and a network of partner organizations is what powers the implementation of much of the action plan. Grassroots community clean-ups and beautification projects play a key role in keeping Clarksburg clean and attractive. Blight and littering are common along the riverbanks and wooded hillsides. Efforts to encourage these natural areas for public enjoyment must be in step with clean-up and maintenance efforts.

In summary, each focus area represents a puzzle piece in which all are necessary to complete the full picture of Clarksburg's desired future.

Table of Actions

The table (See appendix A) acts as an implementation guide, summarizing the essential informational elements of each action. City departmental staff, boards, and/or commissions are designated as having a level of primary involvement on a particular action. In many cases, it is intended for multiple entities to collaborate on a single effort. It is expected that the Mayor and City Council will have high-level involvement with all actions as appropriate. External partners/collaborators are also identified to support and assist the City in completing each action. This may take the form of monetary funding, technical expertise, staff capacity, and volunteerism. See the action plan for more specifics related to potential partnerships. Finally, the table broadly outlines recommended 'first steps' for getting started with each action.

As a general practice, it is recommended that City Council dedicate a portion of its meetings and/or work sessions to addressing elements of the Comprehensive Plan. This would provide a regularly scheduled timeslot for internal department staff to update the Council on project progress and coordinate necessary action from the Council. Such a process would also be applicable to the Planning Commission since this entity plays a key role in many of the actions.

Existing Conditions Assessment

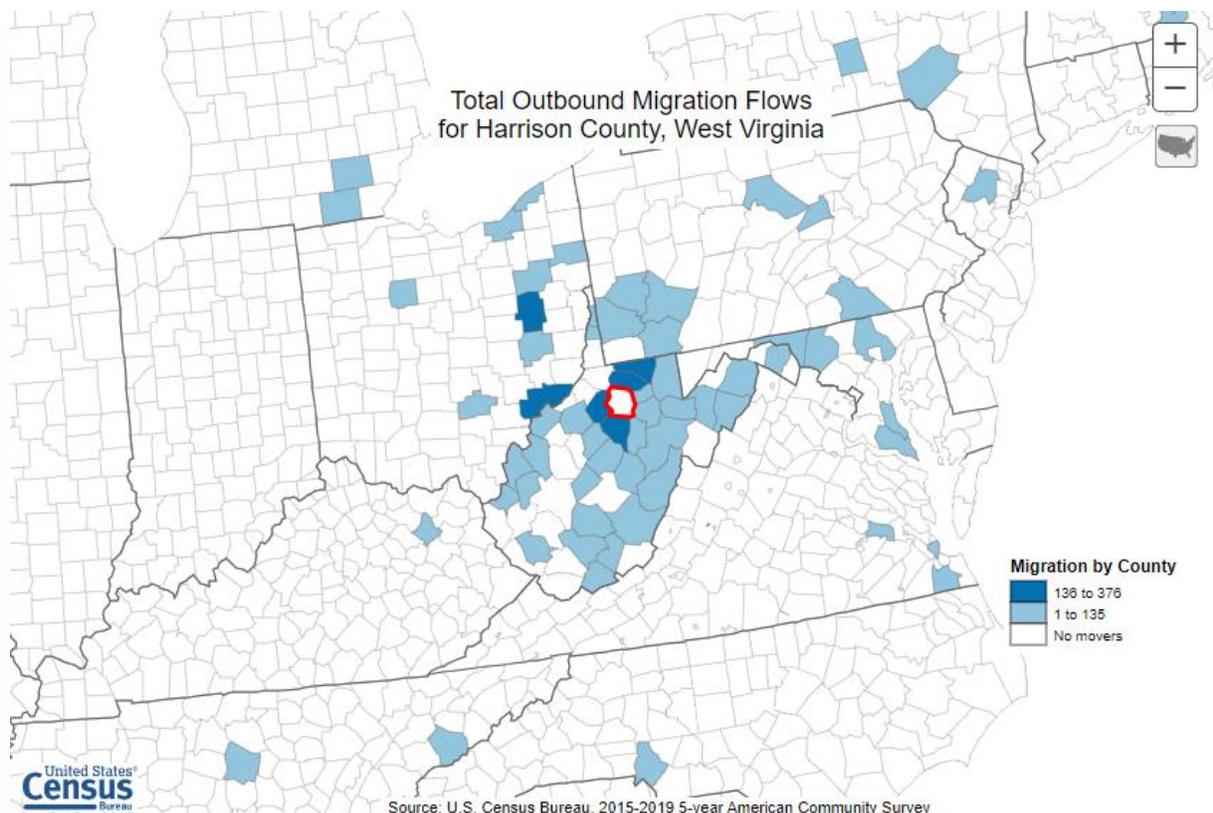
Demographics & Housing

(Note: See appendix B for a full set of data tables comparing the demographics of Clarksburg with the county and neighboring communities.)

Population

The 2020 Decennial Census Survey data identified 16,061 individuals residing in the City of Clarksburg. This was a decrease of 517 individuals from 2010 (16,578 population) and 682 individuals from 2000 (16,743). The City of Clarksburg's population has declined significantly from the 1950 census (32,014 population). Harrison County, WV has also experienced a population decline since 1950, from 85,911 individuals to 65,921 in 2020, a decrease of 20,038. Migration out of Harrison County appears to be limited to locations near West Virginia, with most migrating to Doddridge, Lewis, Marion, Monongalia Counties in West Virginia, and Tuscarawas and Washington Counties in Ohio.

Map: Total outbound migration flows for Harrison County, WV



The population of Clarksburg, WV is overwhelmingly between the ages of 18 and 64 based on the 2020 5-year American Community Survey data. Those under 18 account for 22.3% of the population, with school aged children (aged 5 to 18) making up 17% of the total population. The proportion for those over 65 was 16.7% of the city's population. One unique aspect of Clarksburg's population is the number of veterans, with approximately 5% of the total population of Clarksburg having been in the military. This is a lower proportion than in West

Virginia and United States. Given the proximity of veteran resources in Clarksburg, it was anticipated that there would be higher numbers of veterans living in the City.

Housing Data

The 2020 Decennial Census Survey data estimated a total of 8,129 housing units in the City of Clarksburg. Most housing within the city was built prior to 1940, at approximately 38% of the total housing stock. Data provided in the table below shows the decline in new housing construction that has been occurring since the 1950s. Since 1990, only 480 housing units have been built or approximately 6% of homes in Clarksburg.

Year	Pre-1939	1940s	1950s	1960s	1970s	1980s	1990s	2000s	2010-Present
Number of New Units Built	3,073	1,114	1,618	862	553	439	293	122	65
10-year differential		-1,959	504	-756	-309	-114	-146	-171	-57
10-year % differential		-63.8%	45.2%	-46.7%	-35.9%	-20.6%	-33.3%	-58.4%	-46.7%

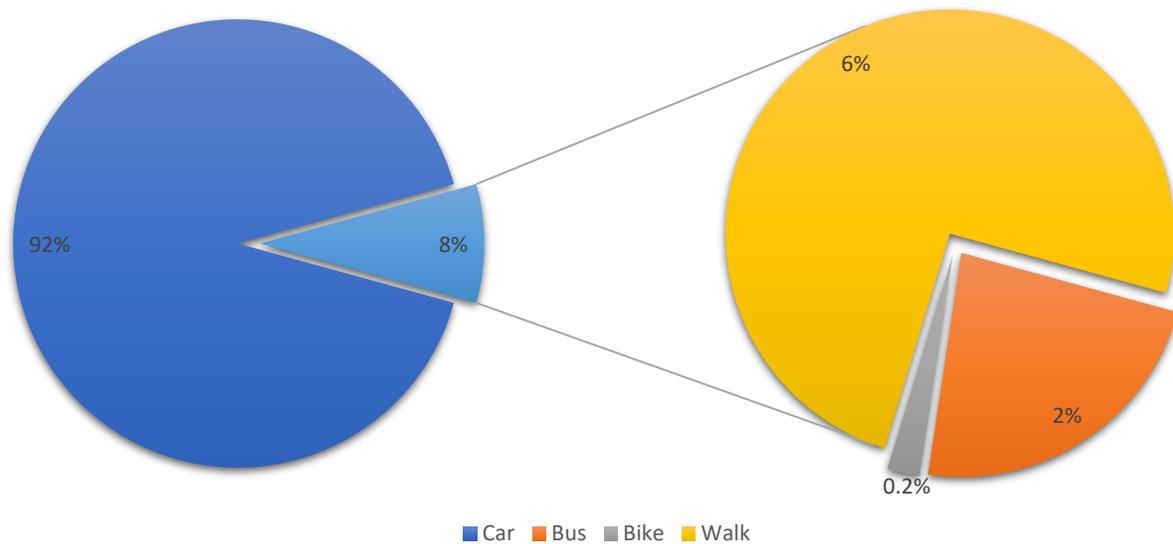
Household Economic Data

Households in Clarksburg have an average of two (2) persons, but data appears to be skew left given the number of Households without children and non-family households. There are approximately 3,487 family households living in the city and 2,962 non-family households. Most households do not have children, as there are 4,704 households without children present. While unconfirmed, there does appear to be an association between the higher number of rental units and lower per person household and should be examined with future housing studies to determine if Clarksburg’s housing stock will work for future residents.

Of the 8,129 existing housing units, 6,977 were considered occupied for census data purposes. Of those units occupied, 4,845 units are owner occupied, with 3,284 being rental units. Of the owner-occupied units, 2,355 units were mortgaged, while 2,490 were not. The amount of rental units is approximately 40% of occupied housing is higher than the West Virginia’s total rental housing percentage 26.7% and the United States’ 35.6%. Of those units with an underlying mortgage the median value of the property was \$104,700. Of those units that were not mortgaged, the value of the property was \$80,000. Clarksburg housing values are depressed when compared to the West Virginia state median value of \$123,200 and the United States median housing value of \$229,800. Rental rates are not as depressed with a median Clarksburg rent of \$679, and the West Virginia median rent being \$732, and the United States median rent of \$1,096.

Most households in the City of Clarksburg, approximately 92%, utilize personal automobiles for travel. Bicycle only households constituted the lowest percentage of household mobility options at approximately 0.2% of all Clarksburg households. Bus transit was second lowest mobility preference for Clarksburg households, with approximately 2% of households using bus services as their mobility option. Walking was second to car travel, with approximately 6% of households only using walking for mobility. Roughly 8% of the population does not use a personal vehicle for travel.

Clarksburg Mobility



The average Clarksburg resident's household income was estimated to be \$53,788 with a median income of \$41,226. Based on a 40-hour work week, this data indicates that the average full-time earnings for Clarksburg households is predicated on a \$25.86 an hour wage, while the median earning for Clarksburg households is predicated on a \$19.82 an hour wage. Approximately 3,582 residents or roughly 22% of all residents, are living below the federal poverty level.

Economic Development

The City of Clarksburg promotes economic development³ through the Economic Development Department, coordination with the Harrison County Economic Development Corporation, and the Harrison County Economic Development Authority. Opportunities for increased partnership include coordination with private developers and property brokerage firms and the West Virginia Region VI Planning and Development Council.

From a community-level, most City of Clarksburg initiatives are based on providing structural improvements or individual business assistance with a revolving loan fund or direct giving programs. Larger County-basis projects have recently been located near the North Central West Virginia Airport (CKB) located in Bridgeport. The agglomeration occurring with aero-space technology continues up the I-79 corridor with further related developments in Marion and Monongalia Counties and extending into Pennsylvania's Greene County. The North Central West Virginia region's economic strength compared to other areas of Appalachia has been cultivated through dynamic educational, industrial, and health care based growth. Locally, Workforce West Virginia establishes Harrison County's top 10 employers in 2021 to be the following:

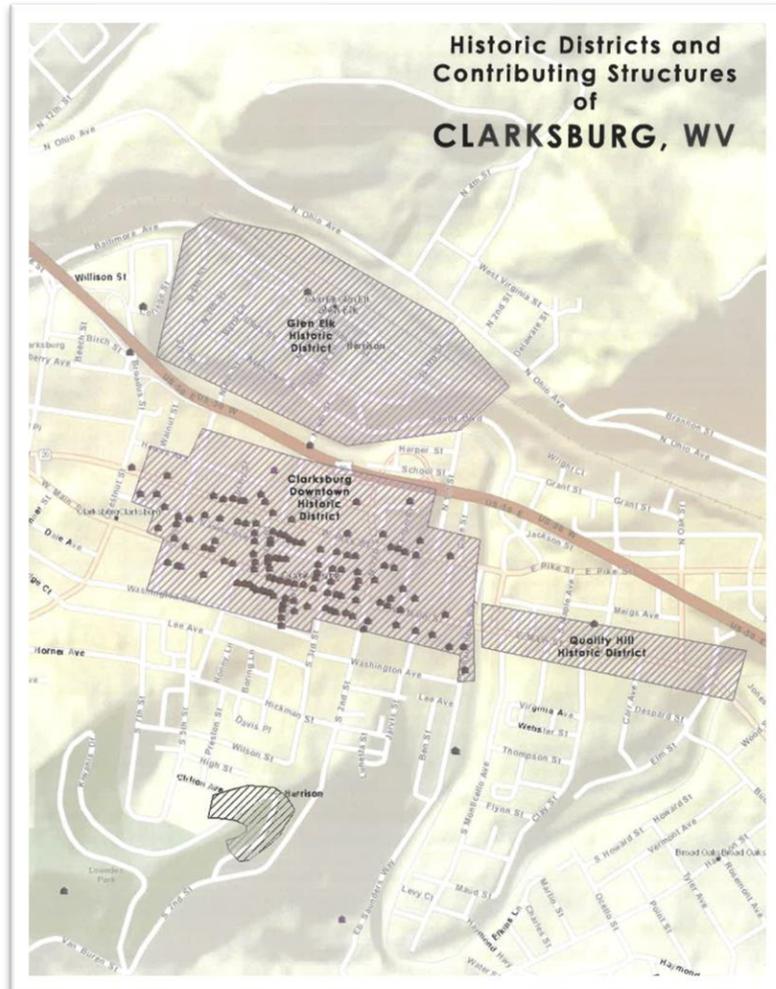
³ Economic Development is a broad term describing efforts of the public sector to influence the direction of private sector investment through various programs, policies, and activities to improve the economic well-being and quality of life for a community.

Name	Rank
U.S. Federal Bureau of Investigation	1 st
WVU Medicine	2 nd
Harrison County Board of Education	3 rd
U.S. Department of Veterans Affairs	4 th
Walmart	5 th
Penney Opco, LLC	6 th
Pratt & Whitney Engine Services, Inc.	7 th
Monongalia Power Company (First Energy)	8 th
Eastern Gas Transmission and Storage	9 th (tied)
West Virginia Division of Highways	9 th (tied)

Historic Preservation

Historic Preservation in the State of West Virginia is administered primarily through the State Historic Preservation Office (SHPO) a Division of the West Virginia Department of Arts, Culture, and History in accordance with the National Historic Preservation Act of 1966. The National Register of Historic Places is the official list of the United States’ historic places. The National Register of Historic Places includes buildings, districts, structures, objects, and sites recognized by the National Park Service on behalf of the Secretary of the Interior for their importance to local, state, or national history.

Locally, the City of Clarksburg, WV does not actively regulate Historic Preservation as current design standards provided in Section 1344 Historic District Overlay. Regulations of the Codified Ordinances of the City of Clarksburg, WV, are almost exclusively recommendations (e.g. Parking *should* be located at the rear and side of buildings.) and not formal requirements (e.g. Parking *shall* be located at the rear and side of buildings). Instead, for projects involving the use of grant funding or for federal government projects, a legally required review of historic properties in accordance with Section 106 of the National Historic Preservation Act of 1966, is conducted. Historically, the City of Clarksburg has actively worked with developers to facilitate infill and redevelopment of historic properties given the various degrees of blight present.



In 2015, the City of Clarksburg contracted WYK Architects to complete the Historic Districts and Contributing Structures of Clarksburg, WV. This comprehensive analysis of the Clarksburg Downtown Historic District, Glen Elk Historic District, and Quality Hill Historic District provides complete National Property inventory nomination forms, registration forms, and West Virginia historic places property forms for all pivotal and contributing historic structures in the City of Clarksburg.

Clarksburg Downtown Historic District

The Clarksburg Downtown Historic District captures the historic central business district for the City of Clarksburg. Per the National Register of Historic Places Inventory form completed in 1982, Clarksburg was established by white settlers in the mid-1770's. Andrew and Samuel Cottrell were the first known permanent settlers of Clarksburg in 1772. With the establishment of the County of Harrison by the Commonwealth of Virginia in 1784, Clarksburg was formally established as the Harrison County location for public buildings and chartered in 1785. The first Harrison County courthouse was erected in 1781 at the corner of Main and Second Streets. Growth of commerce expanded after the Civil War, with extreme growth occurring between 1900 and 1920 related to the City's proximity to oil and gas development in West Virginia.

Forty-Five structures were identified as being Pivotal Structures for the establishment of the Clarksburg Downtown Historic District. This is in addition to seventy-seven contributing structures. Many have been demolished since being added to the National Register of Historic Places, including the former Municipal Building located at 227 West Pike Street. Many of the remaining structures are in states of extreme decay with properties in condemnation due to property maintenance code violations. The most notable example of blight in this district affects a listed pivotal structure, the Waldo Hotel.

Glen Elk Historic District

The Glen Elk Historic District is the most recently established historic district in the City of Clarksburg, being included on the National Historic Registry in 1993. This district is approximately sixty-two acres in area that has historically comprised been of a zone of transition with development heavily affected by the active B&O, now CSX rail-line and U.S. Route 50 located directly to the south of the historic district and a boundary with the Clarksburg Downtown Historic District. This district was historically wholesale and warehouse-based land-uses with contemporary residential development beginning in the 1930s.

Changes in transportation and shipping contributed to this area's decline, with numerous large structures being used as passive storage. Many of the businesses in this neighborhood have changed with the most recent development associated with the Clarksburg Mission and redevelopment of former warehouses into residential housing, and specialty event centers. Many pivotal and contributing structures have been demolished since incorporation of this district with many remaining structures condemned.

Quality Hill Historic District

The Quality Hill Historic District is the City of Clarksburg's only residential land-use based historic district. The district is designed to target buildings to the north and south of East Main Street from the eastern boundary of the Clarksburg Downtown Historic District to the eastern edge of the Goff Plaza neighborhood. Due to the unique terrain of Clarksburg, and to a larger extent Appalachia in general, this district can be seen as an inner-ring residential commuter development pattern given the distance to the Central Business District.

The Quality Hill Historic District was established in 1985 with five pivotal structures and twenty-eight contributing structures. As of October 2022, all five pivotal structures are still actively in use and do not have known property maintenance code violations.

Renewal & Redevelopment

The City of Clarksburg has actively worked to remove property blight. Historically, the City's most active role has been in the demolition of condemned and unsalvageable structures. In assisting with this redevelopment need, the City actively demolishes dangerous properties while attempting to recoup costs through liens and other judgements. This activity is in addition to routine Code Enforcement activities requiring remediation such as grass and lawn maintenance fees. Current liens against individual property owners related to demolition and other associated Code Enforcement fees are over \$4,000,000 and have historically grown year over year.

To facilitate development, the City of Clarksburg has actively established and assisted local groups to either directly or indirectly remediate areas of blight. Efforts to establish redevelopment plans for individual properties or areas is coordinated by the Clarksburg Urban

Renewal Authority and City Council. An ancillary component of urban renewal is beautification, with the City of Clarksburg Beautification Committee actively working on place making within public rights-of-way and on public properties. For private property development, the City of Clarksburg actively works with Clarksburg Uptown, the Harrison County Economic Development Corporation, WVU Bad Buildings Program, and other local and regional partners. In working with partners there are also opportunities for further expansion of the City's efforts to provide the best solutions for current market failures, including land bank legislation provided in the West Virginia State Code.

Urban Renewal Authority

Urban Renewal Authorities (URAs) have been used in West Virginia to redevelop a particular property for a particular purpose or used to target entire blocks and neighborhoods that have vacant and dilapidated properties. Per West Virginia State Code, URAs can only be active after both a comprehensive plan and a redevelopment plan are created and adopted. As a result, URAs have methods for inventorying and prioritizing redevelopment activities. In theory, URAs have potential to gain enough resources and expertise to redevelop all blighted areas within any geographic area.

The Clarksburg Urban Renewal Authority was initially established in 1969, with updates occurring in 1996 and 2001, with the authority provided in Section 155 of the Codified Ordinances of the City of Clarksburg, WV. The current Urban Renewal Authority is made up of five commissioners, one of which is the City Manager, an ex-officio non-voting City Councilperson, and is provided Executive Director staff through the Economic Development Department. The Clarksburg Urban Renewal Authority administers a façade improvement grant of up to \$10,000 available to most properties in the City of Clarksburg, a side lot program designed to transfer vacant property to neighbors, and actively assists with redevelopment of condemned structures when available.

Beautification Committee

Clarksburg City Council actively works through the Beautification Committee to direct spending on right-of-way improvements that enhance the sense of place in the community. Since 2020, efforts have been made to increase funding to this committee for downtown planters, local greenspaces, and art installations including murals.

Partner Organizations

The City's administrative departments assist with infill redevelopment through public and private groups. These organizations include: Clarksburg Uptown, the Harrison County Economic Development Corporation, Clarksburg Community Action, WVU Bad Buildings Program, Vandalia Heritage Foundation, Mon Power, Your Community Foundation, Wesbanco's New Markets Tax Credit Loan Program, Clarksburg Mission, Pierpont Technical and Community College, Harrison County Board of Education, the Harrison County Commission, The Clarksburg-Harrison County Housing Authority, The West Virginia State Auditor's Office, The West Virginia Secretary of State's Office, The West Virginia Development Office, and the West Virginia Housing Development Fund.

These organizations either provide guidance, funding opportunities, volunteer labor for events, or pretty much anything imaginable. Without these community groups, stakeholders, and regional and state partners, Clarksburg would not be able to maintain its current historic property inventory and established residential, commercial, and industrial areas.

Land Bank Opportunities

West Virginia State Code was recently amended to allow for the establishment of Land Reuse Agencies (LRA) and allow for preference in purchasing tax sale properties below \$50,000. Land Reuse Agencies are very similar to Urban Renewal Authorities but are not permitted to exercise the power of eminent domain and may collect a portion of the property taxes on property it holds if authorized by the county taxing authority. The West Virginia University Land-Use Law Clinic provides the following comparison of URAs and LRAs.

Urban Renewal Authority and Land Reuse Agency Key Similarities Chart

URA	LRA
To purchase, lease, acquire property by gift & devise	To acquire property by any means the LRA considers proper
To hold, improve, clear, or prepare for redevelopment	To design, develop, construct, demolish, reconstruct, deconstruct, rehabilitate, renovate, relocate
To sell, lease, assign, mortgage	To convey, exchange, sell, transfer, lease, grant, or mortgage
To enter into contracts	To enter into contracts
To borrow money and issue bonds	To borrow money and issue bonds
To sue & be sued	To sue & be sued

Urban Renewal Authority and Land Reuse Agency Key Differences Chart

URA	LRA
Power of Eminent Domain	No Power of Eminent Domain
Must have a Comprehensive Plan and Redevelopment Plan	Must take into account land use plans if they exist
May only work in areas designated as slum or blighted and pursuant to a redevelopment plan	Flexibility to work throughout the LRA’s jurisdiction
May compete with other potential buyers at a tax lien sale	Right-of-first refusal for tax sale properties located in the jurisdiction with certain restrictions
The Board must have between 5 & 7 members. Note there are special requirements when a regional authority is created.	The Board must have an odd number of members, between 5 & 11. At least one member must be a resident of the LRA jurisdiction, not a public official or municipal employee, and must maintain membership with a recognized civic organization.

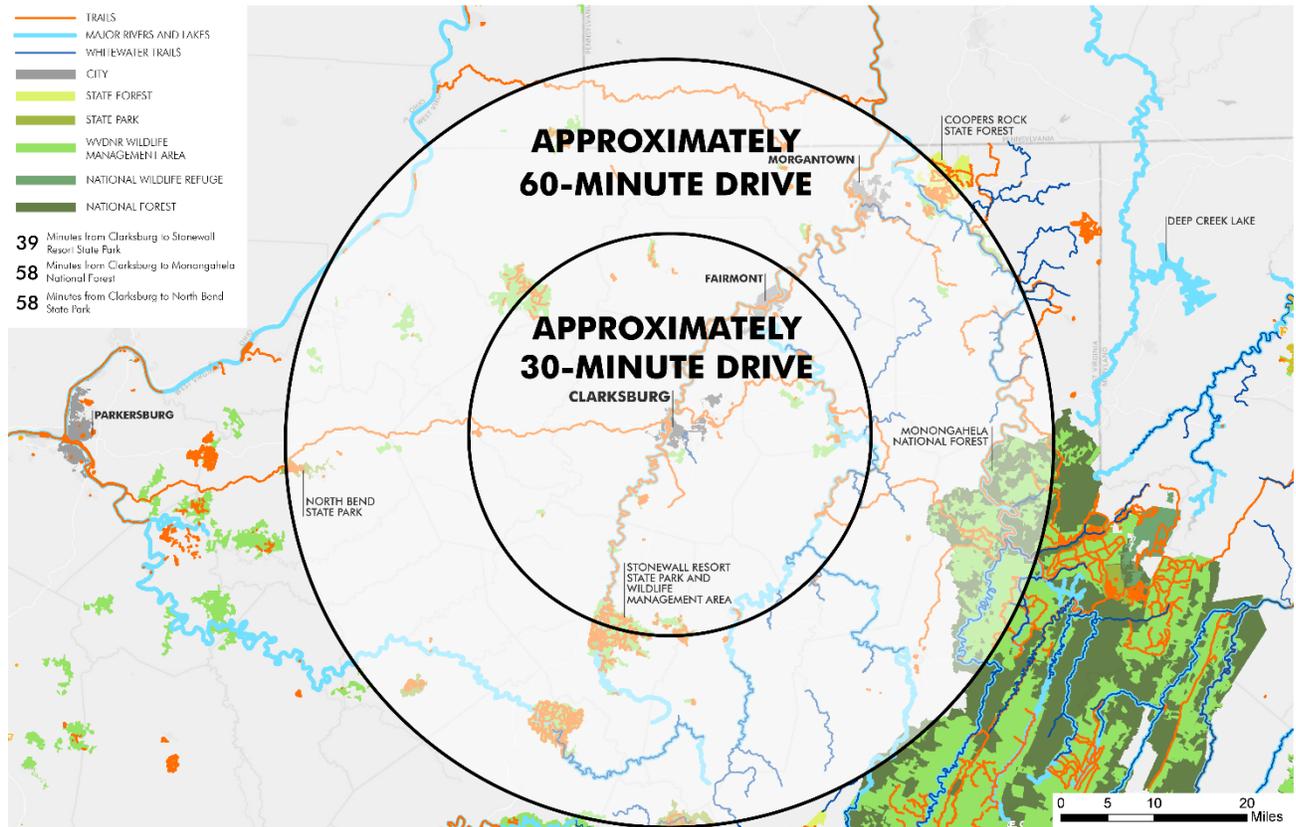
Transportation

Roads

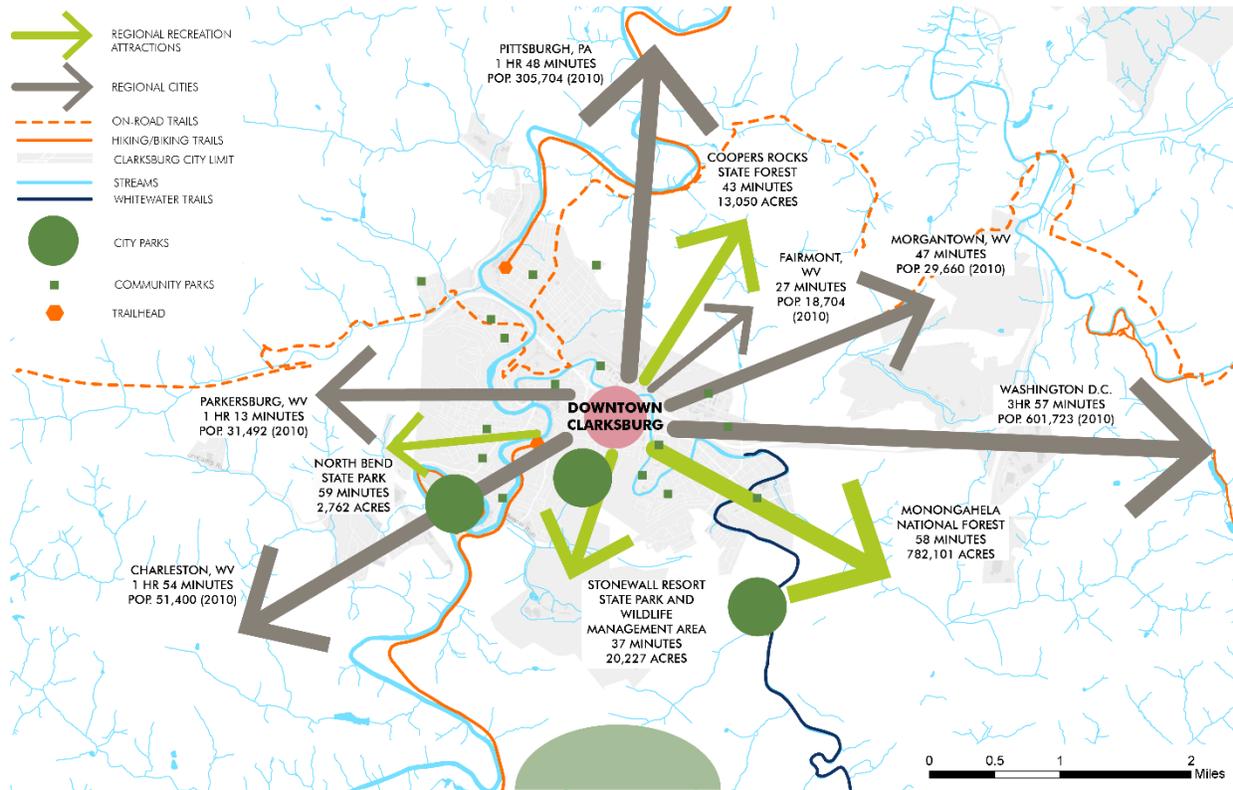
The City of Clarksburg’s economy has historically been driven by the intersection of U.S. Route 50 and U.S. Interstate 79. These corridors have provided an all-directions path for motorists, linking to the entire continental United States. All sections of I-79 located near the City of Clarksburg are in the High-Tech Corridor emphasizing the cluster of private, federal, and higher education facilities and investment occurring. Formal construction of I-79 as it is known today, began on December 21, 1967. The contemporary U.S. Route 50 was established as part of the Appalachian Development Highway System as Corridor D. Contemporary development patterns were severely affected by Corridor D development, with changes occurring in the late 70’s resulting in the current freeway design.

The expansion of higher speed motorways throughout West Virginia has provided increased mobility and range allowing for sub two-hour travel times to most locations in West Virginia and the Pittsburgh, PA metropolitan region as shown in map below.

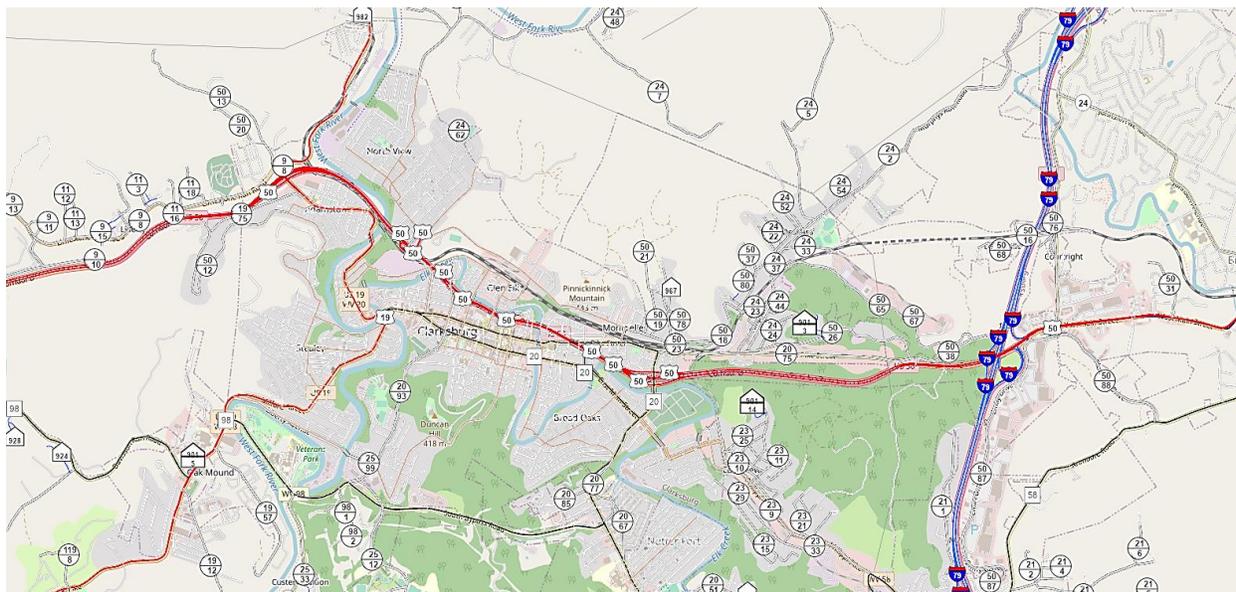
Map: Regional drive time in context of natural resource assets



Map: Clarksburg in context of regional natural resource assets



In addition to the major highways, a number of roadways within the City are maintained by the West Virginia Division of Highways. This includes the former U.S. Route 50 route which includes the main portion of Downtown along West Main and Pike Streets. Additionally, Emily Drive, the only access point for Eastpointe and Newpointe shopping centers is also a state maintained road. West Virginia State Road Listings:



The municipal network of roadways includes multiple bridges, collector roads, residential streets, improved alleys, and plated and unimproved roadways. Road maintenance is completed on a seventeen-year schedule with the Public Works Department facilities paving on a yearly basis. Funding for road repairs is provided by the City's general fund budget.

Non-Car Based Mobility

Mass Transit

Bus transit is provided in the City of Clarksburg by the Central West Virginia Transit Authority (CENTRA). CENTRA offers Fixed Route Service and ADA Complementary Paratransit (curb-to-curb) Transportation Service for eligible disabled passengers (based upon criteria established by the American with Disabilities Act). CENTRA fixed route service runs on a regular schedule and there are no deviations aside from those areas where there are "request only" locations. Examples of "request only" are WV Works, WV Jr. College, Cambridge Place and Bridgeport Manor. Other than these locations, CENTRA buses stay on a regular fixed route during operating hours of 6:00 a.m. to 6:00 p.m. Monday through Friday, and 8:00 a.m. to 4:00 pm on Saturdays. Other regional bus transit companies providing services in the Clarksburg market include Baron's Bus, Fairmont-Marion County Transit Authority, Mountain Line (Grey Line), and Greyhound.

Biking in Clarksburg

Biking within the City of Clarksburg is limited to on-road use or use on the Harrison North Rail-Trail. Future planned facilities include finalizing the connection of the Harrison North Rail-Trail in Northview to the North Bend Rail Trail and connections from the Harrison North Rail-Trail to the Harrison South Rail-Trail. Generally, bike routes should be explored using existing rights-of-way. Preference should be made for multi-use trailways, followed by segmented bike lanes, followed by stripped bike lanes, followed by sharrows/share the road signage. All future development should envision a complete street process that allows for multi-modal travel in the public right-of-way. In addition, recreational areas for bicycle use (track, pump track, mountain biking, BMX, etc.) should be examined to encourage bicycling in the community as a means of exercise in addition to travel.

Pedestrians and Walkers

Pedestrians make up the second highest grouping of transit use in the City of Clarksburg. Investment in sidewalks, crosswalks, and ADA infrastructure (hemispherical bumped pavement, audible crosswalk signals) should be occurring throughout the City. All new development should provide sidewalks, with limited exception for topography. The neighborhoods of Glen Elk and the Central Business District should have active City investment in sidewalk facilities to ensure they are paved and can be traversed. For areas of the community that do not have sidewalks in a proper paved condition, the City should investigate using alternative revenue funds for paving projects related to sidewalks.

Rail

Private rail services are provided by CSX, with other West Virginia terminals and rail yards provided in Fairmont, Parkersburg, Huntington, Charleston, Pecks Mill, and Logan. Clarksburg's yard is a TRANSFLO Terminal allowing for truck to rail transloading and bulk services for chemicals, plastics, ethanol, food-grade products, dry bulk, and waste.

Air

Air Services are provided by the North Central West Virginia Airport (CKB) located in Bridgeport. This regional airport facility provides flights to Charlotte, NC; Sanford, FL; Tampa,

Clarksburg Comprehensive Plan

FL; Destin, FL; Myrtle Beach, SC;. Flights to Chicago, IL, and Washington D.C through United are scheduled to end later in 2022. Future airlines include Contour and Allegiant. The airport is supported by the growing aerospace industrial cluster which includes Pratt & Whitney, Mitsubishi Heavy Industry, and Lockheed Martin.

Community Assets, Facilities, and Infrastructure

The Clarksburg community is served by a variety of assets, facilities, and infrastructure systems, each providing particular functions that together support overall quality of life. Through its diverse network of governmental and non-profit partners, the City of Clarksburg supports each asset and/or facility through a variety of roles, including property ownership, maintenance and operations, financing, and public outreach. In order to sustain these many community assets/facilities, coordinated planning for capital improvements is imperative to ensure quality is maintained throughout the entire network.

Clarksburg-Harrison Public Library

Location/Address: 404 W Pike St



The Clarksburg-Harrison Public Library serves residents of the city as well as Harrison County by providing a variety of library services, including online library resources and events/programs tailored to specific age groups and interests. Established in 1907, the library was housed within the historic Waldomore mansion, until a modern building was constructed in 1975 to function as the main library building, while the Waldomore building remains a part of the library for local history collections. The library is led by a 5-member Board of Trustees appointed by the Clarksburg City Council, Harrison County Commission, and the Harrison County Board of Education. The City of Clarksburg owns and maintains the property containing The Waldomore and makes general fund contributions to the library.



Robinson Grand Performing Arts Center

Location/Address: 444 W Pike St



The Robinson Grand Performing Arts Center is a historic theatre established in 1913 which was fully restored, renovated, and historically preserved as of 2018. The 44,656 sq. ft. building seats 1,000 guests and includes fully equipped performance amenities, as well as a multi-purpose ballroom, educational center, and kitchen/bar to support various events. The Robinson Grand provides a diverse array of productions and programs that engage seniors, adults, teens, children, schools, and community organizations. The redevelopment of the theatre was a result of a public-private partnership of the City of Clarksburg, the North Central West Virginia region, and The Cultural Foundation of Harrison County.

Jackson Square

Location/Address: W Pike St between 4th and 3rd St

Jackson Square is a multi-use facility located in the heart of the Clarksburg's Central Business District, which serves as both a 120-space parking area as well as space utilized for events, such as concerts, entertainment, public festivals, or private special occasion gatherings. The facility includes water and electric services as well as two (2) large handicapped accessible restrooms and a prep kitchen. To accommodate outdoor events, ceiling fans, lighting, and exterior ambience lighting are featured on the upper level of the facility. These additions greatly enhance the venue for community activities, social, or private events. Jackson Square is home of the WV Italian Heritage Festival Pasta Cook-Off, WV Black Heritage Festival Youth Block Party, Jesus Festival, and Clarksburg Uptown's New Year's Eve Celebration.



Municipal Building

Location/Address: 222 W Main St



The Municipal Building houses city departmental staff offices, the Council Chambers, as well as the Police Department. The Clarksburg Police Department is a nationally accredited, full-service agency employing 42 sworn police officers and five civilians. The department is responsible for the protection of life and property, enforcement of the law, preserving peace, and the prevention of crime.

Clarksburg Parking Building

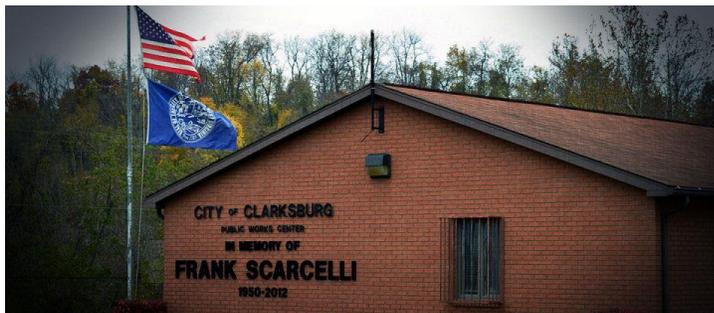
Location/Address: 222 Hewes Ave

The Clarksburg Parking Building is a 6-level parking facility located in the Central Business District, strategically located near the U.S. Route 50 interchange exit ramps. The facility offers both hourly on-demand and monthly rates.



Clarksburg Public Works Facility

Location/Address: N 3rd St



This site provides space for Public Works' equipment, vehicles, and materials. Public Works is responsible for the maintenance of all streets, alleys and rights-of-way, storm sewers and drains, as well as snow removal, limited stormwater control, and structure demolition.

Clarksburg Fire Stations

Central Fire Station: 465 W Main St

East End Fire Station: 14 N. Oak Street

North View Station: N. Ohio Ave

West End Station: West Pike Street

The City of Clarksburg is serviced by four fire stations and has earned a Class 2 ISO rating—the second highest possible rating for fire protection services. The Clarksburg Fire Department consists of 42 full-time, paid firefighters and operates three engines, a 100-foot straight stick quint and a medium duty rescue. Firefighters are members of the International Association of Firefighters.



Clarksburg Visitors Bureau



The Clarksburg Visitors Bureau works to develop, strengthen, and promote Clarksburg, WV through digital marketing, advertising, media relations, and Visitor Center services. The media campaign is branded as “Come Home to Clarksburg.” Leadership is made up of a 9-member board and staffed by an executive director.

Harrison-Clarksburg Health Department



The Harrison-Clarksburg Health Department offers a variety of clinical services (e.g. immunization, cancer screenings), environmental health (e.g. air, water, food handler monitoring), and threat preparedness services. The city supported the department in securing a new location in downtown Clarksburg and continues to make general fund contributions to the health department. Leadership is made up of a six-member Board of Health, which is appointed by the County Commission the City Council.

YMCA of North Central WV

Location/Address: Lowndes Hill Park; 1 Lowndes Hill Park Rd

The YMCA is nonprofit offering a place for the community to strengthen spirit, mind, and body through a variety of wellness programming tailored to youth and adults. The YMCA seeks to strengthen the community by connecting all people to their potential, purpose, and each other.



Parks

City Parks of Clarksburg manages and operates two large parks (Veteran's Memorial Park and Clarksburg City Park) which serve the overall community, as well as 15 neighborhood playgrounds situated across the city. City Parks of Clarksburg is operated by six administrative staff and seven maintenance staff. The 6-member Board of Park Commissioners provides leadership as a public corporate body which owns the city's park properties.

Clarksburg City Park

Size: Over 30 acres

Location: 1 Clarksburg Park Way, Nutter Fort, WV 26301 (Located outside of City limits in Nutter Fort)

Amenities:

- Frank Loria Memorial Baseball Field
- (4) Pony League Baseball Fields
- Soccer Fields
- Lighted Multi-Purpose Field
- New Play Structure
- (2) Picnic Shelters with Grills
- (2) Tennis Courts
- Lighted Basketball Court
- Walking Trail Distance $\frac{3}{4}$ miles



Veteran's Memorial Park

Size: Over 50 acres

Location: Clarksburg Park Way (WV-98)

Amenities:

- Splash Zone
- Mayor's Fitness Trail - 1 1/2-mile course along scenic river walkway
- Amphitheater
- Picnic Areas
- 6 Shelters with Grills
- Accessible Play Structure
- 2 Lighted Tennis Courts
- Dog Park
- 18 Hole River Bend Miniature Golf Course
- 9 Hole Disc Golf Course
- Pickleball Court



The broader Clarksburg community is also served by the Harrison County Parks & Recreation Commission, including the Harrison County Recreation Complex and Summit Park Ballfield Complex located just outside of the city limits.

Wastewater Plant

The Clarksburg Sanitary Board owns and operates an 8 million gallon per day activated sludge water pollution control facility (Wastewater Treatment Plant). The plant can accept up to 18 million gallons per day (MGD) of combined sanitary and storm wastewater. The facility consistently meets or exceeds effluent limitations established by the National Pollution Discharge Elimination System Permit.

Utility Providers

- Clarksburg Water Board (Water)
- Dominion Energy and Mon Power (Electric)
- Waste Management (Trash)
- Spectrum (Cable)
- Frontier (Phone)

Clarksburg Capital Improvement Planning

The 1997 City of Clarksburg Comprehensive Plan included Section 13 Capital Improvements Plan (CIP) highlighting a 5-year capital improvements planning function for Fiscal Years 1995-1996 to 2000-2001. Since the 1997 plan, the use of 5-year Capital Improvement Planning has not consistently occurred with the City budgeting processes. As provided in the 1997 plan, the functions of a 5-year Capital Improvements Plan is to:

- Assemble a listing of public improvement projects and activities with their financing requirements to enable the City of Clarksburg to analyze its needs and budget funds to undertake these improvements.
- Aid in the coordination of projects and activities by maintaining and updating a list of planned improvements to be undertaken by the City of Clarksburg.
- Present the citizens of the community with an opportunity to review public improvement projects and activities based on the needs of the City of Clarksburg.
- Provide a method to ensure the capital improvements conform to and implement the long-range comprehensive needs of the City of Clarksburg as identified in the Comprehensive Plan.

The 1995-1996 5-Year CIP document provided in the 1997 Comprehensive Plan establishes narrative of the improvements requiring long-term maintenance. This included the Municipal Complex (current Municipal Building), Existing City Hall (since razed), City Garage, Fire Stations, Parks & Playgrounds, Streets, Water, Sewer, Code Enforcement, Housing, and Economic Development. Project budgets are provided for specific and in some instance generalized needs.

Clarksburg Comprehensive Plan

This budgeting process is highly recommended as a matter of good governance and contemporary best practices in municipal administration. Current known deficits regarding municipal infrastructure include streets, the City Garage, the sewer system, and departmental equipment needs. Capital expense planning may be coordination with additional funding opportunities including grants and lower interest bond/lease rates.

Appendix

A. Table of Actions

#	Action	First Steps	Primary Internal Involvement	External Partners/Collaborators
A.1	Build upon observations and goals of this plan to develop a downtown revitalization/economic development strategy to serve as a guidebook and vision for the future transformation of downtown Clarksburg.	<ul style="list-style-type: none"> >Determine partnerships to assist with developing strategy (i.e. whether to join WVCAD Main St program) >Identify key components of the strategy (select from the list provided in action plan) >Discuss opportunity for the URA, or other entity, to take on an expanded real estate development role 	Economic Development; Planning Commission	WV CAD; WV HUB; Urban Renewal Authority; Harrison County Chamber of Commerce; Local businesses and developers
A.2	Pursue a complete makeover of the planning & zoning code to encourage more contextual development and a more convenient development process.	<ul style="list-style-type: none"> > Build upon this plan's initial zoning audit to identify all known issues with the ordinance > Formalize a workflow for ordinance revision and review among Economic Development, Planning Commission, and consultants 	Economic Development; Planning Commission; Code Enforcement	Planning Consultant
B.1	Support and facilitate natural restoration projects along streams and hillsides, including invasive species and erosion remediation, litter clean-up, native plantings etc.	<ul style="list-style-type: none"> > Coordinate with applicable agencies to determine access and responsibilities to land > Identify target locations for remediation projects based on criteria within action plan 	City Manager Public Works; Code Enforcement	WV DNR; National Invasive Species Information Center; West Virginia Partners for Fish and Wildlife Program; Natural Resources Conservation Service (NRCS);

#	Action	First Steps	Primary Internal Involvement	External Partners/Collaborators
B.2	Encourage the use of open space for various outdoor recreation activities (e.g. hiking, off-road sports, kayaking/canoeing, fishing, etc.) by enhancing access to waterways and wooded lands.	<ul style="list-style-type: none"> > Conduct a waterway access master plan based on public input and technical analysis > Spark interest with high-profile community event along the waterways (e.g. kayaking) 	City Parks of Clarksburg; Economic Development; City Council; Planning Commission	EPA -Recreation Economy for Rural Communities; WV DNR;
B.3	Partner to support regional trail expansion projects which connect trail users to the central core of Clarksburg, establishing the City as a prominent trail crossroads hub.	<ul style="list-style-type: none"> > Remain informed and up-to-date on regional trail planning efforts > Advocate the objectives of this plan to trail partners to attract investment in Clarksburg 	Economic Development; City Council; Planning Commission; City Parks of Clarksburg;	Harrison County Commission/Planning Department; WV Rails-to-Trails Council; (Friends Of) Harrison Rail-Trails, Inc. Industrial Heartland Trails Coalition; American Discovery Trail;
C.1	Pursue a comprehensive blight mitigation strategy focusing on both preventative (i.e., property owner assistance; community-supportive code enforcement) and restorative methods (i.e., rehabilitation/redevelopment), guided by the technical and financial support of the state-endorsed BAD (brownfields; abandoned; dilapidated) Building Program.	<ul style="list-style-type: none"> > Consider and prepare an application to participate in the BAD Building Program 	City Manager Economic Development; Planning Commission;	Northern WV Brownfields Assistance Center (NBAC) at WVUWV HUB; Urban Renewal Authority;
C.2	Raise awareness and support the channeling of property owner assistance (i.e., loans, grants, and volunteer labor) geared toward maintenance and renovations, as well as citizen-driven beautification and clean-up efforts.	(A later step as integrated with the blight strategy formed by Action C.1)	Economic Development (& Communications Specialist);	Central WV Community Action; State & Federal agencies (i.e. HUD; USDA)
C.3	Bolster code enforcement with additional/enhanced technical and legal tools.	(A later step as integrated with the blight strategy formed by Action C.1)	Code Enforcement; City Solicitor;	

#	Action	First Steps	Primary Internal Involvement	External Partners/Collaborators
D.1	Establish community liaisons or ambassadors within local neighborhoods to represent the voice of citizens and maintain regular dialogue and channels of communication.	<ul style="list-style-type: none"> > Designate key contacts (individuals and grassroots citizen groups) based on outreach efforts of this plan > Consider setting up regular informal community engagement meetings within neighborhoods 	Economic Development (Communications Specialist);	See full list of partners within Action Plan
D.2	Assemble and connect a dedicated network of community partners to better connect local residents to various services/resources within Clarksburg. Strategically identify areas in which the city and community partners can collaborate to enhance services.	<ul style="list-style-type: none"> > Reach out to partners to gauge interest in collaborative efforts > Consider scheduling regular roundtable discussions 	Economic Development (Communications Specialist);	See full list of partners within Action Plan

B. Demographics Data Tables

Total Population

Community	2010	2020	% Change 2010-2020
Clarksburg	16,578	16,061	-3.2%
Bridgeport	8,149	9,336	12.7%
<i>Harrison County</i>	69,099	65,921	-4.8%
Fairmont	18,704	18,416	-1.6%

Median Age

Community	Median Age (in years)		% Change 2010-2020
	2010	2020	
Clarksburg	36.5	38.8	6.3%
Bridgeport	44.0	45.2	2.7%
<i>Harrison County</i>	41.5	42.0	1.2%
Fairmont	36.3	34.2	-5.8%

Age

Community	Portion of Population in 2010			Portion of Population in 2020		
	< 18 years	18-64 years	≥ 65 years	< 18 years	18-64 years	≥ 65 years
Clarksburg	24.2%	60.6%	15.2%	22.3%	61.0%	16.7%
Bridgeport	20.5%	61.3%	18.2%	21.1%	58.4%	20.5%
<i>Harrison County</i>	22.1%	61.5%	16.4%	21.5%	58.6%	19.9%
Fairmont	17.8%	66.3%	15.9%	18.1%	64.6%	17.3%

Race

% Population 2020

Community	Caucasian	Caucasian%	Black	Black %	American Indian, Eskimo, and Aleut	American Indian, Eskimo and Aleut %	Asian alone	Asian alone %	Native Hawaiian or other Pacific Island	Native Hawaiian or other Pacific Island %	Other	Other %	Mix	Mix %	total #
Clarksburg	14,132	88.0%	622	3.9%	35	0.2%	82	0.5%	12	0.1%	143	0.9%	1,035	6.4%	16,061
Bridgeport	8,393	89.9%	106	1.1%	12	0.1%	269	2.9%	0	0.0%	52	0.6%	504	5.4%	9,336
<i>Harrison County</i>	60,334	91.5%	1118	1.7%	157	0.2%	489	0.7%	28	0.0%	387	0.6%	3,408	5.2%	65,921
Fairmont	15,500	84.2%	1338	7.3%	48	0.3%	106	0.6%	33	0.2%	97	0.5%	1,294	7.0%	18,416

% Population 2010

Community	Caucasian	Caucasian%	Black	Black %	American Indian, Eskimo, and Aleut	American Indian, Eskimo and Aleut %	Asian alone	Asian alone %	Native Hawaiian or other Pacific Island	Native Hawaiian or other Pacific Island %	Other	Other %	Mix	Mix %	total #
Clarksburg	15398	92.9%	646	3.9%	40	0.2%	44	0.3%	4	0.0%	51	0.3%	395	2.4%	16,578
Bridgeport	7784	95.5%	91	0.5%	17	0.1%	152	0.9%	0	0.0%	13	0.1%	92	0.6%	8,149
<i>Harrison County</i>	66306	96.0%	1121	6.8%	136	0.8%	327	2.0%	16	0.1%	124	0.7%	1,069	6.4%	69,099
Fairmont	16637	88.9%	1411	8.5%	39	0.2%	113	0.7%	3	0.0%	71	0.4%	430	2.6%	18,704

Median Household Income

Community	2010	2020	% Change 2010-2020
Clarksburg	\$32,078	\$41,226	28.5%
Bridgeport	\$66,318	\$84,295	27.1%
<i>Harrison County</i>	\$39,191	\$52,134	33.0%
Fairmont	\$33,110	\$45,540	37.5%

Poverty Status

Community	2010	2020	% Change 2010-2020
Clarksburg*	24.3%	23.2%	-1.1%
Bridgeport*	5.5%	4.8%	-0.7%
<i>Harrison County</i>	17.1%	14.4%	-2.7%
Fairmont*	22.2%	22.4%	0.2%

* 2012 ACS Estimates. No data from 2010.

Number of Households

Community	2010	2020	% Change 2010-2020
Clarksburg	6,826	6,449	-5.5%
Bridgeport	3,206	3,540	10.4%
<i>Harrison County</i>	27,740	27,213	-1.9%
Fairmont	7,756	7,680	-1.0%

Community	2000	2010	% Change 2000-2010
Clarksburg	7,395	6,826	-7.7%
Bridgeport	2,951	3,206	8.6%
<i>Harrison County</i>	27,867	27,740	-0.5%
Fairmont	8,469	7,756	-8.4%

Household Comparisons

2020

Community	Total Households	Average Household Size	Married-couple Family Households				Average Family Size	Non-Family Households	
			Total	% of Total Households	With Children under 18	% of Total Households		Total	% of Total Households
Clarksburg	6,449	2.41	2,257	35.0%	851	13.2%	3.29	2,962	45.9%
Bridgeport	3,540	2.41	1,958	55.3%	797	22.5%	2.94	1,134	32.0%
<i>Harrison County</i>	27,213	2.44	12,761	46.9%	4,428	16.3%	3.06	9,968	36.6%
Fairmont	7,680	2.27	2,718	35.4%	976	12.7%	2.87	3,554	46.3%

2010

Community	Total Households	Average Household Size	Married-couple Family Households				Average Family Size	Non-Family Households	
			Total	% of Total Households	With Children under 18	% of Total Households		Total	% of Total Households
Clarksburg	6,826	2.39	2,786	40.8%	1,056	15.5%	3.13	2,669	39.1%
Bridgeport	3,206	2.46	1,900	59.3%	662	20.6%	2.46	900	28.1%
<i>Harrison County</i>	27,740	2.44	14,266	51.4%	5,062	18.2%	2.98	8,772	31.6%
Fairmont	7,756	2.30	2,906	37.5%	900	11.6%	2.99	3,446	44.4%

Housing Units

Community	2010	2020	% Change 2010-2020
Clarksburg	8,132	8,129	0.0%
Bridgeport	3,678	4,267	16.0%
<i>Harrison County</i>	31,431	30,480	-3.0%
Fairmont	9,200	9,045	-1.7%

Age of Housing Stock

2020 Community	Total Housing Units	Year Housing Built and Proportion of Total Housing Units							
		pre 1939		1940-49		1950-59		1960-69	
Clarksburg	8,129	3,073	37.8%	1,114	13.7%	1,618	19.9%	862	10.6%
Bridgeport	4,267	269	6.3%	301	3.7%	1,252	15.4%	1,561	19.2%
<i>Harrison County</i>	30,480	7,650	25.1%	829	10.2%	1,089	13.4%	829	10.2%
Fairmont	9,045	3,084	34.1%	1,284	15.8%	1,195	14.7%	837	10.3%

2020 Community	Total Housing Units	Year Housing Built and Proportion of Total Housing Units									
		1970-79		1980-89		1990-99		2000-2009		2010 or later	
Clarksburg	8,129	553	6.8%	439	5.4%	293	3.6%	122	1.5%	65	0.8%
Bridgeport	4,267	1,219	15.0%	845	10.4%	951	11.7%	959	11.8%	520	6.4%
<i>Harrison County</i>	30,480	959	11.8%	797	9.8%	748	9.2%	545	6.7%	276	3.4%
Fairmont	9,045	902	11.1%	520	6.4%	309	3.8%	179	2.2%	122	1.5%

Median Home Value

Community	2010	2020	% Change 2010-2020
Clarksburg	\$78,100	\$88,600	13.4%
Bridgeport	\$181,500	\$229,500	26.4%
<i>Harrison County</i>	\$95,500	\$123,000	28.8%
Fairmont	\$86,100	\$117,000	35.9%

Rent

Community	2010			2020		
	Median Monthly Gross Rent	Median Household Income	% of Household Income	Median Monthly Gross Rent	Median Household Income	% of Household Income
Clarksburg	\$555	\$32,078	20.8%	\$649	\$41,226	18.9%
Bridgeport	\$759	\$66,318	13.7%	\$1,132	\$84,295	16.1%
<i>Harrison County</i>	\$558	\$39,191	17.1%	\$755	\$52,134	17.4%
Fairmont	\$562	\$33,110	20.4%	\$786	\$45,540	20.7%

Industry by Area

Employed Persons (16 years and older) by Industry

	2010	2020	% Change 2010-2020
Agriculture, Forestry, Fishing & Mining	113	251	122.1%
Construction	370	419	13.2%
Manufacturing	408	538	31.9%
Wholesale Trade	260	27	-89.6%
Retail Trade	946	945	-0.1%
Transportation & Warehousing	371	291	-21.6%
Communications & Other Public Utilities			
Information	142	132	-7.0%
Finance, Insurance and Real Estate	294	166	-43.5%
Business & Repair Services			
Personal Services			
Professional & Management	451	453	0.4%
Education and Health	1,638	1,832	11.8%
Arts and Entertainment	722	822	13.9%
Other Services	423	234	-44.7%
Public Administration	419	507	21.0%
Armed Forces	7	0	-100.0%
Totals:	6,557	6,617	0.9%

Education Attained

2020

Community	% Population (25 years and older in year 2020)				% population high school graduate or higher
	At least 8 Year of Elementary	4 Years of High School	4 Years of College +	Population	
Clarksburg	3.0%	62.1%	21.2%	10,902	83.3%
Bridgeport	1.1%	42.6%	55.0%	6,493	97.6%
<i>Harrison County</i>	2.4%	65.6%	23.1%	48,215	88.7%
Fairmont	2.6%	63.3%	28.7%	11,708	92.0%

2010

Community	% Population (25 years and older in year 2010)				% population high school graduate or higher
	At least 8 Year of Elementary	4 Years of High School	4 Years of College +	Population	
Clarksburg	4.5%	67.1%	15.7%	11,078	82.8%
Bridgeport	1.1%	58.0%	36.7%	5,678	94.7%
<i>Harrison County</i>	5.1%	66.5%	17.6%	48,222	84.1%
Fairmont	2.9%	62.6%	25.6%	12,243	88.2%

C. Full Size/Resolution Maps, Community Outreach Exhibits, etc.

See the following pages.

A PLAN

for Clarksburg's Future

4 Focus Areas

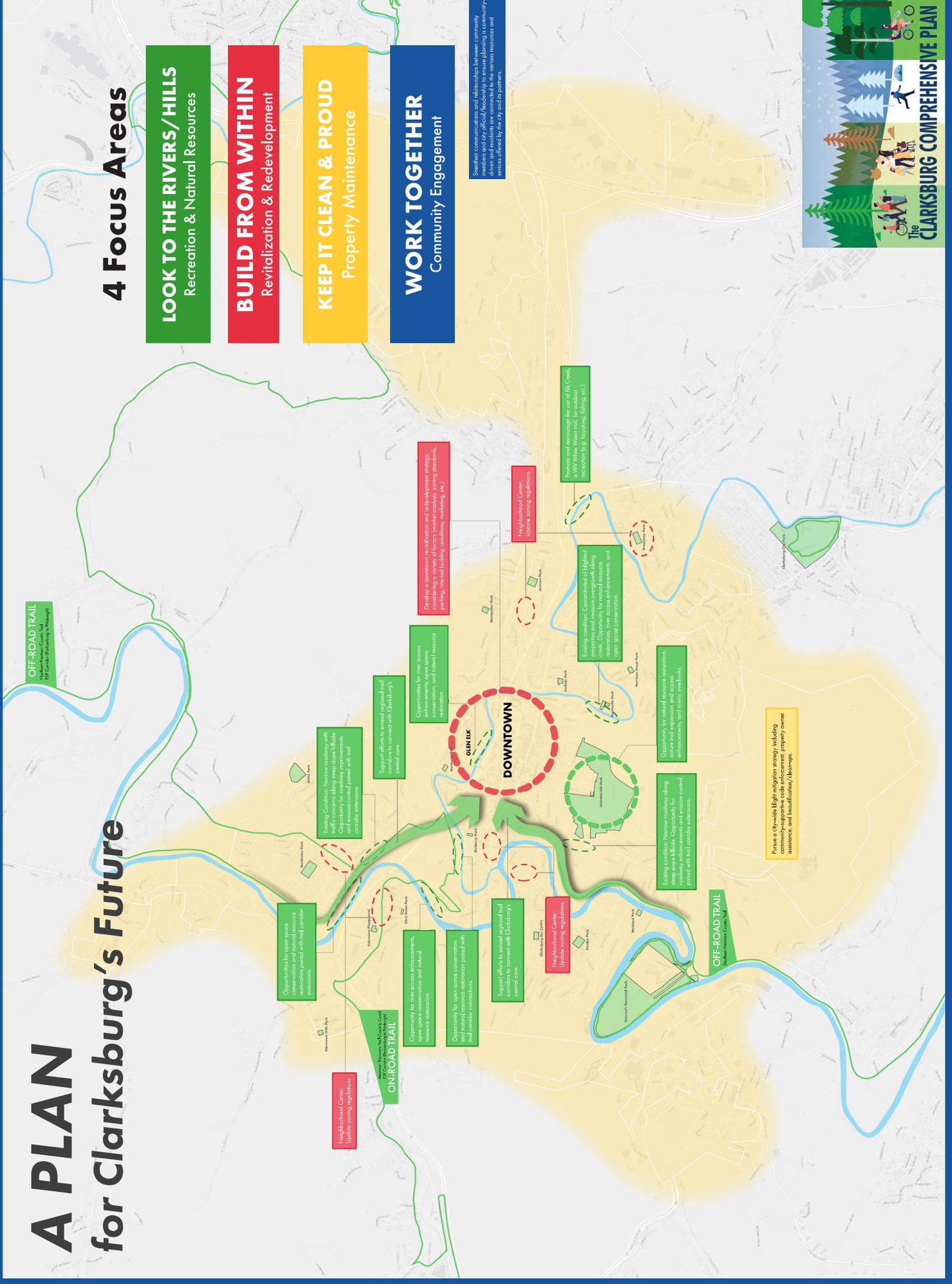
LOOK TO THE RIVERS/HILLS
Recreation & Natural Resources

BUILD FROM WITHIN
Revitalization & Redevelopment

KEEP IT CLEAN & PROUD
Property Maintenance

WORK TOGETHER
Community Engagement

Strengthen connections and relationships between community members and organizations. Encourage residents to drive and residents are connected to the various resources and services offered by the city and its partners.



OFF-ROAD TRAIL
Narrow roadway along steep slope hillside
PPG Center (Parkway through)

Opportunities for open space
restoration and natural resource
restoration paired with trail corridor
restoration.

Existing Corridor: Narrow roadway with
steep slopes along steep slope hillside
PPG Center (Parkway through) with
corridor restoration.

Support efforts to connect trail corridor
to central core.

Opportunities for open space
restoration, open space
restoration, and natural resource
restoration.

Develop a downtown revitalization and redevelopment strategy,
including a variety of factors (local market, zoning, economic
growth, transit, housing, community, etc.)

Support efforts to extend regional trail
corridor to connect with Clarksburg's
central core.

Opportunities for open space
restoration, open space
restoration, and natural resource
restoration.

Support efforts to extend regional trail
corridor to connect with Clarksburg's
central core.

Opportunities for open space
restoration, open space
restoration, and natural resource
restoration.

Existing Corridor: Narrow roadway along
steep slope hillside. Opportunity for
restoration, open space restoration, and
natural resource restoration.

Opportunity for natural resource restoration,
open space restoration, and scenic view
restoration.

Pinpoint a city-wide light mitigation strategy, including
restoration, open space restoration, property owner
restoration, and landscaping (plantings).

Neighborhood Center:
Update zoning regulations.

Existing Corridor: Concentrated of high-rise
properties and increase open space along
corridor. Opportunity for natural resource
restoration, open space restoration, and
natural resource restoration.

Opportunities for open space
restoration, open space
restoration, and natural resource
restoration.

Review and encourage the use of BI Green,
WV Green, and other green building
certification (e.g., LEED, Living Building, etc.)



- OFF-ROAD TRAILS
- ON-ROAD TRAILS
- STREAMS
- WHITEWATER TRAILS
- TRAILHEAD/PARKING
- BOAT LAUNCH
- PUBLIC FACILITIES

BUILDINGS LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES

CENTRAL BUSINESS DISTRICT

NATIONAL REGISTER OF HISTORIC PLACES HISTORIC DISTRICTS

CLARKSBURG CITY LIMIT

PARKS

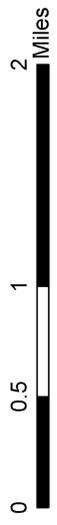
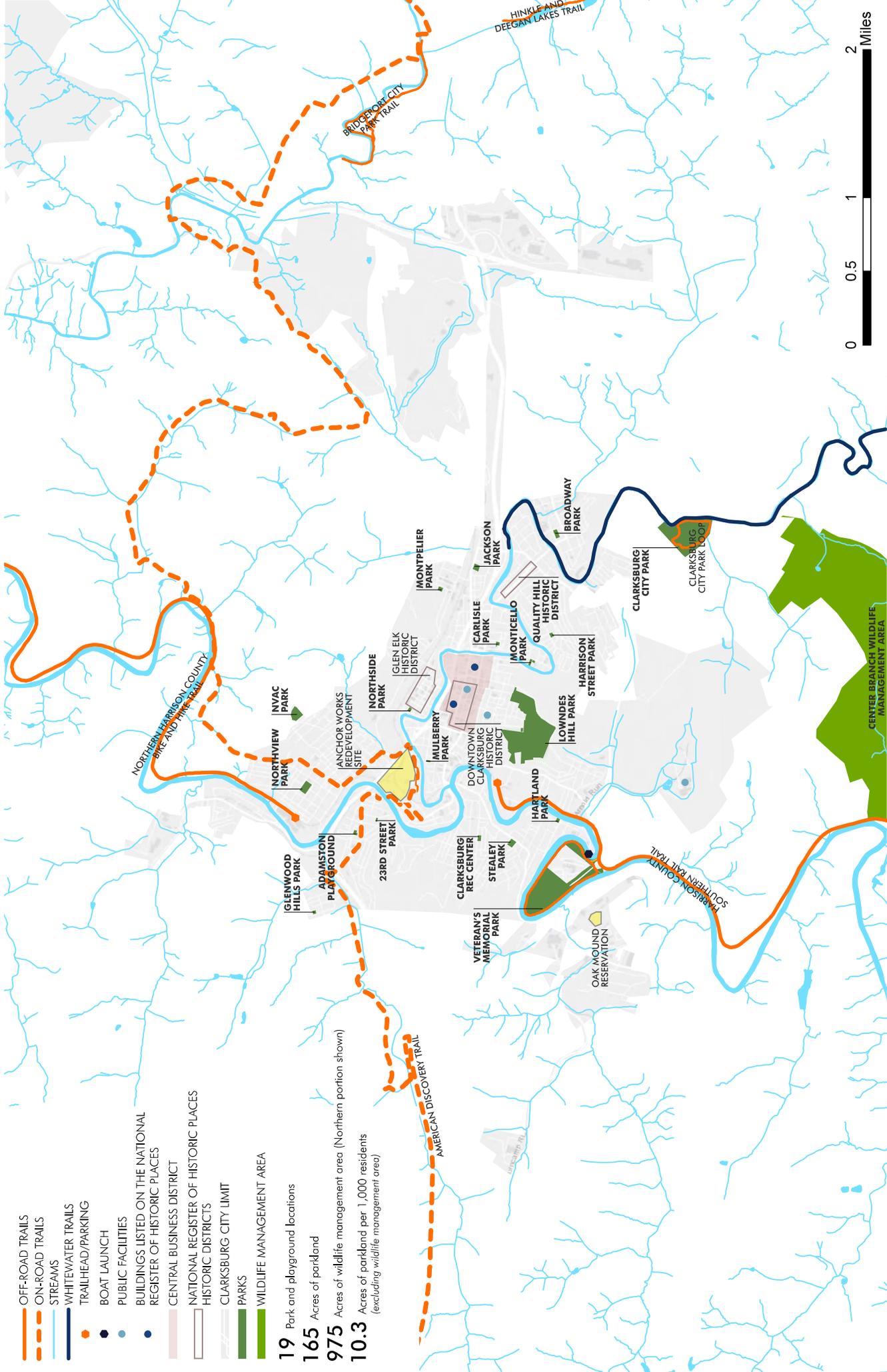
WILDLIFE MANAGEMENT AREA

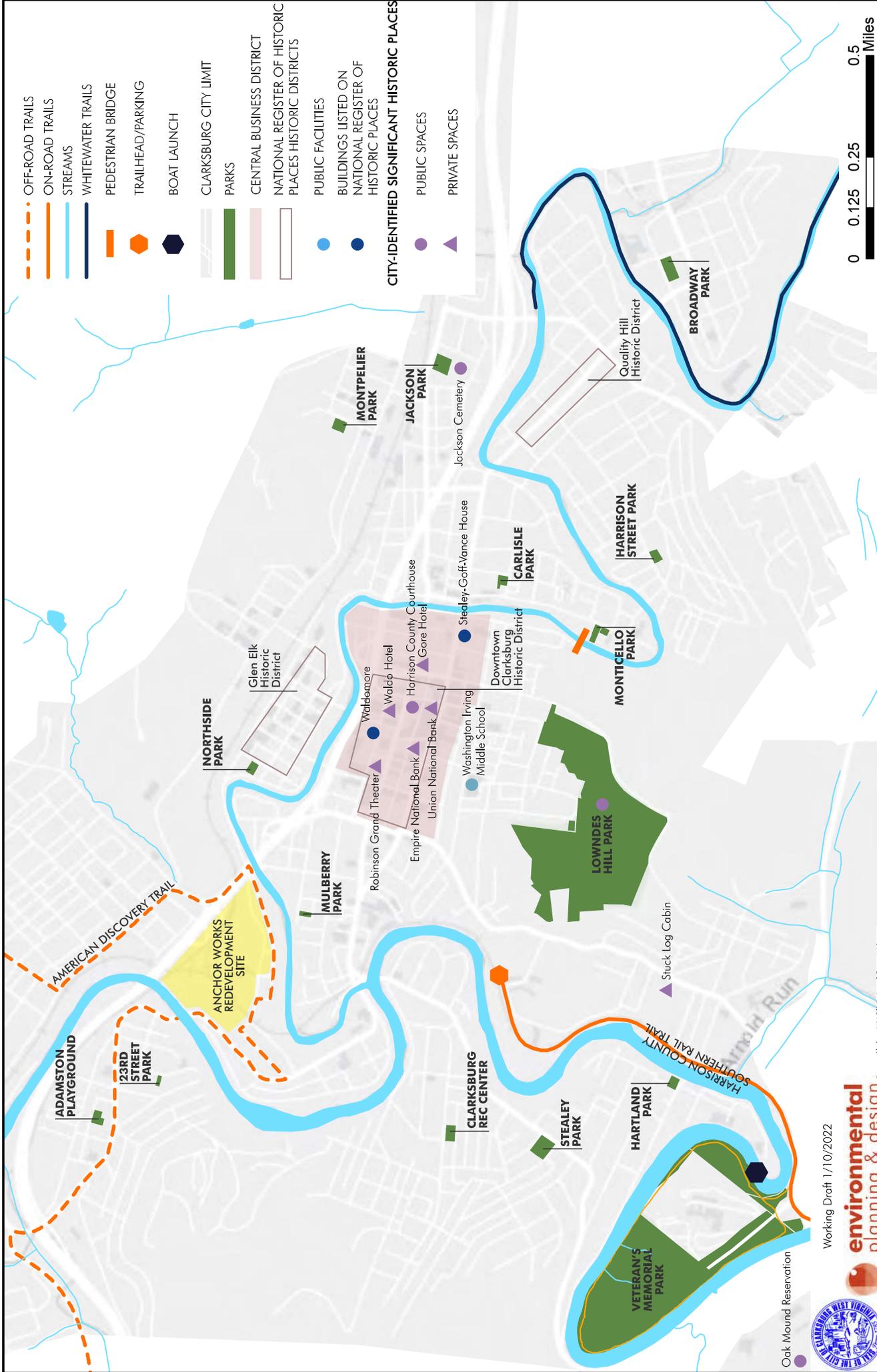
19 Park and playground locations

165 Acres of parkland

975 Acres of wildlife management area (Northern portion shown)

10.3 Acres of parkland per 1,000 residents (excluding wildlife management area)





Working Draft 1/10/2022

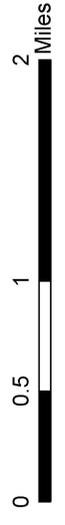
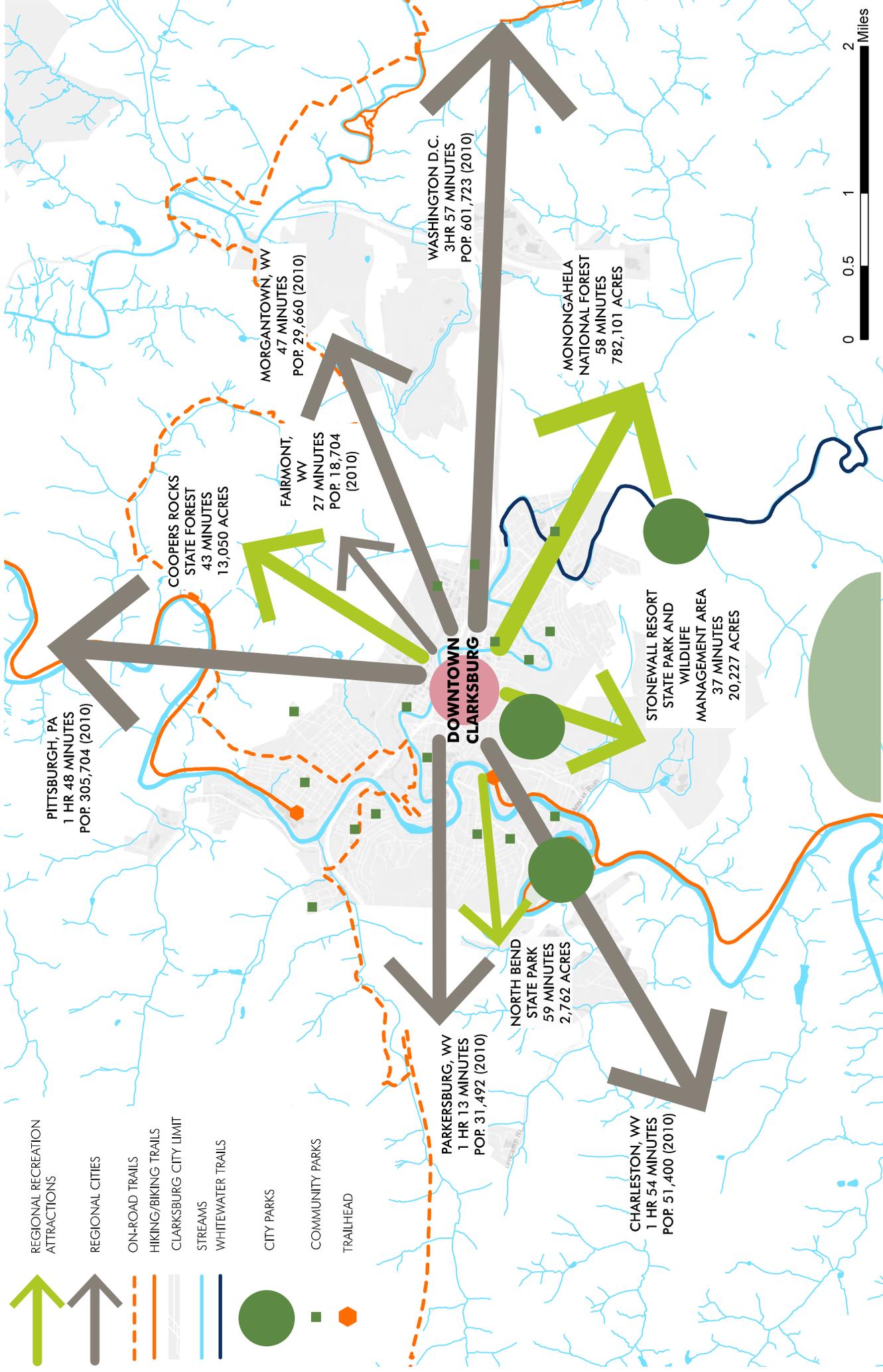
environmental
planning & design



Date as file from WVGIS Technical Center Website

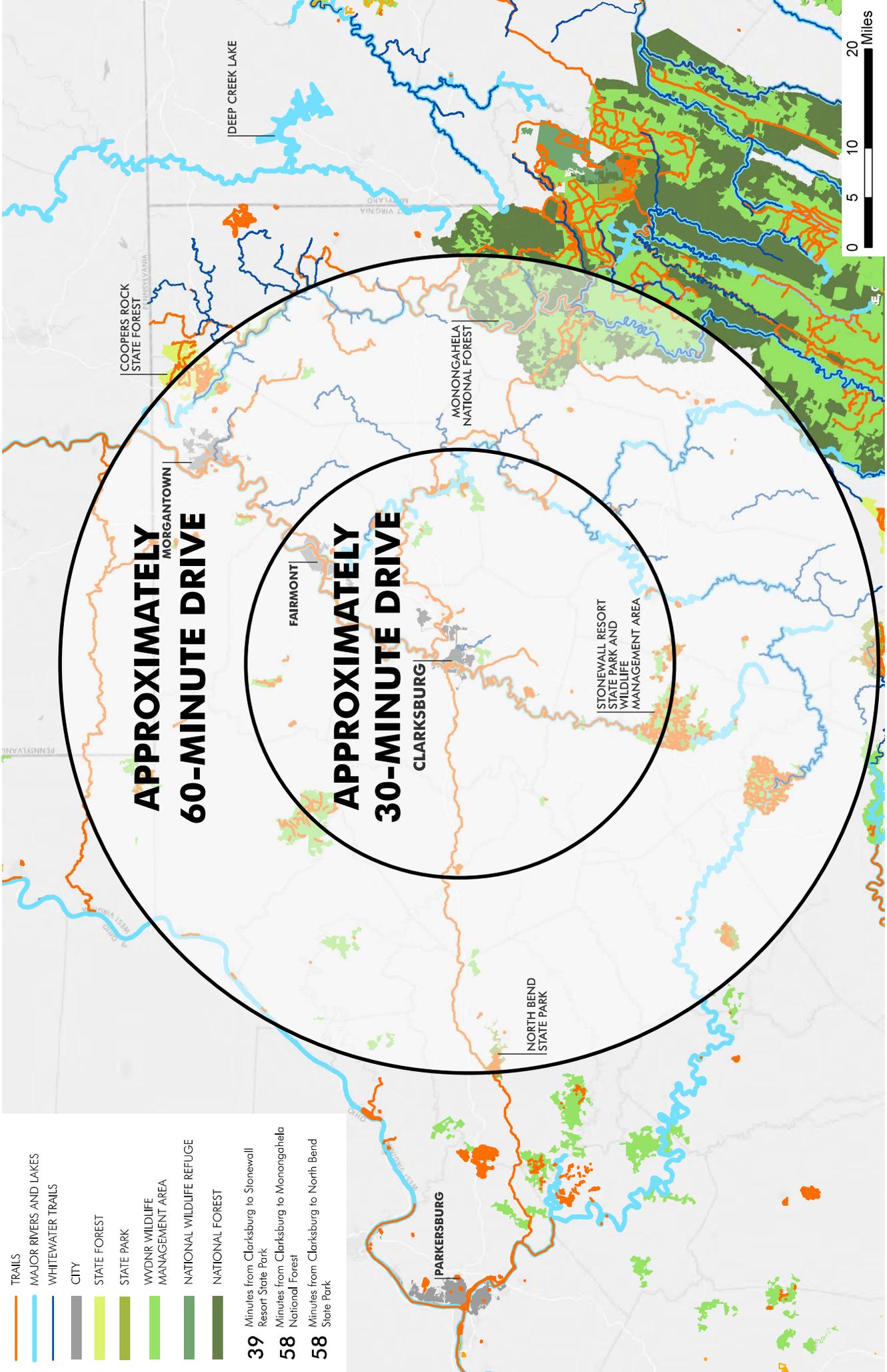
-  REGIONAL RECREATION ATTRACTIONS
-  REGIONAL CITIES
-  ON-ROAD TRAILS
-  HIKING/BIKING TRAILS
-  CLARKSBURG CITY LIMIT
-  STREAMS
-  WHITEWATER TRAILS

-  CITY PARKS
-  COMMUNITY PARKS
-  TRAILHEAD



-  TRAILS
-  MAJOR RIVERS AND LAKES
-  WHITEWATER TRAILS
-  CITY
-  STATE FOREST
-  STATE PARK
-  WVDNR WILDLIFE MANAGEMENT AREA
-  NATIONAL WILDLIFE REFUGE
-  NATIONAL FOREST

- 39** Minutes from Clarksburg to Stonewall Resort State Park
- 58** Minutes from Clarksburg to Monongahela National Forest
- 58** Minutes from Clarksburg to North Bend State Park



Summary Responses from Round #1 Public Workshops

Responses received from roughly 30 community members in attendance. To be updated as more input is gathered online.



Topics

Culture and Green Space Character Housing Business Streets and Mobility Communication

How this Word Cloud works:

Larger Text = More Popular Responses

Public Workshop #2 Exhibits

Active Mobility

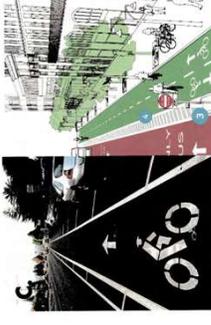
What should Clarksburg focus on to enhance mobility within your neighborhood? (Place dots on your Top 2 Choices Only)



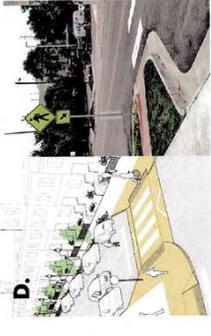
A. Sidewalk maintenance for property owners (i.e. enhance/expand Neighborhood Sidewalk Program)



B. Regional trail expansion/connections (i.e. North Bend Trail, Southern/Northern Harrison County Trail to meet in downtown)



C. Bicycle routes along streets connecting across the city



D. Intersection/street-redesigns to improve pedestrian safety



E. Enforcement of vehicular speeding and other violations

Comment on your Roundtable or share other ideas that Clarksburg should consider.

Roundtable
 one way to get more road work done is to have a road work day every year. That's also a good idea.

What happened?
 To I-77 9850
 have extending
 route & parking

we need better way-finding signage - better signposts to city parking - highlight to you that highlight to you that park to park to park

Mountain bike trail at Lando Hill

Need more cars and construction for mobility. Also, look at the roads, making sure that the cars get better maintenance for the vehicles etc.

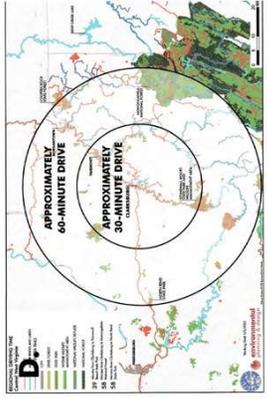
6400 + 0143 from main road to make sure that's correct. We have through out of town in the state



Public Workshop #2 Exhibits

Communications & Community Identity

What should Clarksburg focus on to enhance its communications? (Place dots on your Top 2 Choices Only)



A. Strengthened communication channels between city officials and neighborhood citizen groups by establishing community liaisons/ambassadors

B. Continue to enhance city online/social media PR presence based on a coordinated and consistent strategy

C. Expand availability of city services for online payment and application form submission

D. Incorporate the 'outdoor recreation economy' (i.e. access to hiking, trails, open space) into branding to promote the unique identity of Clarksburg

Comment on your choices or share other ideas that Clarksburg should consider.

Best of a community...
 Council leadership
 City Impassions
 Don't just use the newspaper to advertise...
 Tap the resources of retired citizens to help...
 Provide templates or guides for neighborhood block parties.
 Very large assets to set Clarksburg apart
 - Arts & Cultural
 Robinson Center
 Park Amphitheater



Public Workshop #2 Exhibits

Open Spaces & Natural Resources

What should Clarksburg focus on to enhance its open spaces and natural resources? (Place a dot on your Top 2 Choices Only)



A. Renovate/rehabilitate existing recreation facilities



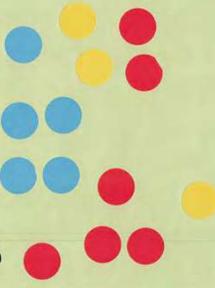
B. Enhance routine maintenance at existing parks (e.g. landscaping)



C. Enhance natural areas by removing invasive species & planting trees



D. Expand outdoor programs and special events year-round for all ages



E. Expand access to waterways (i.e. West Fork River, Elk Creek) and encourage outdoor recreation (i.e. fishing, kayaking, etc.)



Comment on your choices or share other ideas that Clarksburg should consider.



Over youth invasive species problem along Elk Creek + Lando Park - Creek may be State maintenance responsibility

Youth Recreation programs needed. Kids go to Brandywine for more activities. Kelly Miller Community Center - you need something at Center

Kelly Miller Community Center Activities at Center

Would love to see a park/playground on/over Dork Ave/along the river. Also, parks to utilize higher level equipment

Dislike being people to the area - TOURISM This is important now

Public Workshop #2 Exhibits

Property Maintenance

What should Clarksburg focus on to reduce blight within your neighborhood? (Place dots on your Top 2 Choices Only)



A. "Adopt-a-lot" programs to transform vacant lots into community green spaces (e.g. gardens)

3 dots: Red, Blue, Yellow

B. Continue community-organized clean-ups (e.g. in partnership with Clarksburg Community Action)

3 dots: Blue, Yellow, Red

C. Increase code enforcement with additional/expanded technical and legal tools, such as "on-site" citations

6 dots: 4 Blue, 1 Yellow, 1 Red

Do not allow city office holders to have properties with code enforcement issues. Use the power of the city.

D. Raise awareness of property owner assistance loans and grants geared to maintenance and rehabilitation

7 dots: 4 Blue, 2 Red, 1 Yellow, 1 Green

Comment on your choices or share other ideas that Clarksburg should consider



Blighted property along creek unknown who is responsible (with city)?

Demolition of unsafe/unsafe/uninhabitable buildings (e.g. that)

Beautification Empty structures Use Art to brighten up the area

Teat down Wild Road

Property Maintenance ad help on how to do projects around town

4th - should be a city function group with a budget and the city should have a program that can be productive and help with production work.

Do not allow city office holders to have properties with code enforcement issues. Use the power of the city.

3. Instead of just saying we need to be responsible for the city, we need to be responsible for the city. We need to be responsible for the city. We need to be responsible for the city.

Respond and do something about the complaints or reports. Vacant + Dilapidated + Blighted



Public Comments (Sticky Notes) from Round #2 Workshops July 2022

Active Mobility

- Need more curb cuts and consideration for mobility/ADA. Lots of sidewalks with utility poles in the middle, crumbling concrete. This does not just benefit wheelchair users but also side walkers etc.
- Rt 50 and Exits from I79 to Adamston needs reworked and modernized for today's commute. We have the worst exist design in the state.
- Mountain bike trail at Lowndes Hill.
- We need better way-finding signage, better directionals to parking, Highway signs that identify Robinson Grand, parks, and splash pad park.
- What happened to I70 and Rt. 50 new interchange, roads to prosperity.
- Roundabouts; one was proposed in west end at the old fish and chips years ago.

Downtown Business Revitalization

- Use Home Rule to create zoning that make city easier to develop, City should own property
- Would love to see a main street organization for Clarksburg
- Becoming a Hub for certain types of Businesses Biking/Hiking or Antiques or The Arts
- Forget Main and Pike Street 2-ways; No-No
- Attract local and national Business
- Join The WV Community Development HUB

Open Spaces & Natural Resources

- D+E will bring people to the area Tourism This is untapped area
- Would love to see a park/playground on/near Dale Ave/ Washington Ave. No parks to walk to despite being right downtown
- Kelly Miller Community Center Activities + Community
- Youth Recreation programing needed. Kids go to Bridgeport for indoor athletics. Kelly Miller Community Center gym needs renovation
- Overgrowth + Invasive species problem along Elk Creek + Lowndes park, figure out if Creek is maintenance responsibility of the State

Property Maintenance

- Respond and do something about the complaints + reports on vacant + dilapidated buildings
- More programs to help poor people care for 100-year old homes
- Help convert dilapidated homes to useful before they get so bad, they need torn down.
- Do not allow City Office holders to have properties with code enforcement issues especially issues with vacant, trash riddled, properties
- 3 historical overlays and no historical commission. We need a group responsible for reviewing conformance to historical ordinances
- We need to create an architectural review committee to be able to enforce architecture and design ordinances.
- Planning commission should review building projects to ensure it conforms to comprehensive plan. Council should bare decisions on planning recommendations
- URA – should be fully functioning group with a land bank, a real budget and the power to get abandoned properties back and empty land productive again.
- Property Maintenance is hard on poor, old property owners, people who need help pay less property taxes till problems are taking care of
- Tear down Walton Hotel
- Beautification for Empty storefronts; use art to brighten up the area
- Demolition of unsafe/eyesore/undeveloped public buildings (Walton Hotel)
- Blighted property along creek unknown who is responsible (City, State?)

Communications & Community Identity

- Arts + Cultural Robinson Grande, Park Amphitheater; Very unique assets to set Clarksburg apart
- Provide templates or guides for neighborhood block parties
- Don't just use the newspaper to advertise events-many people don't subscribe
- Tap the resources of retired citizens to help school children with tutoring in subjects the citizen is competent and the student needs help. Provide a location and facilities to facilitate teaching and learning during off-school days and hours
- Council leadership – staff – public, coordination + accessibility
- Gateway's first impressions
- Reach out to Community organizations who have promotional abilities in place, ask them to help promote community meetings

Summary Responses from Round #1 Public Workshops (Notes added in Round #2)

What works:

- Backpacker issues improving in North View

What Needs Work

- Community police
- Community Policing
- Enforce Street Parking Meters – Tim Miley abuses it front of his office
- Lowly Rental Apartments + houses
- Bridgeport – New schools, Rec center, Clarksburg old schools and gym; no rec center
- Activities for preteens + teenage (Not Sports)
- Feral Cats/animals
- Diversity training for Law Enforcement and Community leaders
- Vet city office members or board members from holding office if they have dilapidated, trash hidden vacant buildings
- Creek Maintenance in town
- Closed Kroger grocery
- Roadways configuration
- Code enforcement
- Local downtown grocery store
- Do code enforcement on invasive vegetation so it doesn't cause a problem for home owners (gardening etc.)



A PLAN for Clarksburg's Future

4 Focus Areas

BUILD FROM WITHIN

Revitalization & Redevelopment

GOAL: Reclaim the vitality of Clarksburg's downtown core by taking advantage of the city's unique cultural and historical assets/amenities and supporting redevelopment in alignment with established character.



LOOK TO THE RIVERS/HILLS

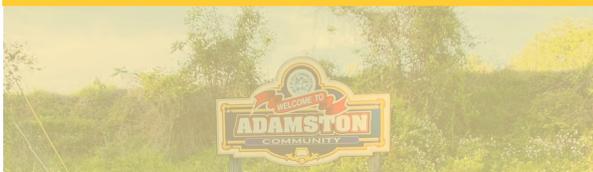
Recreation & Natural Resources



GOAL: Embrace the city's natural waterways, wooded hills, and recreation trails through restoration/management of natural features and expanded access for outdoor recreation opportunities to promote public health and attract economic growth.

KEEP IT CLEAN & PROUD

Property Maintenance



GOAL: Nurture clean and well-kept neighborhoods through a comprehensive blight mitigation strategy, including community-supportive code enforcement, property owner assistance, and beautification/clean-ups.



WORK TOGETHER

Community Engagement



GOAL: Strengthen communications and relationships between community members and city official/leadership to ensure planning is community-driven and residents are connected to the various resources and services offered by the city and its partners.



Clarksburg Comprehensive Plan Update 2010



City History

Before Clarksburg was settled, it was occupied by Native Americans who hunted in the area. Early settlers began arriving to the area in the 1770's. The first known permanent settlers, Andrew and Samuel Cottrell, arrived in 1772. John Nutter, who founded Nutters Fort, arrived soon after in 1774. Daniel Davison also arrived in 1774 and purchased 400 acres, where the business district now sits.

Clarksburg was chartered in 1785 by the Commonwealth of Virginia and designated as the Harrison County seat. At that time, the city was described in historical letters, "as a town built by two rows of cabins extending from near the court house to Jackson's house on the east side of Elk Creek". Clarksburg was named after General George Rogers Clark, who gained fame on the frontier through his expeditions against the British and Indians in the Revolutionary War and the Indian Wars.

Clarksburg became part of West Virginia when the state broke away from Virginia during the Civil War. West Virginia was admitted to the Union on June 20, 1863. The city played an important role in the war as a military supply base with constructed fortifications; no battles were fought in the city. The closest battle took place 20 miles southeast in Philippi. Civil war

bunkers, however, are still present on two prominent hills within Clarksburg.

When two roads were opened in 1788 and 1789, the city became a hub for goods transportation. These



Clarksburg City Hall

roads connected Clarksburg to Morgantown, WV and Marietta, OH. Goods were then shipped down river to Brownsville, PA. In 1857, the building of the Baltimore and Ohio railroads further stimulated the growth of commerce in the city.

In 1917, the city's charter was revised, allowing for unincorporated areas to be annexed. Many of these areas were developed at different times with different street standards, creating haphazard street connections that continue to influence development.

The opening of the Fairmont Coal Fields, in 1870, increased industrial and economic development. Growth continued with the exploitation of oil and gas fields in 1890. The economic boom that followed this exploration was short lived. The rapid growth of glass and chemical industries diminished by 1930, and a period of economic stability began.

From 1930 to 1950, growth remained stable. Growth in the mining and glass industries began to decline by 1950. The city's population declined as residents left for areas with better employment. Many young families were affected as workers with seniority rights kept jobs and younger employees were let go.

Prominent Historical Figures

Clarksburg has been the birth place and home of many notable politicians, artists, and authors. Clarksburg is the only city in the nation to ever have a presidential, U.S. senatorial, and gubernatorial candidate in one election. The long list of politicians with close ties to Clarksburg begins with John George Jackson, who moved to Clarksburg with his family in 1784 at 13 years of age.² His first wife was the sister of Dolly Madison, creating a bond between President Madison and Jackson. He was a U.S. congressman from 1803-1810 and was the first Senate confirmed judge for the United States District Court for the Western District of Virginia.

Born in Clarksburg, WV in 1824, General Thomas Jonathan Jackson was a prominent Confederate General in the Civil War. Orphaned soon after his birth, he earned his historic nickname, "Stonewall" Jackson in the first Battle of Bull Run after General Bernard E. Bee shouted, "There stands Jackson like a stone wall".¹ Jackson was quickly promoted to divisional command, and soon became a Corps Commander under



Historic Jackson Cemetery

Clarksburg Comprehensive Plan Update 2010



General Robert E. Lee. Jackson fought many battles under Lee's direction. He was killed at the Battle of Chancellorsville where three bullets wounded him and his arm had to be amputated. He died seven days later from complications of the amputation.

John James Davis was born in Clarksburg in 1835 and served in the 42nd and 43rd Congress of the United States.³ His son, John William Davis, was born in Clarksburg in 1873, and was the democratic candidate for president in 1924; he lost to Calvin Coolidge. Nathan Goff continued the political legacy of Clarksburg after John James Davis. He served in the Union Army during the Civil War and became a prominent Republican in state politics. He was Secretary of the Navy under President Hayes, a U.S. congressman from 1883 to 1889 and a US senator in 1912. Nathan Goff began a political legacy in his family as his son and granddaughter served as a US senator and US congressmen respectively. Guy Despard Goff, the son of Nathan, was born in Clarksburg in 1866 and served as a senator from 1925 to 1931. His daughter, Louise Goff Reece, was a US representative from Tennessee.

Howard M. Gore was born in Clarksburg in 1824, and held several positions in government based on his agricultural expertise.⁴ He was eventually appointed the Secretary of Agriculture under President Coolidge,

but resigned to become West Virginia's Governor.

Louis Johnson practiced law in Clarksburg, and became Secretary of Defense under Truman. His controversial proposals on money saving measures in national defense made him nationally known.

One of the most recent political figures born in Clarksburg is Cyrus Robert Vance. He served as Secretary of State during President Carter's single term and was Secretary of Defense under President Johnson.

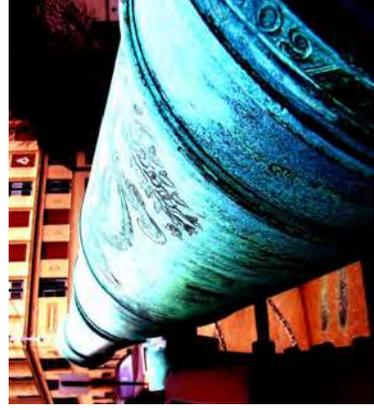


Historic Jackson Cemetery in Clarksburg

1. Rogers, Rod. Interview. History of Clarksburg Power Point. December 3, 2009.
2. Rogers, Rod. et al.
3. Rogers, Rod. et al.
4. Rogers, Rod. et al.
5. Rogers, Rod. et al.

Clarksburg has also been home to noteworthy artists and authors. Melville Davison Post was born in the city in 1869.⁵ He was an author, lawyer, and political figure but he is most famous for his novel *Uncle Abner, Master of Mysteries*. Julia Davis was born in Clarksburg in 1900 to John W Davis, politician and democrat candidate for president in 1924. Her mother passed away and she was raised mostly by her grandparents. She authored over 20 history and fiction books, often centered on West Virginia. She is also famous for her dedication to children as a social worker.

Blanch Lazzell is a famous artist of the early 20th century who spent time in Clarksburg. She became a leader in color wood block prints and opened her own art school. Phyllis Curtain is a famous opera singer born in Clarksburg in 1921 who performed all over the globe until 1984. She taught at the Aspen School of Music and the Berkshire Music Center in Tanglewood, Yale, and was dean for the School of Arts in Boston. Clarksburg's history is rich and detailed from it famous inhabitants to its place in civil war history.



Historic Cannon in Clarksburg

RECREATION-BASED REVITALIZATION

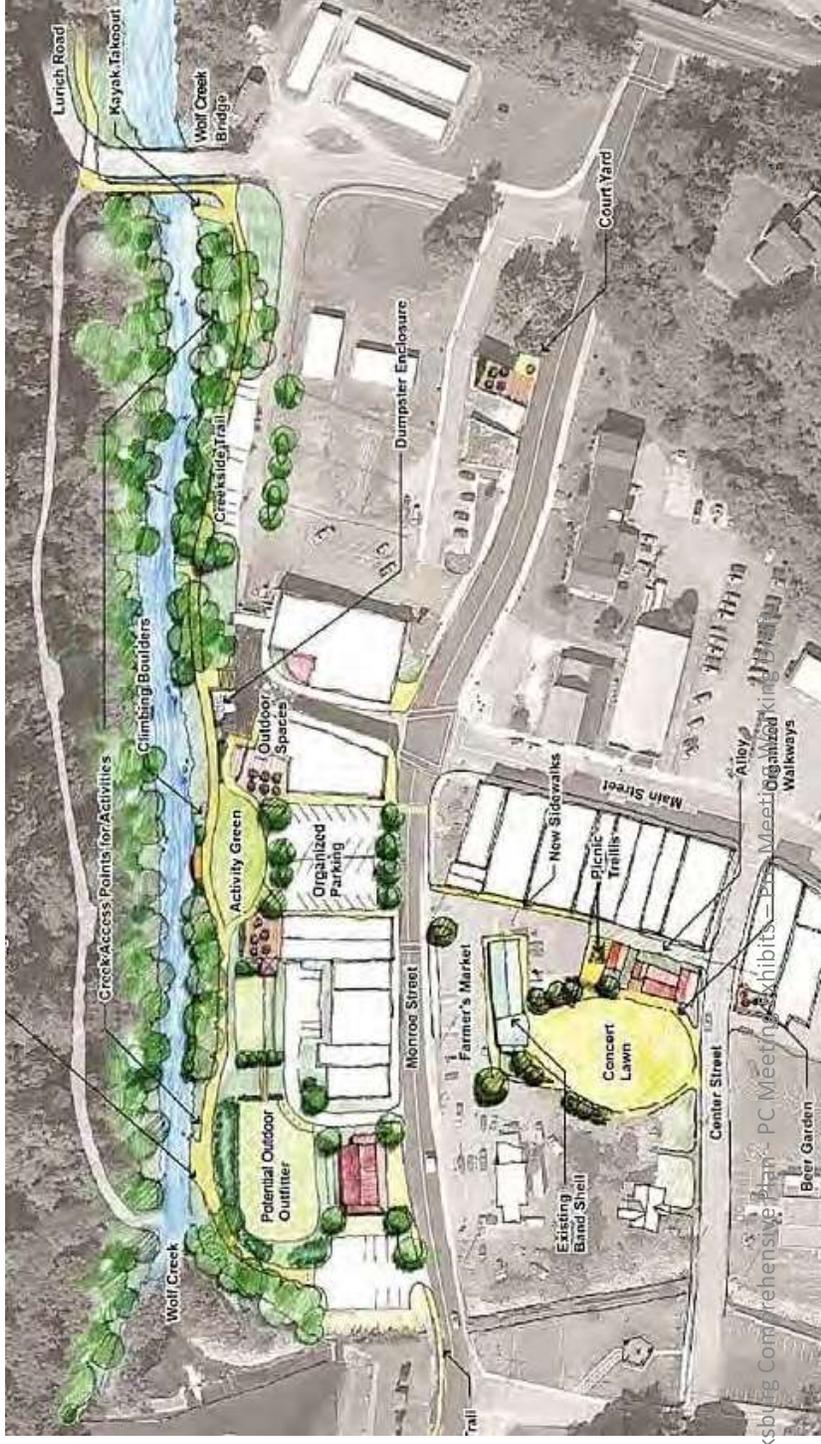
Case #1: Narrows, Virginia

Conceptual Master Plan

- Outdoor recreation space connects with downtown district (both feed off each other)
- Over \$1 Million grant funds secured, including CDBG, and Appalachian Regional Commission (ARC)

Learn More:
<http://nrivability.org/outdoor-recreation-tourism-and-downtown-revitalization-in-giles-county/>

<https://www.newrivervalleyva.org/news/revitalization-downtown-narrows-2019/>

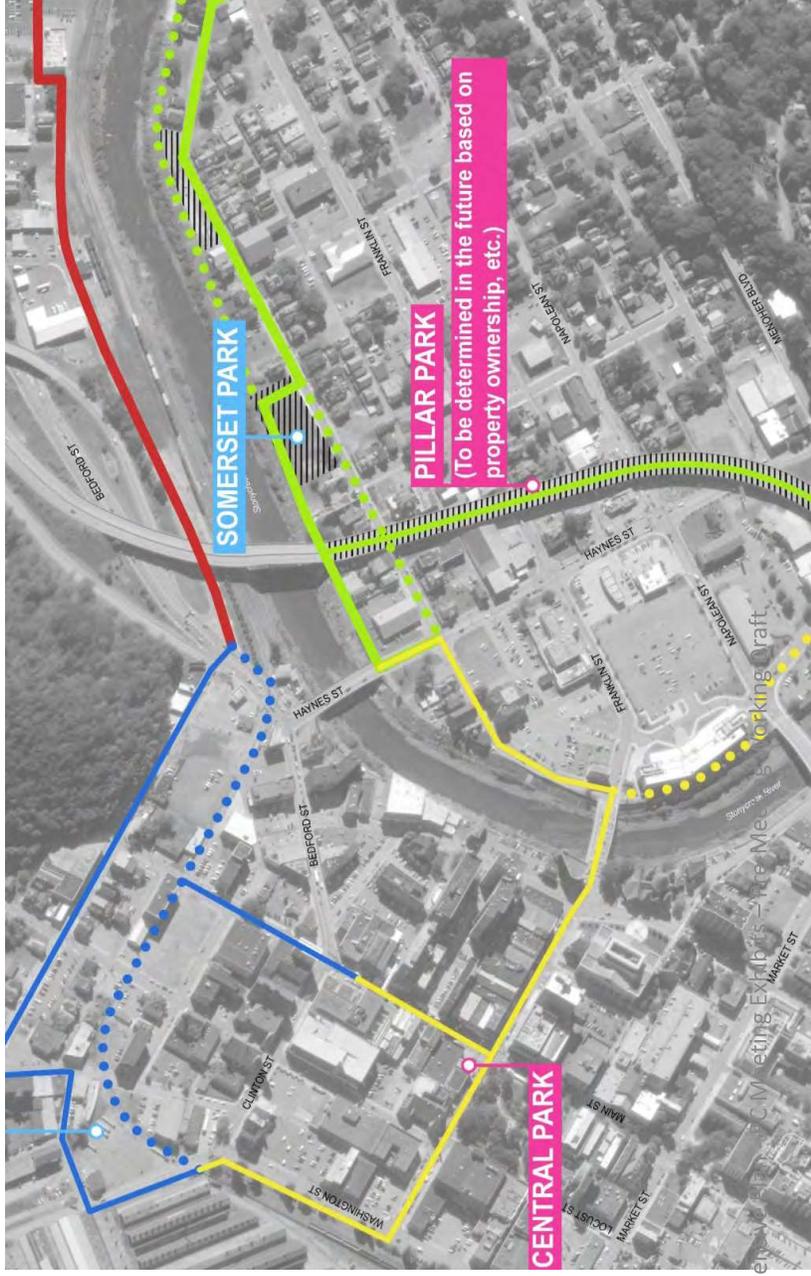


RECREATION-BASED REVITALIZATION

Case #2: Johnstown, Pennsylvania

- Plans for the expansion of riverfront trail system to connect parks and downtown.
- Funding from various state and land conservation agencies.

Proposed Trail Connections



Learn More:
<https://www.wearecentralpa.com/news/local-news/public-invited-to-provide-input-on-riverwalk-trail-in-cambria-county/>

Clarksburg Comprehensive

RECREATION-BASED REVITALIZATION

Case #3: John Day, Oregon

- The city has integrated a parks and trail systems along its natural waterways, with connections to downtown.
- Parks & Rec planning is tied to an economic strategy for growth.

Learn More:

<https://www.westernplanner.org/2020/articles/2020/11/15/recreation-and-revitalization-in-john-day>

<https://www.cityofjohnday.com/planning/page/community-projects>

Clarksburg Comprehensive Plan - PC Meeting Exhibits - Pre-Workshop
Constructed trail connection and safe pedestrian/bike crossing of creek.



Proposed Trail Connections

