

COMPREHENSIVE PLAN - UPDATE

September, 1997

**CITY OF CLARKSBURG
HARRISON COUNTY, WEST VIRGINIA**



**Mullin & Lonergan Associates, Inc.
Planning & Development Consultants
Pittsburgh and Philadelphia, PA**

COMPREHENSIVE PLAN UPDATE

CITY OF CLARKSBURG, HARRISON COUNTY, WV

September, 1997

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RESOLUTION OF THE PLANNING AND ZONING COMMISSION OF THE CITY OF CLARKSBURG, WEST VIRGINIA ADOPTING THE COMPREHENSIVE PLAN, UPDATED March, 1997, AS THE OFFICIAL COMPREHENSIVE PLAN OF THE CITY OF CLARKSBURG, HARRISON COUNTY, WEST VIRGINIA

WHEREAS, the Planning and Zoning Commission has made careful and comprehensive surveys and studies of the existing conditions and probable future changes of such conditions within the City of Clarksburg; 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, the Planning and Zoning Commission held a Public Hearing on the Updated Comprehensive Plan to consider the views and opinions of the citizens of Clarksburg.

NOW, THEREFORE, BE IT RESOLVED by the Planning and Zoning Commission of the City of Clarksburg, Harrison County, West Virginia as follows:

1. The Updated Comprehensive Plan for the City of Clarksburg, dated March, 1997 is hereby and in all respects adopted together with all the text, charts & maps contained therein.
2. A favorable recommendation for adoption of the Updated Comprehensive Plan be presented to the City Council of the City of Clarksburg.

RESOLVED, this _____ day of _____, 1997 by the Planning and Zoning Commission of the City of Clarksburg, Harrison County, West Virginia.

PLANNING AND ZONING COMMISSION

ATTEST:

Secretary

Ronald Hanlan, Chairman

City of Clarksburg
Harrison County, West Virginia
Comprehensive Plan Update 1997

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SECTION I. City of Clarksburg Officials

COMPREHENSIVE PLAN UPDATE

CITY OF CLARKSBURG, HARRISON COUNTY, WV

LIST OF CITY OFFICIALS

CITY OF CLARKSBURG

Mayor: Louis Iquinto

Council Members: Kathryn Folio
James Hunt
Robert T. Flynn

Frank Marino
Sam Lopez
Terry Greaver

City Manager: Percy C. Ashcraft II
City Clerk: Annette Wright
City Engineer: George Duffer
Comm. & Econ. Dev.: Jeff Mikorski

PLANNING & ZONING COMMISSION

Chairperson: Ronald Hanlan

Commission Members: Fortunato Barbario
Donald Douglas
Katherine Folio
Robert Kramer
Truman Rhoades

Louise Shaw
J. Patrick Shaffer
Percy C. Ashcraft
Autrice Thomas
Allen Gorrell

PLANNING AND ZONING COMMISSION SUBCOMMITTEES

Parking :

Percy C. Ashcraft Fortunato Barbario
Robert Kramer Truman Rhoades

Economic Development :

Jeff Mikorski J. Patrick Shaffer
Donald Douglas Allen Gorrell

Demolition and Revitization :

George Duffer Ronald Hanlan
Autrice Thomas Louise Shaw

SECTION II. Introduction

City of Clarksburg
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INTRODUCTION

A. Statutory Authority and Intent of a Comprehensive Plan

A Planning Commission has two primary functions: to prepare a Comprehensive Plan and to act as an advisor to the governing body in matters of community growth and development. The Comprehensive Plan is the tool by which the planning commission can make sound planning decisions.

In accordance with the West Virginia Planning Code:

"The Planning Commission shall make and recommend for adoption to the governing body of the municipality a Comprehensive Plan for the physical development of the territory within its jurisdiction."

"In the preparation of a Comprehensive Plan, a Planning Commission shall make careful and comprehensive surveys and studies of the existing conditions and probable future changes of such conditions within the territory under its jurisdiction."

A valuable Comprehensive Plan does not deal with one specific issue or one form of development, but rather is drafted with the intent to integrate a wide range of issues and topics. This comprehensive approach provides a balance of issues necessary to formulate valuable strategies for community revitalization as well as potential growth.

A Comprehensive Plan also identifies and assesses a broad range of social, economic and environmental issues, which incorporates the elements identified by the West Virginia Planning Code. The overall intent of this Plan is to provide a framework from which the local policy makers will be able to manage, enhance and preserve the natural and man-made environments within the City of Clarksburg.

B. Function of a Comprehensive Plan

The functions performed by a Comprehensive Plan are many and complex, but they can be grouped under two principal categories:

- First, the Comprehensive Plan is an expression of what a community wants. It is a statement of goals, a listing of objectives, and a vision of what might be.
- Second, the Comprehensive Plan serves as a guide to decision making. It provides the means for guiding and influencing the many public and private decisions that create the future.

How, one might ask, can a single document fulfill such broad and complex functions? The answer, of course, is that the Comprehensive Plan by itself does not do the job. The value is derived from the process of preparing the Comprehensive Plan and the use of the Comprehensive Plan after its preparation.

Planning is a process. It is important to understand that a single document such as a Comprehensive Plan cannot answer all the questions or solve all the problems. Conditions change, resources are shifted, and goals are altered, making it necessary to revise, adapt, and update the plan on a periodic basis. The point of a Comprehensive Plan is to focus attention on the process - to create a basis for debate, discussion and resolution. Planning must be an on-going and continuing activity designed to produce the best possible decisions about the future of the municipality. The essence of a Comprehensive Plan is that it is both a statement of policy, and an expression of community intentions and aspirations. When recognized as a statement of policy the Comprehensive Plan can have tremendous influence, but that influence is only realized within the context of a total planning program.

1. The plan as a statement of policy

Central to all notions of the Comprehensive Plan is that it is a statement of what the community wants. It is a statement of goals, a listing of desires, an expression of ambitions. While there is widespread agreement as to the importance of goal setting, actual practice often falls short of ideal expectations.

The policies or goals that are contained in a Comprehensive Plan may already exist in various forms or places within a community and may simply be brought together and organized, or they may be the result of a long and sophisticated goal-setting process. In either case they must be sufficiently unified to clearly express direction and purpose so that the citizenry has little doubt as to what the community believes in and stands for.

The policies of a Comprehensive Plan, in effect, provide the advantage of stating a position in advance. To deviate from a policy in the plan will require an argument and a rationale as convincing as the one in the plan. Departing from the precepts of a plan should always be possible although not necessarily easy.

The advantages of reviewing the Comprehensive Plan as an instrument of policy include the following:

- The essential and uncluttered statements of policy facilitate public participation in and understanding of the planning process.
- A plan that is a statement of policy encourages involvement on the part of public officials.
- The plan as policy provides stability and a consistency in that it is less likely to be made obsolete by changing conditions.
- Finally, the Comprehensive Plan is a guide to the legislative bodies responsible for adopting land use controls, the commissions or boards that administer them, and the courts which must judge their fairness and reasonableness.

2. The plan as a guide to decision making

The second function of a Comprehensive Plan is to serve as a guide to decision making. The ways in which a Comprehensive Plan can make a difference are varied and complex. Sometimes the relationship between a Comprehensive Plan and the community decision is clear, direct and formal. At other times the relationship is ambiguous and indirect. Unfortunately, there are too many cases in which the decisions are made without any reference to the Comprehensive Plan. The most common way in which the Comprehensive Plan is used as a guide to decision making is in the zoning process. Certainly, the enactment and amendment of a zoning ordinance should be guided by the contents of the Comprehensive Plan. In addition, the week-to-week administration of the zoning process is best done through reference to the policies and principles set forth in a Comprehensive Plan.

Most often a Comprehensive Plan is used to guide the decisions of the Planning Department itself, the Planning Commission or the City Council. However, there are many who use the plan as a guide. Other departments of municipal government, for example, might have need for guidance offered by a Comprehensive Plan. A fire department might use it in designing its service areas. What is perhaps most important is that a well-designed plan should influence the decisions of the private sector. Builders, land developers, and businesses can learn of the community's intentions as indicated by the Comprehensive Plan and be guided accordingly.

C. Planning Elements a Comprehensive Plan Should Discuss

In West Virginia, Comprehensive Planning documents are guided by the West Virginia Planning Code. This code identifies a set of specific elements that are recommended for every comprehensive planning document, but does not limit the plan to this specific set of criteria. Instead, municipalities are encouraged to research and analyze data that may be unique to an individual municipality.

The preparation of a Comprehensive Plan involves the collection of a set of interrelated ideas and data. A Comprehensive Plan is a *document* that guides growth, development or redevelopment by recommending municipal policy actions in regard to land use. The broader planning goals are:

In accordance with the West Virginia Planning Code the completed *Clarksburg Comprehensive Plan* will incorporate the following planning issues into various components of the Comprehensive Plan.

- (1) History, population and physical site conditions;
- (2) Land use, including the height, area, bulk, location and use of private and public structures and premises;
- (3) Population densities;
- (4) Community centers and neighborhood units;
- (5) Blighted and slum areas;
- (6) Streets, including bridges, viaducts, subways, parkways and other public ways and places;
- (7) Sewers, sanitation and drainage, including handling, treatment and disposal of excess drainage waters, sewage, garbage, refuse, wastes, ashes, trash and other similar matters;
- (8) Stream pollution;
- (9) Flood control and prevention;
- (10) Public and private utilities, including water, light, heat, communication and other services;
- (11) Transportation, including rail, bus, truck, air and water transport and their terminal facilities;
- (12) Local mass transportation, including motor and trolley busses; street, elevated or underground railways and taxicabs;
- (13) Parks and recreation, including parks, playgrounds, reservations, forests, wildlife refuges and other public grounds, spaces and facilities of a recreational nature;
- (14) Public buildings and institutions, including governmental administration and service buildings, hospitals, infirmaries, clinics, penal and correctional institutions and other civic and social service buildings;
- (15) Education, including location and extent of schools, colleges and universities;
- (16) Land utilization, including residence, industry, agriculture, forests and other uses;
- (17) Conservation of water, soil, agricultural and mineral resources; and
- (18) Any other factors which are a part of the physical, economic or social situation within the municipality or County.

D. *How Can the Plan be Implemented?*

The *Clarksburg Comprehensive Plan* provides a framework of long and short range goals and objectives. While the Comprehensive Plan will constitute a single planning document it will be a compilation of a vast amount of information. The organization of this data into a set of planning policies can have far reaching impacts on the community.

There is no single agency that has the ability to execute a Comprehensive Plan. The implementation of a Comprehensive Plan requires community-wide support. There are three primary methods to implement the policy recognized in a Comprehensive Plan.

■ **Zoning**

An enforcement measure, enacted primarily by general purpose units of local government, in which the community is divided into districts or zones within which permitted and special uses are established as are regulations governing lot size, building bulk, placement and other development standards.

■ **Subdivision and Land Development**

Local ordinances that regulate the conversion of land into building lots for residential or other purposes. The regulations establish requirements for streets, utilities, site design and procedures for dedicating land for open space or other public purposes to the local government or for fees in lieu of dedication, and prescribing procedures for plan review and payment of fees.

■ **Capital Improvements Program**

The City's Capital Improvements Program (CIP) is also used in implementing the adopted *City of Clarksburg Comprehensive Plan*. The CIP schedules the future provision of capital improvements based on the need for various projects, and on the City's financial ability to pay for the improvements. Formulation of the CIP is based on the City's overall goals and objectives for developing capital projects, some of which are articulated in the *Plan*. There is an interaction between the CIP and the *Comprehensive Plan*. The type, location, capacity and ultimately the cost, of future capital improvements are determined by the development allowed under the *Clarksburg Comprehensive Plan*.

SECTION III. Overview

**City of Clarksburg
Harrison County, West Virginia
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OVERVIEW

A. Regional Setting

Clarksburg is located in north central West Virginia. The City of Clarksburg is the County seat of Harrison County. Clarksburg is also the largest city in the County. As the major urbanized area of the three County region consisting of Harrison, Doddridge and Taylor Counties, much of the area's population has historically resided in Clarksburg and the City has served as the region's center of commerce, professional services, and health care.

The City of Clarksburg and Harrison County are at the edge of what the President's Commission on Population Growth describes as the Metropolitan Belt, a vast urban super-region which is forecast to contain more than 40 percent of the United States population in the year 2000. The Interstate highway system is playing a major role in linking together urban areas within the Metropolitan Belt.

B. Historical Background

Prior to settlement, the Clarksburg area was occupied only by wandering Indians who used the area for hunting purposes. Early settlers began to arrive in Clarksburg in 1770 with the first known permanent settlers, Andrew and Samuel Cottrill, arriving in 1772. John Nutter, who built Nutters Fort, and Daniel Davisson were the next settlers to arrive around 1774. Upon his arrival in the area, Daniel Davisson claimed 400 acres in the area that is now the business district of the City.

Lots were laid off as the community grew, and in October 1785 Clarksburg was officially chartered by the Commonwealth of Virginia and was designated the County seat of Harrison County. At that time Clarksburg was described in a letter "as a town built by two rows of cabins extending from near the Court House now is to Jackson's house on the East side of Elk Creek." The City is named in honor of General George Rogers Clark, who gained fame on the frontier by his expeditions against the British and Indians in the Indian Wars and the Revolutionary War.

In 1788, a road was opened connecting Clarksburg and Morgantown, and in 1789 a second road was opened to the site of Marietta, Ohio. The City then became a transportation hub for goods collected from the interior and shipped down-river to Brownsville, Pennsylvania.

The building of the Baltimore and Ohio railroad through Clarksburg in 1857 stimulated the commerce in Clarksburg far more than the topography of the land had spurred business in the first half of the nineteenth century. Clarksburg later played an important roll in the Civil War as a

military supply base for Federal forces, and although fortifications were constructed, no battles were fought closer than Philippi, 20 miles to the southeast.

Industrial and economic development increased by the opening of the Fairmont coal fields in 1870 and then the exploitation of oil and gas fields around the City in 1890. The economic boom which followed the coal, oil, and gas development at the turn of the century was short-lived. The glass and chemical industries' rapid growth diminished by 1930, at which time a period of stability began.

In 1917 the town's charter was revised, and smaller towns and unincorporated areas adjacent to the original area were annexed into the City of Clarksburg. Unfortunately these adjacent areas had been surveyed and laid out at different times, and with varying street widths and miss matched street connections. This created a haphazard street pattern which has affected development and growth up to the present time.

From 1930 to 1950 population and economic growth remained fairly stable in Clarksburg. In 1950, however, employment in the mining and glass industries, the City's economic base, started to decline. This, in turn, led to a population loss as families moved to areas with better employment opportunities. Those most affected were young families, where the household head had little seniority rights and consequently was among the first to be discharged. The decline continued throughout the 1950's, 1960's, 1970's and 1980's.

SECTION IV. Statement of Goals & Objectives

City of Clarksburg
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STATEMENT OF GOALS AND OBJECTIVES

A. *What are Goals and Objectives?*

Goals and objectives provide the guiding principles upon which proposals for land use, development and redevelopment are based. Goals are usually broad topics or ideas, which correspond to the major elements of the Comprehensive Plan. Objectives support the goals and are the specific policies or strategy as advanced by the goals.

To formulate Goals and Objectives two primary planning tasks must be first undertaken:

- Assessment of Problems and Needs
- Identification of Assets and Constraints to development.

B. *Assessment of Problems and Needs*

The following problems and needs, listed by major category, were obtained from the results of the residents, businesses and City officials survey that was undertaken in the Summer-Fall of 1994, along with interviews.

1. *Housing -*

- Aging of the existing housing stock
- Lack of open developable sites
- Impact and housing demand created by FBI Center
- Lack of sound housing for sale
- Lack of sound rental housing
- Lack of affordable housing
- Upgrading City's zoning ordinance
- Rehabilitation of housing stock

2. *Public/Community Facilities -*

- Narrow streets in the older sections of the City
- Lack of curbs and walks in newer areas
- Undefined "entrance portals"

- Need to separate storm and sanitary sewers
- Improve turning radii and site lines
- Handicapped accessibility on public walkways
- Lack of off-street parking in business district
- Poor circulation patterns with dead end streets
- Improve street lighting
- Need for new municipal building
- Development/improvements of riverfront
- Development of long range capital improvement program

3. *Economic Development -*

- Lack of job opportunities
- Vacant and underutilized buildings in the CBD
- Lack of open developable land for new industry
- Financial incentives for business development
- Labor force retraining from industrial to service base
- Lack of cooperation from some land owners
- Perception of high taxes
- Need for annexation

4. *Public Services -*

- Increased community policing
- Programs/opportunities for youth
- Increased code enforcement
- Improve local image
- Services for the disabled
- Services for the homeless

5. *Physical Environment -*

- Demolition of vacant dilapidated buildings
- Clean-up of hazardous sites
- Steep slopes/topography
- Clean-up of vacant lots
- Continued clean-up of waterways

C. *What are Assets and Constraints?*

For the purpose of the *City of Clarksburg Comprehensive Plan*, assets are defined as resources of the City or available to the City, which can be used to the betterment of the community. Constraints, on the other hand, are impediments that hinder or prevent development activities being considered for the improvement of the community.

A discussion of assets and constraints is incorporated in this section with the goals and objectives due to the linkage between them. Assets and constraints must be analyzed and understood before goals and objectives can be identified.

Several assets and constraints have previously been identified in the City of Clarksburg in other plans and documents. Each asset and constraint is discussed to show how it influences activities in the community. It must also be noted, assets and constraints are ever changing as well as interchangeable. This Comprehensive Plan is a working document; it can be and should be amended as needed, to meet the challenge of the ever changing assets and constraints to development opportunities facing the Community.

1. Assets/Opportunities for Development -

- Center of County government

Any person who must conduct business with the County has to come to the City of Clarksburg. This should be a driving force for the City to make that experience as pleasurable as possible, in order to attract that person to return to the City for other reasons.

- FBI Fingerprint Identification Center

With the new FBI Center located within the City limits, the City must take advantage of the job opportunities created for residents who work at the FBI Center and those jobs created in related service industries.

- Potential for annexation

Harrison County is still rural in character outside the City. Annexation of areas surrounding the City provides a means to increase the tax base of the City while offering a variety of services which are minimal or non-existent in these areas.

- Vacant industrial sites

Former industrial sites that have become vacant or underutilized offer a potential for new large scale development or multi-facility type development.

- Upgrading of sanitary sewer system

A major expansion of the sanitary sewer treatment plant will allow for future development and expansion of the City.

- Waterways which cross through the City

A potential recreational opportunity exists in and along the waterways which flow through the City. The rivers and streams have become cleaner and fishing is now feasible.

- Underutilized buildings in the CBD

Promotion of housing opportunities in upper floors of buildings in the CBD will work to bring more people to live in the downtown area, as well as present opportunities to meet the needs of the people who live there.

- Sound residential neighborhoods

Well maintained housing stock in cohesive neighborhoods of different socio-economic levels. There is a very low vacancy rate and property values have been increasing.

- Location

Good highway access via U.S. Route 50 to Interstate 79. Railroad service available to industrial sites.

- Economy

A stable local economy with opportunities for new growth and expansion.

2. *Constraints to Development -*

- Lack of developable land

The City of Clarksburg is built out. The physical environment as it relates to steep slopes, waterways, floodplains, etc. are major factors limiting the amount of developable land within the City.

- Outdated planning and zoning ordinance

The current planning and zoning ordinance does not lend itself to new and innovative methods of development which would encourage previously undevelopable land to new development. The City never adopted the previous Comprehensive Plans.

- Traffic and circulation patterns

One way streets, dead end streets, narrow streets, lack of off-street parking all hinder the movement and circulation of people and goods into and out of the City.

- Environmental hazards

There are vacant industrial sites which contain hazardous waste which will increase the cost of development and have limited reuse.

- Vacant buildings/lots on the peripherals of the CBD

Eyesores of vacant buildings and vacant lots in some areas of the City, such as Water Street, 2nd Street, Pike Street and the Glen Elk area.

D. Planning Goals and Objectives

Based on the need to accommodate change, redevelopment and to promote development opportunities compatible with the scale and character of the City, and in agreement with the West Virginia Planning Code, the following goals and objectives are presented for the *Clarksburg Comprehensive Plan*, as follows:

GOAL #1: LAND USE

Encourage an organized land use pattern in harmony with the existing character and natural constraints of the City providing for a safe, attractive and economically viable community for its residents.

OBJECTIVES:

1. Preserve the established land use patterns of the City encouraging development and redevelopment of land uses appropriate to the scale and character of the established neighborhood.
Control the expansion of businesses and professional offices in the W.L. and Quality Hill neighborhoods.
2. Promote opportunities for development and redevelopment of diversified economic activities in appropriate areas of the City while maintaining the quality of life.
Continue financial support for the revitalization of the Downtown and the development of vacant sites and buildings.
3. Protect environmentally sensitive areas and ensure a compatible balance between economic and environmental interests.
Institute clean up of rivers and encourage planting and beautification of the steep hillsides and open spaces.
4. Ensure preservation and encourage adaptive reuse of the City's historic structures in a manner conducive to the character of the City.
Adopt historic district zoning and continue to rehabilitate through preservation the buildings in Glen Elk.
5. Clean up and eliminate environmentally hazardous sites for new industry and housing.

Clean up two vacant industrial sites along the river within the next five years.

GOAL #2: HOUSING

Provide a range of housing types satisfying all housing needs as well as preserving established residential neighborhoods.

OBJECTIVES:

1. Preserve the existing residential neighborhoods while maintaining public health and safety through the continued physical maintenance and upgrading of housing.

Establish a homeowner rehabilitation loan program with financial assistance to 150 houses in five years.

2. Continue to ensure the opportunity for a diverse population to obtain satisfactory housing through encouraging the provision of a range of housing types where appropriate.
Establish a homebuyer program for affordable housing and continue to support the WVHDF development of new housing units in the community.

GOAL #3: LOCAL TRANSPORTATION/CIRCULATION

Ensure a coordinated circulation system which enables the safe and efficient movement of people and goods.

OBJECTIVES:

1. Improve the local transportation/circulation network ensuring a safe system through the City.
Upgrade and improve local streets by paving five streets per year and upgrading intersections of those streets to improve sight lines, such as Chestnut Street.

2. Enhance the local transportation/circulation system through accessibility with the regional transportation/circulation system.
Obtain commitments from the State to upgrade and improve West Pike Street, access from Routes 50 and 98, and a new access road to the hospital from Route 50.

GOAL #4: COMMUNITY SERVICES/FACILITIES

Ensure the provision of an adequate range of services and facilities to accommodate the changing needs of the City in an effective manner.

OBJECTIVES:

1. Promote the efficient delivery of services ensuring all areas of the City are adequately serviced.
Develop new playgrounds to replace facilities in Adamston and 7th Street.
2. Plan for changes in land use and population changes which require change in municipal services and their delivery.

Construct the new municipal complex and improvements to the fire stations, including a new fire station near the Eastpointe and "New" Pointe Plaza.

3. Continue to provide the opportunity for varied recreational activity serving a diverse population, convenient to the residents.

Complete the improvements in Veteran's Park, improve pools, and expand the recreational facilities at the Buffalo Lake Recreation Area.

4. Promote the accessibility of all facilities to the handicapped and remove architectural barriers.

Continue to provide handicap access along walks / curbs in the Downtown and make the parks and recreational facilities accessible to the handicapped.

SECTION V. Demographic Analysis

**City of Clarksburg
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DEMOGRAPHIC ANALYSIS

A. *Demographic Trends*

The following statistical information has been extracted from census reports published by the U.S. Bureau of the Census. It is important to understand the origins of the information and its inherent limitations, therefore, the following question and answer narrative summary has been included.

Why does the Census Bureau take a census?

The primary reason for taking a decennial census is to determine how many representatives each state will have in Congress. However, the census data tells us a lot about everyday life. It helps guide many policy decisions. Market analysis providers and planners use Census information on a daily basis to help make important policy decisions.

How long has the Census Bureau been taking the census?

The first census was taken in 1790 in accordance with the requirement in the first article of the constitution. A census has been taken every 10 years since. The 1990 Decennial Census marks the 200th anniversary of the census.

What specific census information does the Census Bureau provide?

In order to collect data, the Census Bureau delivers forms to all households a few days before census day. Households are requested to fill out the form and mail it back to the census office.

The data collected by the Census Bureau covers subjects answered in the Census questionnaires. Once collected the Census Bureau tabulates the information in a media format known as Summary Tape file 1A (STF 1A) and Summary Tape File 3A (STF 3A). The data presented in STF 1A consists of 100% data; the information that was asked on every census form filled out by the public including specific types of information include housing and population characteristics. The STF 3A tabulation consists of sample data; information asked only of households receiving the long census form. STF 3A data files include data items such as income, occupation and education.

Are there errors in the Census Data?

It is important to keep in mind that, since statistics in the census data products are based on the collection, tabulation, editing and the handling of questionnaires, errors in the data are possible.

The sample data is subject to sampling error and the 100% data is subject to non-sampling error. Non-sampling error may be introduced during any of the complex operations used to collect and process census data.

Because of sampling and non-sampling errors, there may be minor discrepancies in the reporting of similar types of data, however, the discrepancies will not negate the usefulness of the census data to conduct this planning study.

1. POPULATION CHARACTERISTICS

The City of Clarksburg is the County seat of Harrison County. The City is also the largest City in the County. As the major urbanized area of the three County region consisting of Harrison, Doddridge, and Taylor Counties, much of the area's population has historically resided in Clarksburg. From 1930 to 1950 population and economic growth in the City remained fairly stable. In 1950, however, employment in the mining and glass industries, the City's economic base, started to decline. Since 1950 when 32,014 persons resided in the City, Clarksburg's population has continuously decreased. In 1960 with a population of 24,864, Clarksburg's population consisted of 34 percent of the County's population. Similar to other urbanized areas, however, the population has decentralized with the pattern generally consisting of households leaving the older and largely developed central city often in search of new housing. The outlying and less developed suburban areas offer sufficient room for growth and new development for households leaving the City without leaving the County. The factor is evidenced by the increase in the County's increased share of the area's population as the City's population has decreased. According to the 1990 U.S. Census, the City's population decreased to 18,035 persons. In 1990 only 26 percent of the County's population resided in Clarksburg. The substantial loss in population in Clarksburg has also generated a loss in total households. From 1980 to 1990, Clarksburg households decreased by approximately 14 percent from 9,250 to 7,957.

In addition to a population decrease resulting from the suburbanization of Harrison County, Clarksburg's population decrease is explained by other factors. The most significant decreases in the City's population occurred during the 1980's when the population decreased by over 19 percent. The decrease in the City's population coincides with the decrease experienced State-wide when from 1980 to 1990 the State population decreased eight percent. Similarly, during the 1980's the population of Harrison County decreased by over ten percent. It is expected that such large population losses both State-wide, County-wide, and in the City are representative of worker dislocation. Worker dislocation in Clarksburg and the County results from plant closings, plant relocations, and decreases in the demand for services attendant to the loss of primary jobs. Worker dislocation causes outmigration by the dislocated workers in search of job opportunities.

Another influence affecting the City's population decrease is the drop in household size. The decrease in household size is a result of the general aging of the population compounded by out-migration of the younger population because of worker dislocation, and a decrease in the birth rate of the total population. From 1970 to 1990, household size in the City decreased from just under three persons to close to two persons. The decrease in household size has occurred both State-wide and in Harrison County. Because of a more affordable and varied housing stock in the City, including smaller multi-family units that attract single people, childless households and the elderly population, the smallest household size has consistently been in the City.

Similar to other communities with a decreasing population, the population remains in Clarksburg is older. The aging of Clarksburg's population is evident when looking at the population by age. In 1980, 22 percent of the City's population was age 18 and under and 20 percent of the population was age 65 and over. By 1990, the age 18 and under population decreased to 18 percent of the total while the age 65 and over population increased to almost 25 percent of the total population. From 1980 to 1990 as the City's total population decreased by over 19 percent, the population of persons age 65 and over decreased by just four percent. The U.S. Census reports that from 1980 to 1990 the median age of Clarksburg's population increased from 37 years to 39.7 years. In 1990, the median age of the County's population was 37.4 years.

An age group whose population in Clarksburg increased as a total percentage of the population from 1980 to 1990 was the 25 to 44 year olds. From 1980 to 1990 the total number of 25 to 44 year olds decreased by over 600 persons, but their percentage of the total population increased from 24 percent to 27 percent. The 25 to 44 year olds represent an age group who are often seeking to purchase a first or possibly a move-up housing unit indicating the potential for increased homeownership in Clarksburg. The increase in the population in the 25 to 44 year old age group is indicative of the availability of more affordable housing in the City than in the surrounding areas outside the City. The increase also represents the aging of the baby boom population, which has reached the ages of 30 to 45.

As young households leave the City, it is expected that the household size will continue to decrease because of lower birth rates associated with the increasingly aging population. The increasingly older population also results in expanded demand for a variety of social services specialized to the needs of an aging population.

1990 Population By Age Group

Age Group	Clarksburg	C.T. 301	C.T. 302	C.T. 303	C.T. 304	C.T. 305	C.T. 306	C.T. 309	C.T. 310	C.T. 311
under 5	959	241	141	46	146	23	309	0	53	0
5-17	2,754	454	479	281	546	30	825	4	135	0
18-20	680	126	121	53	118	13	206	0	43	0
21-24	776	216	130	44	103	3	218	0	62	0
25-44	4,807	1,000	762	357	957	69	1,465	8	189	0
45-54	1,653	382	277	132	223	48	488	0	103	0
55-59	735	228	112	65	101	29	165	0	35	0
60-64	1,225	295	179	100	192	45	364	10	40	0
65-74	2,435	596	374	256	403	94	603	3	106	0
75-84	1,674	625	197	97	243	46	430	0	34	2
85 +	337	50	30	27	78	7	132	0	13	0
Total	18,035	4,213	2,802	1,458	3,110	407	5,205	25	813	2

SOURCE: U.S. Bureau of the Census

1990 Selected Characteristics

	Clarksburg	C.T. 301	C.T. 302	C.T. 303	C.T. 304	C.T. 305	C.T. 306	C.T. 309	C.T. 310	C.T. 311
% under 18	20.6	16.5	22.1	22.4	22.3	13.0	21.8	16.0	23.1	0
% over 65	24.7	30.2	21.4	26.1	23.3	36.1	22.4	12.0	18.8	100.0
% Minority Persons	4.0	7.7	2.3	1.8	7.5	0.7	1.1	0	1.4	0
Female Headed Households	942	222	173	90	144	14	253	0	46	0

SOURCE: U.S. Bureau of the Census

2. EMPLOYMENT CHARACTERISTICS

During the 1980's, the Clarksburg Labor Market Area (LMA) consisting of Harrison, Doddridge, and Lewis Counties, was impacted by substantial employment reductions. Employment reductions were concentrated in the mining, manufacturing, and contract construction sectors. The closing in 1987 of the Clarksburg Anchor Hocking plant and with it a loss of 940 jobs, is indicative of the trends. At the time it was estimated that another 650 jobs would be lost as an

indirect result of the closing of Anchor Hocking bringing the total job loss to approximately 1,600 jobs.

The trends in the labor force of Clarksburg and Harrison County indicate that from 1980 to 1985, the LMA's labor force increased by approximately two percent to 35,010 persons. During the same time, total employment increased by only one percent to 31,833 with unemployment increasing to 9.1 percent of the labor force. Unemployment in the LMA reached a peak of 14.3 percent in February 1988 while in Harrison County, unemployment was 18.3 percent. The high unemployment in both the LMA and the County resulted from the November, 1987 Anchor Hocking closing.

Since 1980, the LMA's civilian labor force increased 20 percent to 41,370. Total employment since 1980 has increased by 21 percent to 38,058. For 1993 the LMA's unemployment rate was 8.6 percent. As of August 1994, the LMA's unemployment rate was eight percent. The LMA has generally recorded unemployment rates that are slightly lower than those of West Virginia as a whole, but higher than those of the rest of the Country.

Between 1980 and 1990, employment in the good producing industries in the LMA has steadily declined. It is expected that the change in the economy of the LMA was similar to that which has been occurring nationally for the past few decades. From 1980 to 1990, as the LMA was experiencing high unemployment there was an increase in the service sector of the economy evidenced by an increase in service producing employment and a decrease in good producing employment. In 1980 35 percent of the LMA's population was employed in good producing industries. By 1990 only 22.5 percent of the labor force was employed in good producing industries. While much of the loss of jobs in the good producing sector results from plant closings and relocations, it is expected that employment declines also result from improved plant efficiency or labor saving technology as having resulted in the need for fewer jobs. Between 1985 and 1990, manufacturers were among the state of West Virginia's bottom ten performers in terms of employment, with reductions in job levels of over 20 percent.

Manufacturing jobs represent the area economy's most basic sector. The loss of manufacturing jobs results in a downward spiral in the overall sales and profitability of retail, service, and related sectors of the economy. When any community suffers rapid job losses, particularly in traditionally high wage positions, other critical problems arise, including population loss, declines in income tax revenue, health and housing problems, and an increased proportion of discouraged workers.

As the commercial and institutional center of the region the City's labor force has been more concentrated in the service producing sectors than the LMA's labor force. In 1990, 19.6 percent of the City's wage and salary employment was concentrated in good producing industries.

Based on a review of employment by occupation, it is seen that the City of Clarksburg's labor force has continued to maintain a similar proportion of its labor force within the service producing occupations indicative of the City serving as the region's center of business and government. In 1980 over 34 percent of Clarksburg's population was employed in good producing occupations including precision production, craft and repair, operators, fabricators and laborers. By 1990, 35 percent of the City's population was employed in good producing

occupations. Throughout the period the majority of the City's population has continued to be employed in service producing occupations including managerial, sales, and service.

Representative of the sectors of the economy that are centralized in Clarksburg include legal, financial, governmental, and other professional services.

The Clarksburg Central Business District (CBD) is the primary commercial and office hub within the City. In recent years as the areas manufacturing sector has declined and the County's population has become less concentrated in the City, the CBD has been impacted by decreasing business. In 1989, the City of Clarksburg completed a *Downtown Revitalization Plan* for the purpose of evaluating the future potential of the City's downtown and taking positive steps toward improving its competitive position. The 1989 study found that a majority of merchants found the attractiveness, cleanliness, parking, traffic, appearance of buildings, and surroundings to be only fair or poor. The 1989 *Downtown Revitalization Plan* made four major recommendations regarding the improvement for the entire City of Clarksburg as follows : 1) to promote and advertise downtown as an unified shopping district; 2) to create an economic restructuring program or incentives that would invite businesses to stay and relocate into the downtown area; 3) to provide a cultural arts attraction; and 4) to revitalize the 300 block of Pike Street.

During the summer of 1994 a survey of downtown business owners was completed. Similar to the 1989 findings, the most recent survey found that downtown business owners indicate the need for improved parking, blight control through demolition of vacant and dilapidated structures and stricter code enforcement, greater diversity of business including the need for cultural attractions, and public improvements such as landscaping and lighting. Despite the many concerns, only eleven percent of the respondents identified plans to close or relocate in the near future and 28 percent of the business owners plan to expand in the near future. Forty-three percent of the respondents anticipate that future business will be up and only 14 percent expect business to be down. Respondents identified that clothing and hardware stores, restaurants, and theaters were needed most to improve the diversity of the CBD. Insurance offices, banks, car dealers, medical practices, and furniture stores were cited as the least needed businesses in the CBD.

Several large relocations into Harrison County have recently taken place or are in the process of completion. The new uses are anticipated to act as a catalyst for future growth in the region. The new activities include:

1. The Federal Bureau of Investigation's Fingerprint Identification Division , including the intergrated and automated fingerprint identification system have located in Clarksburg City limits. The FBI complex is expected to employ 3,600 people in the 600,000 plus square foot facility with an estimated payroll of 75 million dollars. Additional construction and expansion is anticipated in the future.
2. The Harrison County Business and Technology Centre is a 791 acre industrial park devoted to the development of manufactured products. Currently, 80 acres are immediately developable and include road access and most utilities. The site is located near the junction of U.S. Route 50 and Interstate 79. It is the largest available industrial space within a five mile corridor of Interstate 79 between Clarksburg and Morgantown to the North. As this corridor (the I-79 High Tech

Corridor) continues to recruit technological companies into the area, the Business and Technology Centre will become a great industrial asset to the City of Clarksburg.

3. The Mid-Atlantic Aerospace Complex located at the Benedum Airport in Bridgeport is designed to become a major air transport, maintenance, and avionics training center. The complex contains sites for related development as well as the West Virginia Air Center (WVAC). The WVAC is an intergrated, full service center for the maintenance, modification, overhauling, outfitting, painting, and refurbishing of commuter aircraft. Short Brothers USA will also maintain operations at the WVAC. When their permanent quarters are completed, Short Brothers' WVAC plant will support C-23 aircraft. Grumman Corporation has located a 50,000 square foot manufacturing plant where activities will include fabrication and assembly of sheet metal components and frames to hold electronic and mechanical systems. Pratt & Whitney Aircraft of West Virginia has expanded their plant at the WVAC by 56,000 square feet. The expansion will employ an additional 230 people.

1990 Labor Force

Census Tract	In Labor Force	Employed	Unemployed	Percent Unemployed
Clarksburg	7,448	6,617	831	11.2
C.T. 301	1,523	1,253	270	17.7
C.T. 302	1,256	1,148	108	8.6
C.T. 303	529	446	83	15.7
C.T. 304	1,424	1,320	104	7.3
C.T. 305	160	149	11	6.9
C.T. 306	2,172	1,984	188	8.7
C.T. 309	18	18	0	0
C.T. 310	366	299	67	18.3
C.T. 311	0	0	0	0

SOURCE: U.S. Bureau of the Census

1990 Industry of Employed Persons

Industry		C.T. 301	Clarksburg 302	Clarksburg 303	C.T. 304	C.T. 305	C.T. 306	C.T. 309	C.T. 310	C.T. 311
Agriculture, Forestry and Fisheries	26	0	5	0	10	0	11	0	0	0
Mining	282	86	35	0	75	5	70	2	9	0
Construction	371	55	46	33	80	2	129	0	26	0
Manufacturing	578	36	117	54	139	18	162	10	42	0
Transportation/ Public Utility	634	129	97	53	130	20	172	0	33	0
Wholesale	192	43	26	15	44	3	53	0	8	0
Retail	1,604	307	268	102	318	28	497	0	84	0
Fin./Ins./RE	374	48	83	40	68	10	113	0	12	0
Service	2,233	489	412	129	379	59	689	8	68	0
Public Administration	324	60	58	20	77	4	88	0	17	0
TOTAL	6,617	1,253	1,148	446	1,320	149	1,984	18	299	0

SOURCE: U.S. Bureau of the Census

1990 Commutation Patterns

Mode of Transportation	Clarksburg	Percent	C.T. 301	C.T. 302	C.T. 303	C.T. 304	C.T. 305	C.T. 306	C.T. 309	C.T. 310	C.T. 311
Automobile (drove)	4,667	71.4	769	861	303	208	107	1,469	18	212	0
Automobile (car pool)	954	14.6	135	193	79	33	25	291	0	34	0
Other Means	111	3.0	41	14	0	0	0	30	0	8	0
Walked or worked at home	634	1.7	255	63	47	44	10	108	0	28	0
Public Transportation	196	10.0	76	23	7	5	7	42	0	17	0
Mean Travel Time to Work	14.4	XXXX	13.3	15.5	15.3	14.2	18.1	15.7	13.9	12.1	0

3. INCOME CHARACTERISTICS

A review of the income data indicates that in 1990, while per capita income was higher in Clarksburg than in Harrison County, household income was less in the City. The income pattern seen reflects the concentration of older and smaller households within the older urbanized area of the County. Persons below poverty are generally the same for the City and the County. The 1990 U.S. Census identifies that 17 percent of the City's residents were below poverty. Poverty is particularly a problem of female headed households and children. In 1990, the U.S. Census reported that 34.5 percent of Clarksburg's female headed households were below poverty and 26 percent of children under 18 were below poverty. While the City contains 26 percent of the County's population, in 1990, the number of persons below poverty remained the same at approximately 3,000 persons.

Median household income in Clarksburg, as reported by the U.S. Census, was \$17,884. Generally household incomes in the City are low to moderate with over 32 percent of the households in the City reporting incomes of less than \$15,000. Further, only six percent of the total households in the City have incomes between \$50,000 and \$74,999, and just two percent of the households earn \$75,000 or more. Clarksburg's 1990 median income was approximately 88 percent of the County-wide and State-wide median incomes.

1990 Household Income

Incomes	Clarksburg	C.T. 301	C.T. 302	C.T. 303	C.T. 304	C.T. 305	C.T. 306	C.T. 309	C.T. 310	C.T. 311
Less than \$5,000	811	375	98	78	103	17	104	0	36	0
\$5,000 to \$9,999	1,336	473	147	105	182	25	337	0	65	2
\$10,000 to \$14,999	1,237	378	254	129	163	14	264	6	29	0
\$15,000 to \$24,999	1,722	415	325	104	288	28	485	0	77	0
\$25,000 to \$34,999	1,201	223	107	101	189	55	449	4	73	0
\$35,000 to \$49,999	1,008	198	159	94	203	15	317	0	22	0
\$50,000 to \$74,999	483	41	68	18	142	22	154	0	38	0
\$75,000 to \$99,999	71	22	7	0	20	0	22	0	0	0
\$100,000 to \$149,999	64	0	7	0	31	0	5	0	0	0
\$150,000 +	24	21	6	0	4	0	14	0	0	0
Median Household Income (\$)	17,884	12,467	17,585	15,603	23,083	19,854	21,536	14,583	20,921	5,360 SOURCE: U.S.

SOURCE: U.S. Bureau of the Census

1990 Poverty Status

Category	Clarks- burg	C.T. 301	C.T. 302	C.T. 303	C.T. 304	C.T. 305	C.T. 306	C.T. 309	C.T. 310	C.T. 311
Persons below poverty level	3,019	1,023	427	404	399	29	607	0	130	0
Percent	17.0	24.9	15.3	27.7	13.0	7.9	11.9	0	16.0	0
Persons 18 yrs. & over	2,036	778	284	208	269	24	401	0	72	0
Persons 65 and over	525	264	50	38	46	2	SOURCE U.S.	0	15	0

SOURCE: U.S. Bureau of the Census

Poverty Status - Poverty status is derived by the Census Bureau using a set of 48 thresholds arranged in a two dimensional matrix. Poverty thresholds are computed on a national basis. In 1980 the poverty threshold for a family of four was \$7,412. In 1989, the poverty threshold for a family of four was \$12,674. Poverty thresholds are revised annually to allow for changes in the cost of living as reflected in the Consumer Price Index.

4. HOUSING CHARACTERISTICS

Housing is a determinant of quality of life in an area. The existence of a wide choice of housing in a variety of styles and price ranges can make a community a desirable place to live and relocate. A community's market value and desirability as a place to live also depends on the condition of housing, local vacancy rates, and the tenure of the housing stock. All of the factors effect a locality's ability to accommodate changing lifestyles and shifting demographic trends.

The housing needs for the future population of the community can be determined through an analysis of the existing housing conditions as they exist in the City based upon the 1990 U.S. Census.

The 1980 U.S. Census reported 10,053 housing units in Clarksburg. By 1990 the City's housing stock had decreased eight percent consisting of 9,245 units. Much of the decrease results from major clearance completed by the City. In 1990, the City's housing stock represented 31 percent of the County's housing stock. Between 1980 and 1990 as the City's housing stock decreased, the percentage of units that were vacant greatly increased. The 1980 Y.S. Census reported 6.5 percent of Clarksburg's housing units were vacant. In 1990 the number of vacant housing units increased from 645 to more than 1,300, with 14 percent of the City's housing stock identified as vacant.

While the majority of the housing units in the City are owner-occupied, at 63 percent, Clarksburg's percentage of owner-occupied units is notably less than the State-wide rate of 74 percent and the County-wide rate of 67 percent. The lower owner-occupancy rate in Clarksburg is indicative of the greater concentration of lower-income households in the older central city as evidenced by the large percentage of the County's population below the poverty level residing in the City. The lower rate of owner-occupancy rate and increased vacancies may also be a result of the out-migration of the dislocated workers in search of job opportunities who can not sell their units and either rent out units or abandon the units.

Clarksburg's 1990 renter-occupied housing stock of 2,933 units includes a large inventory of assisted housing. As of September, 1993 the Clarksburg Housing Authority (CHA) owned and managed approximately 300 units of public housing in the City. The CHA also administers Section 8 rental certificates and vouchers, the majority of which were located in Clarksburg. There is also located in Clarksburg other state and federally subsidized rental housing units for low-income families and elderly households.

Between 1980 and 1990, the median value of an owner-occupied housing unit in Clarksburg increased 20 percent to \$40,700. The City's 1990 median housing value is equivalent to 85 percent of the state-wide median value of \$47,600 and 90 percent of the County's median value of \$45,000.

The 1990 U.S. Census also collected data on the monthly contract rents charged for rental units in Clarksburg. Contract rent was defined by the Census Bureau as the monthly rent agreed to, regardless of any furnishings, utilities, or services that were included in the rent charge. In 1980, the median monthly contract rent for a housing unit in Clarksburg was \$181.00. By 1990 the

City-wide median contract rent increased 62 percent to \$292.00. The 1990 median contract rent in the City was the same as the SMSA's median contract rent of \$292.00.

A concern with regard to housing is costs in excess of acceptable limits. Generally, when a household spends more than 30 percent of its gross income on housing it is considered excessive by housing economists and lending institutions and the household is classified as cost burdened. When households pay higher proportions of their incomes for housing, they are forced to sacrifice other basic necessities such as food and clothing. The 1990 U.S. Census reported that 15 percent of the owner-occupied households in Clarksburg paid 30 percent or more of their monthly household income toward housing costs. Among renter-occupied households, the 1990 U.S. Census reported that 45 percent were cost burdened.

The City's housing stock consists largely of single-family units. As reported by the 1990 U.S. Census, 72 percent of the City's housing stock consists of single-family structures. In 1990 the U.S. Census reported that nearly eight percent of the City's housing units were contained in structures with ten or more units.

The condition of the City's housing stock can be identified through the use of variables available through the U.S. Census chosen to indicate housing deficiency. The age of a structure is used to show the time the unit has been in the inventory and the duration of time for which poor treatment can potentially take place. The age threshold commonly used to signal a potential deficiency is represented by the year built with units built prior to 1940 used as the threshold.

Clarksburg's housing stock is quite old. The 1990 U.S. Census reported that over 50 percent of the City's housing units were completed prior to 1940 and 88 percent of the housing stock was completed prior to 1960. The 1990 Census reported that the median year built of the City's housing units was 1939. County-wide, median year built of the housing was 1952.

An additional variable used to identify housing condition is crowding which is directly related to the wear and tear sustained by the structure. As the rule of thumb, the value of more than one person per room (1.01) is used as the threshold for defining living conditions as substandard. Finally, exclusive use of plumbing is identified as a variable with the sharing of facilities between households used as an index of deficient housing conditions. Crowding, represented by housing units with more than one person per room, represented only a small percentage of the City's housing stock. The 1990 U.S. Census reported that 0.9 percent of the housing stock contained more than one person per room. Similarly, housing units in the City of Clarksburg lacking complete plumbing represented only a small percentage of the County's housing stock. The 1990 U.S. Census indicated that 108 units or 1.2 percent of the housing stock, lacked complete plumbing.

During completion of the land use survey, a windshield survey of the condition of the City's housing stock was completed. A quick judgement was made as to the exterior condition of each unit, on a block-by-block basis. Housing units which appeared to be in good condition, requiring no repairs of any type were judged to be in sound condition. Housing units which appeared to need new siding, or a new coat of paint, or new shutters, or new porch railings, or new windows, were judged to need minor repairs. Housing units which appeared to need a combination of minor repairs or a new roof, or a new porch were judged to need major repairs. The judgements made on the condition of individual housing units were not for the purposes of real estate

appraisal or tax assessment. They were quick, visual observations assigned to a simple code of condition categories, and were utilized only for purposes of this document. Section VI of this document reports on the results of the structural conditions survey.

The summer of 1994 Resident's Survey, used to gauge respondents attitudes regarding the City, indicated many residents are unhappy with the condition of the housing stock. Respondents identified lack of code enforcement and demolition of vacant and dilapidated units has resulted in unattractive neighborhoods. The response occurs despite the undertaking of major clearance by the City since completion of the 1978 *Comprehensive Plan*. Residents recommend institution of a property maintenance code and periodic inspections of all housing units.

In June 1993, the West Virginia Housing Development Fund prepared the *I-79 North Corridor : Housing and Development Strategy*. The purpose of the study was to identify the need for housing along the northern most 60 miles of Interstate 79 in the north central part of the State as a result of expected of the expected economic development of the area. The study includes review of the need for housing driven by the relocation of the FBI Fingerprint Identification Division to the City of Clarksburg.

The *I-79 North Corridor : Housing and Development Strategy* estimates that during the next five years, the total FBI work force in the County is expected to include 487 existing FBI employees who will be relocating, approximately 600 area residents who will be hired, and 800 entry level employees who will come from various areas in the State as a result of FBI recruitment. The study does not identify what portion of the housing units needed as a result of the FBI relocation is anticipated to locate in the City of Clarksburg, but does indicate that a dramatic increase in land could be made available in the City by providing support for local redevelopment authorities. Redevelopment sites are advocated because the sites already have streets, water, and sewer. Recycling of the sites typically leads to recycling of the surrounding neighborhood.

1990 General Housing Data

Census Tract	Total Housing Units	Occupied Housing Units	Percent Owner-Occupied	Percent Built Prior to 1940
C.T. 301	2,712	2,166	43.3	45.6
C.T. 302	1,257	1,134	72.7	52.3
C.T. 303	764	647	68.0	63.4
C.T. 304	1,537	1,346	69.7	66.7
C.T. 305	184	161	87.6	23.4
C.T. 306	2,380	2,146	71.2	46.4
C.T. 309	12	12	100.0	25.0
C.T. 310	359	326	58.9	48.5
C.T. 311	4	2	50.0	0
Clarksburg	9,245	7,940	63.2	51.5

SOURCE: U.S. Bureau of the Census

1990 Units Per Structure

	Clarks -burg	C.T. 301	C.T. 302	C.T. 303	C.T. 304	C.T. 305	C.T. 306	C.T. 309	C.T. 310	C.T. 311
Single-Units	6,668	1,349	1,101	557	1,235	162	1,992	3	267	2
2-4 Units	1,346	495	141	150	277	1	236	0	46	0
5-9 Units	327	237	0	5	36	13	25	0	11	0
10+ Units	720	607	0	5	0	4	99	0	5	0
Mobile Home	26	0	0	6	0	0	0	9	9	2
Other	158	25	18	40	25	0	30	0	21	0
TOTAL	9,245	2,713	1,260	763	1,573	180	2,383	12	359	4

SOURCE: U.S. Bureau of the Census

1990 Housing Value

Value	# UNITS										
		Percent	Clarks- burg	C.T. 302	C.T. 303	C.T. 304	C.T. 305	C.T. 306	C.T. 309	C.T. 310	C.T. 311
Less than \$50,000	3,052	65.4	655	610	321	453	34	223	3	153	*
\$50,000 - \$99,999	1,444	30.8	213	182	68	341	94	520	0	26	*
\$100,000 - \$149,999	104	2.2	6	0	0	43	6	49	0	0	*
\$150,000 - \$199,999	25	0.5	0	0	0	8	0	17	0	0	*
\$200,000 - \$299,999	49	1.0	14	0	0	16	0	19	0	0	*
\$300,000+	7	0.1	0	0	0	7	0	0	0	0	*
MEDIAN VALUE	40,700	100.0	35,100	38,200	29,480	48,700	43,700	47,900	32,500	32,500	*

SOURCE: U.S. Bureau of the Census

*Because of limited number, the Census Bureau did not report the findings.

1990 Contract Rents

Category	# UNITS										
		Percent	Clarks- burg	C.T. 302	C.T. 303	C.T. 304	C.T. 305	C.T. 306	C.T. 309	C.T. 310	C.T. 311
Less than \$250	937	32.0	592	45	84	103	5	91	0	17	0
\$250 - \$499	1,482	50.5	522	211	94	242	17	396	0	0	0
\$500 - \$749	290	9.9	53	20	20	32	8	40	0	117	0
\$750 or more	39	1.3	5	34	0	0	0	0	0	0	0
No Cash Rent	184	6.3	56	34	9	31	0	54	0	0	0
MEDIAN RENT	292	100.0	248	328	264	317	336	292	-	341	-

SOURCE: U.S. Bureau of the Census

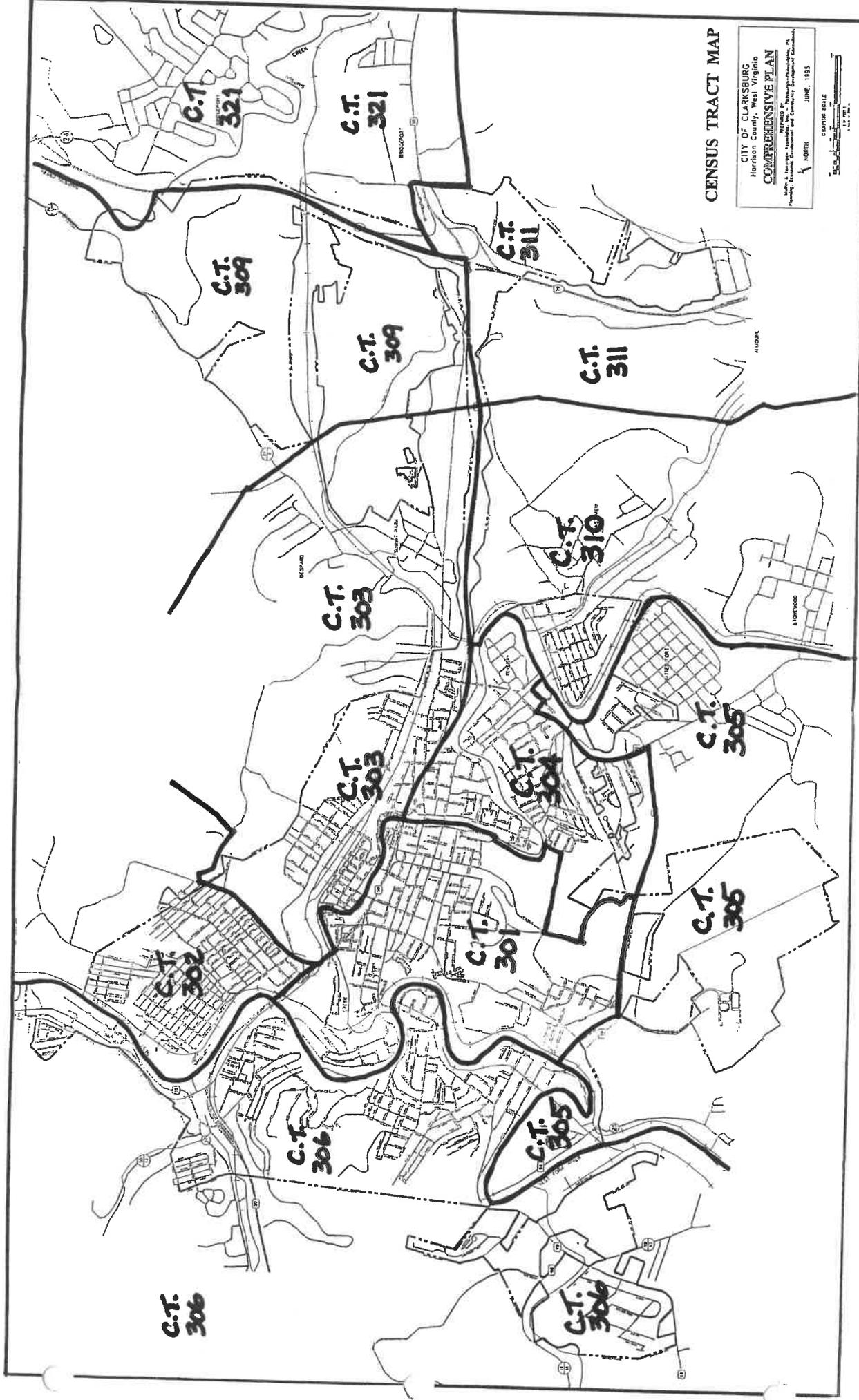
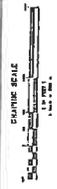
1990 Housing Utilities

Means of Sewage Disposal		Heating Fuel		Water Systems	
Public Sewer	9,197	Gas	7,414	Private Company	9,234
Septic Tank or Cesspool	34	Bottled	30	Individual drilled wells	0
Other means	14	Electric	376	Dug wells	0
		Fuel Oil	25	Other Source	11
		Coal/Coke	0		
		Wood	34		
		Other Source	7		

SOURCE: U.S. Bureau of the Census

CENSUS TRACT MAP

CITY OF CLARKSBURG
Harrison County, West Virginia
COMPREHENSIVE PLAN
PREPARED BY
HARRY A. HARRISON, CLARKSBURG, WEST VIRGINIA
PLANNING BOARD, CLARKSBURG, WEST VIRGINIA
JUNE, 1955



SECTION VI. Inventory of Existing Conditions

City of Clarksburg
Harrison County, West Virginia
Comprehensive Plan Update 1997

INVENTORY OF EXISTING CONDITIONS

A. Structural Conditions

In formulating comprehensive planning for a community, it is important to research the existing conditions of its structures and land use patterns. As part of the Clarksburg Comprehensive Plan Update, a structural conditions survey was completed in the Fall of 1994. The results were graphically depicted on a working map for the Planning and Zoning Commission. An exterior structural survey was performed on a block by block basis. The following criteria were used to evaluate each structure:

- Sound Condition - The structure is well maintained and does not appear to be in need of repairs.
- Minor Rehabilitation Require - The structure is in need of maintenance, such as painting, repair/replacement of gutters & downspouts, walks & steps need repair, minor deterioration of wood trim, etc.
- Major Rehabilitation Required - The roof needs to be replaced, windows and doors need to be repaired/replaced, deterioration of siding, major pointing of brick work, chimney repair, etc.
- Not Economically Feasible to Rehabilitate - There are major structural deficiencies, such as cracks in the masonry, sagging roofs, rotted siding and wood trim, missing windows and doors, cracked or settling foundation, structure out of plumb, etc. and where the cost to bring the structure up to present code standards would exceed the market value of the structure.

Based on this survey, it was determined that over 35% of the structures in the City are in sound condition. Another 32% require minor rehabilitation work, 28% require major rehabilitation work, and only 5% are economically infeasible to rehabilitate.

These results of the structural conditions survey testify to the viability of the community and the fact that the City of Clarksburg has been implementing a code enforcement program. The City's Building Inspection Section reported that over 500 structures that were dilapidated have been demolished in the last 7 years.

Based on use of the structure, it was determined that there are approximately 7,505 residential structures which contain 9,245 dwelling units. Of the total residential structures, approximately

3,110 are in sound condition; 2,625 are in need of minor repairs; 1,695 are in need of major rehabilitation work; and 75 are economically infeasible to rehabilitate.

There is no discernable pattern to the deterioration of structures, but instead major deterioration and dilapidation appear in pocket areas throughout Clarksburg, and houses requiring major rehabilitation work are scattered throughout the older residential neighborhoods surrounding the Central Business District. Most of dilapidated structures are in the industrial and commercial areas of the City. With the loss of several major industries, came the vacation of plant facilities and warehousing. Until new uses/developers can be attracted to the City, these structures will continue to remain a blighting influence on the neighborhoods.

B. Land Use

Also in the Fall of 1994, an existing land use survey was completed. The survey inventoried the various land uses within the City of Clarksburg and serves as an update to the previous land use inventory completed as part of the City's 1978 Comprehensive Plan, noting changes that have occurred in the generalized land use pattern in addition to the new developments that have occurred and areas that were annexed into the City boundary. The land use inventory also provides a summary of the major land uses by land use category that identify major changes that might be anticipated to occur throughout the City and region that will affect the Clarksburg Comprehensive Plan Update. Furthermore, the land use survey is utilized to gauge the existing Zoning District Map and what changes are needed to bring it into conformance with existing and potential new uses.

Clarksburg's long established land use pattern developed in accordance with the physical characteristics of the City. Development first occurred in the flat plain south of Elk Creek. It radiated outward from there to the higher elevations, east to area around the "big bend" in Elk Creek and along the West Fork River. The main business/shopping area developed in a linear pattern along Pike and Main Streets which run east/west. This area also became the seat of government and many public and semi-public uses were incorporated into the overall development. Manufacturing and industry, along with the railroads, were built along the Elk Creek and the West Fork River. Areas such as Glen Elk became wholesale and warehouse districts due to their proximity to the main rail lines.

Separate and distinct residential areas developed to the south and west and east of the downtown, such as Washington Irving, Mulberry-Locust-Sycamore, and Broad Oaks/Goff Plaza. Continuing outward other residential areas were established such as Broadway, Montpelier, Northview, Edgewood, Adamston, Stealey and Hartland. The later residential areas continued to grow such as Chestnut Hills, Suan Terrace, Arbutus Park, Glenwood Hills and Hill-N-Dale.

1. Residential Land Use

Clarksburg is primarily a residential community with over 75% of its land used for residential purposes. Most of the residential uses are single family detached houses. Over 74% of all the residential housing units are single family and another 155 are located in duplexes and less than four unit buildings. There is a lack of multi-family buildings of 5 units or more within the City. Newer housing is still being developed around the perimeter of the City and once again it is predominantly single family detached structures.

The residential uses form separate and distinct neighborhoods and each of these was analyzed by the Planning and Zoning Commission and the planning district's analysis is included in the Appendices.

The City takes pride in its residential neighborhoods and this plan proposes to enhance the sound residential neighborhoods and promote the stability of the neighborhoods.

2. Business Land Use

As the traditional center of commerce in Harrison County, a large portion of the City is classified as commercial land use which consists of retail establishments, service stores, financial and banking, restaurants, professional offices, general offices and incidental uses compatible with a commercial area. The main focal point of the City's business use is the downtown area or Central Business District (CBD) which is located along Main and Pike Streets from Monticello Avenue on the east to Milford Street and the West Fork River on the west. This area is predominantly commercial, however, there is a very minor amount of commercial, but a major amount of public and semi-public uses contained therein.

In addition to the CBD, concentrations of business land uses are located in the Glen Elk Area from 4th to 6th Streets between Clark street and Baltimore Avenue. Also, along Pike Street and Jackson Avenue, between N. Oak and N. Linden streets in Montpelier; Broadway and E. Main Street in the Broadway Neighborhood; along Milford Street in the Stealey District; and W. Pike Street in the Adamston District. Scattered neighborhood stores appear throughout the residential districts, in particular, the Northview District.

More recent business development has occurred along E. Main Street and Joyce Street and professional offices are being located in the larger older homes along Washington and Lee Avenues. In addition, business uses are being developed along Buchanan Pike in the Swan Terrace/Arbutus Park District, and along the U.S. Route 19 corridor in the Rosebud Area.

Highway type commercial and shopping centers are located in the East Point Area and also along Route 19 to the south.

The CBD is the primary commercial and office hub within the City. City Hall is located at Pike and 3rd Streets which contains the City's offices and Police Station. A new municipal complex is proposed on a vacant site at Main Street and 3rd Street, one block away. The CBD also contains the Harrison County Courthouse which is located on Main Street between S. 3rd and Court Streets. Typical of a CBD, there is a concentration of banking, retail, entertainment, offices, restaurants, and service commercial, in Clarksburg's Central Business District. The CBD has been faced with the development of the East Point Shopping Area and the Meadowbrook Mall, which have taken retail shoppers out of the downtown. The fact that the CBD is still the seat of government for both the City and County, has helped to retain its viability. Another factor is the banking community retains its offices and large financial institutions downtown. The location of other community and cultural facilities in the downtown also helps to attract people into the CBD.

The opening of the new FBI Center in the eastern part of the City will bring additional employees/jobs to the City, but it will not appreciably help the CBD. Instead, the development of the Life Science Center and FBI Center will create a competing office use demand outside of the downtown. Likewise, the shopping plazas have also lessened the retail activity in the downtown and the service type commercial establishments are more concentrated in the Central Business District.

3. Public and Semi-Public Uses

These uses are found throughout the City, but as previously mentioned, are concentrated in the Central Business District. Public and Semi-Public uses are government buildings, libraries, schools, fire stations, parking garages, hospitals, etc. Land uses in this category also include land and facilities owned by non-profit organizations including churches, private schools, hospitals/clinics, social service agencies and fraternal organizations. There is no distinct pattern to land uses in this category as compared to other land use categories. Major uses identified in the public and semi-public land use category are the City Hall, Harrison County Courthouse, Salem-Teikyo College, City Fire Stations, City garage, the Library, the United Hospital Center, Robert C. Bird High School, elementary schools, and numerous churches, lodges and fraternal organizations. Many of the public and semi-public land uses are further described in the Community Facilities/Services section of this comprehensive plan update.

4. Recreation/Open Space Land Use

Lands in the recreation/open space category include property owned and maintained by the City and Parks and Recreation Commission. Recreation and open space is situated throughout the City. There is a park or playground in almost every residential neighborhood. These vary in size from one-half block urban parklets to the larger park facility such as River Bend Park and Lowndes Park. There is a lack of large scale recreational open space within the City to adequately serve the present and future needs of the residents. More ballfields, tracks and courts need to be developed in the newer residential neighborhoods. The schools presently serve some of this need, especially Robert C. Bird High School, however, the school playgrounds and fields are not readily accessible to the general public or all segments of the population. The provision of adequate and convenient open space and recreational facilities for all income and age groups is a growing need that must be addressed.

The development of the streams and river bed is a potential source for open space that is not currently being utilized by the City. The West Fork River and Elk Creek meander through the City limits and residential neighborhoods. The cleanup and park/open space development will increase the City's amount of useable open space. There are large areas of open space and undeveloped land surrounding the City, especially to the northeast, south and southeast. Large tracts of land exist that could be brought into the City through annexation that could be developed and must include land set aside for recreation/open space.

5. Industrial Land Use

The industrial land use is not a predominant land use category, but it is significant in Clarksburg. Similar to business land use, industrial land use has located in Clarksburg convenient to transportation routes both vehicular and rail, and close to the river and creek for sources of water. Major industrial land uses are located along Elk Creek in the Broadway District; adjacent to the main rail line in Glen Elk and Montpelier; and in the Adamston and Northview Districts.

Vacant large industrial sites such the Rowland Glass Factory & the Anchor Hocking Plant are heavy industrial/manufacturing sites that are available for reuse and new development. These resources, once environmental clean up is completed, will be valuable assets for new economic opportunities in the City. Furthermore, the light industrial development in the Life Science Center Area has created an office/industrial park for economic development opportunities within the City of Clarksburg.

There is also underutilized industrial land located in railroad corridor in Glen Elk and Glen Elk II. Vacant buildings, scrap yards, and cleared sites are available for additional economic development of smaller firms and light industrial uses.

C. *Transportation/Circulation*

Transportation networks tie a community together and link the community to areas outside its corporate limits. Transportation networks to outside the community are especially important to provide access to goods and services not found within the community. Primary means of transport are roads, rail and air. In the urbanized areas such as Clarksburg, roads tend to be the major mode of transportation, since roads serve to move autos, trucks and buses. Rail has previously been a major transportation network but with the demise of the railroad system, it has taken on a lesser role. Air transportation is used to a minor role only. The Benedum Airport is located in Harrison County northeast of the City off I-79. U.S. Air operates commuter flights that utilize Pittsburgh as a hub to connect to other cities served by the U.S. Air system.

The primary roadway system has been well established in the City of Clarksburg. Clarksburg's roads may be classified by the size, volume of traffic, and location within the City. There are four road classifications within Clarksburg: freeway, arterials, collectors and local streets. The classification system is based on the "National Highway Functional Classification System" and conforms to regional and state designations. The "National Highway Functional Classification System" standards are intended to be used as a guide and not as a mandate.

A "freeway" is a road with limited or no access to abutting land uses. Access to freeways is generally limited only from major streets at interchanges. An example of a freeway is Route 50.

An "arterial" is a road that conveys traffic between areas within the City. In Clarksburg, arterials are the major thoroughfares that carry the bulk of the City's traffic. Examples of arterials in Clarksburg include Main Street, Pike Street, Buchanan Pike & WV Route 98.

"Collectors" are those roadways that conduct and distribute traffic between local residential streets and arterials and freeways. It is desirable that collector roads promote free flow of traffic with parking restricted and direct access to residential land use avoided. Examples of collector roads in the City include Second Street, Chestnut Street, Milford Street, Sixth Street & Joyce Street.

"Local" streets have the function of providing access to abutting properties, primarily residential uses. Local streets usually have less than 25 properties in any one block. They also serve as easements for various public utilities and provide light and air in urbanized/built-up environments.

Vehicle traffic patterns on the City's streets and roads have changed in the past twenty years, mostly because of the construction of Route 50 through the northern part of the City and a shift in employment opportunities from Clarksburg's Central Business District and industrial plants to service and commercial jobs located outside the CBD and the City mainly along the I-79 Corridor. Higher traffic volumes have been attributed in part to increased motor vehicle registration associated with the increase in two person wage earner families and an increase in part-time job availability. More youths are able to afford vehicles because of part-time employment, and the use of their vehicles to drive to work and for entertainment. Society has also become a two car family versus the one car family of twenty years ago. The increase in the use of private automobiles has resulted in a substantial decline in the use of mass transit. The local transit agency has also reported a decline in ridership and the number of miles traveled each year.

Traffic volumes in Clarksburg will continue to increase with the development of the FBI Center and the Business and Technology Industrial Park as well as more regional job opportunities outside the City. A look at the 1996 Traffic counts from the West Virginia Department of Transportation show increases in traffic flow throughout the City. Below is a list of locations and the change that has occurred between 1990 and 1996 :

Location	Traffic Count (vehicles / average weekday)	
	1990	1996
U.S. Route 50, East of Downtown	36,500	37,000
U.S. Route 50, West of Downtown	22,500	23,000
U.S. Route 19, Stealey area	12,000	14,500
U.S. Route 19, near Route 98	10,500	12,000
State Route 98, at Veteran's Park	13,000	12,000
State Route 98, Chestnut Street	-----	11,500
State Route 20, Intersection with Route 98	19,000	19,000
Main Street, CBD	10,000	12,000
Main Street, East	8,800	7,900
Pike Street, CBD	10,000	12,000
Pike Street, East	8,100	12,000
Pike Street, West	5,600	7,400
Chestnut Street, South	5,300	5,800
Broadway Avenue	5,500	5,300

As the center city of Harrison County and the center of business, trucks are a major user of the City's roadways. There are numerous terminals and warehouses within the City in which private carriers haul the goods and produce in the area to their markets and bring in goods. The location along Route 50 makes Clarksburg a good distribution location.

Mass transit is not a dominant means of transportation. Bus service is limited within the City and region. The bus terminal located on the fringe of the downtown is an indicator of this decline. Increased capital and operating expenses are needed to upgrade the system. However, mass transit will never become a major means of transportation in Clarksburg since the areas of employment and residence are too scattered and far flung.

Clarksburg is served by the Chessie System for rail. Rail transportation has also declined. Passenger service is no longer available. Railroad yards have been sold and the number of trains passing through per day has decreased by over 50% in the past 20 years.

The West Fork River and Elk Creek are not navigable and they do not serve as a means of transportation.

D. Community Facilities/Services

The quality and quantity of community services provided within a community impacts the quality of life. This section summarizes the community facilities and services available in Clarksburg.

Public safety is provided to residents of Clarksburg under the two broad categories of law enforcement and fire protection. The City has a police force of approximately 41 full-time personnel, including the Chief of Police, captains, detectives and patrol officers. The Police Department is headquartered in the City Hall. The facility is old and inadequate. There is overcrowding and no lock-up facilities. This situation will change with the opening of the new Clarksburg City Hall located on Main Street and Third Street.

The Fire Department has a Chief, four captains, six lieutenants, twenty-one drivers, nine firefighters and one code inspector. These personnel are located in four fire stations strategically located throughout the City. The Fire Department has three 1,250 and one 1,500 gallon per minute pumps, one 85 foot aerial platform truck and one 100 foot ladder truck.

The Clarksburg Police Department (CPD) has signed Mutual Aid Agreements with the Federal Drug Task Force, the West Virginia State Police, the Harrison County Sheriff's Department and adjacent community police departments. The CPD also operates under cooperative agreement with various independent law enforcement agencies as established by State law.

The main objective of Clarksburg Police Department is to meet its responsibilities to the citizens of Clarksburg by providing the best professional law enforcement possible. Accordingly, the CPD continually reviews and updates its operating policies and procedures with an end view to pursue accreditation by the National Commission on Accreditation for Law Enforcement Agencies. The CPD responds to a wide variety of calls, including, but limited to, misdemeanors and felonies; assaults and robberies; emergency medical and other public services such as traffic accidents and violations, drugs, murder, and other crimes.

It is the goal of the City to construct a state-of-the-art criminal justice center as a part of the new municipal complex.

The Clarksburg Fire Department is a paid department. The CFD principally serves the City of Clarksburg, however, it does participate in mutual aid agreements with Harrison County and surrounding municipalities. The Clarksburg Fire Department has been rated as a Class Four by the Insurance Service Organization (ISO) which rates fire departments nationwide on a scale from one to ten, with one being the best. The CFD responds to a wide variety of calls, including fires, hazardous materials, public service calls, and emergency medical service calls.

United Hospital Center in Clarksburg operates a modern medical facility with more than ninety physicians and nearly five hundred nurses. The hospital has the third largest patient load in the State. The hospital complex includes a Family Practice Center, a physician's office building, a laboratory and a radiation medicine department. The hospital maintains a clinical affiliation with West Virginia University, Salem-Teikyo University, West Virginia Wesleyan College and Alderson-Broadus College. It also houses the United Summit Center for Human Development which offers psychiatric and counseling services. Specialized services include: behavioral health sciences, blood

bank, cancer support groups, cardiac rehabilitation, chaplaincy, chemotherapy, coronary care, discharge planning, emergency services, family medicine program, heart catheterization, intensive care unit, laboratory sciences, laser surgery, MRI, mammography, maternal child services, mobile lithotripsy, nuclear medicine, occupational health, out-patient services, pain management, pediatrics, physical therapy, radiation therapy, renal dialysis, respiratory care, social services, sports medicine, surgery, ultrasound, urgent care, volunteer services, and wellness center.

In addition, the Louis A. Johnson Veterans Administration Medical Center is located in Clarksburg. This VA Hospital serves veterans from twenty-six counties in West Virginia and portions of three other states. Handling both in-patient and out-patient cases, it employs approximately five hundred people and maintains active affiliations with Fairmont State College, Salem-Teikyo University, Alderson-Broadus College, West Virginia Wesleyan College, the West Virginia Board of Vocational Rehabilitation and United Hospital Center. A new wing houses a modern laboratory, radiology, surgery, intensive care, pharmacy, and out-patient services. Specialized services include alcohol treatment, electrocardiography, oncology, pharmacology, pulmonology rehabilitation medicine and urology.

Education in Clarksburg is provided by three public elementary schools, the new Robert C. Bird High School and a middle school. In addition, there is a tri-county vocational/technical center located outside the City that serves the needs of Clarksburg. The school board offers a broad range of curriculum. There are magnet centers for elementary gifted program and for advanced placement high school students. Programs and services include special education, Chapter I remedial reading and math for grades 1 through 8, a comprehensive health curriculum, critical thinking skills, volunteer tutors, curriculum fairs, comprehensive drug education program, peer counseling program, family life curriculum, latchkey child training and annual basic skills testing. A new adolescent curriculum has also been developed to ensure that students graduating from high school are adequately prepared after high school. Approximately 60% of graduating seniors enter two- or four-years colleges. Of those not attending college and going directly into the job market, approximately 65% receive vocational training or cooperative educational programs through employment opportunities.

Private schools in Clarksburg include Notre Dame High School and St. Mary's Elementary School. Both of these parochial schools provide a quality educational program with a religion-based teaching.

Salem-Teikyo University operates an outreach campus in downtown Clarksburg. The school was organized in 1989 as a partnership between the former Salem College founded in 1888 and Teikyo University in Japan. Total school enrollment is over 2,000 with approximately 500 students attending classes in Clarksburg. Salem-Teikyo University offers a unique opportunity to experience in international education. Fairmont State College also maintains a satellite campus in Clarksburg. Total student enrollment is 5,400 students with approximately 325 attending the Clarksburg satellite campus. Fairmont State College is expected to begin the construction of a new 36,000 square foot Clarksburg Branch in early 1996. This new facility will serve nearly 2,500 students.

Harrison County maintains five public libraries which are linked by computer with the State Library Commission. The main facility is located on W. Pike Street in downtown Clarksburg. It was designed by the internationally renown architect Marcel Brever and completed in December, 1975.

It is designed as a system of interlocking volumes which have projecting and retreating forms that draw the eye around corners.

The utilities and services are available with additional capacity for growth and development. Water is supplied by the Clarksburg Water Board. The main sources are the West Fork River and reservoirs. The maximum daily capacity is 13.5 MM GPD and peak load is 7.0 MM GPD. A new main service line has just been installed to the new FBI Center.

The sanitary sewer and storm water system in Clarksburg is old and needs to be upgraded. The treatment plant is an activated sludge type with a capacity of 6.0 MM GPD and a present load of 4.6 MM GPD. It is a combined system and is not practical to separate. It is permitted to overflow into streams. A combined sewer overflow evaluation is being completed and will be reviewed by the Federal EPA. There is a need to upgrade the system to 8.0 MM GPD and the City is undertaking a \$7 million project to increase capacity and reconstruct/upgrade the main interceptor line. There has been a 23-28% rate increase over the past year. The sewer system has inflow problems caused by low manholes along the waterways. Fifty to sixty flap valves are needed to stop this infiltration. When the sewer project is completed, sewer lines will be extended further out into the Public Service District (Sun Valley & Country Club Area). Besides the City of Clarksburg, the sewer system serves Annmore, Stonewood, Nutter Fort and Mt. Clair Road.

Clarksburg is a center for culture and entertainment in north central West Virginia. A wide variety of events, ranging from outdoor theater to needlework and crafts are available. In the downtown area, the Rose Garden Theater, built in 1913, offers facilities for both the performing arts and receptions. In addition, the Nathan Goff Armory hosts boxing and wrestling matches, and concerts. The Art Center provides arts entertainment and educational programs. Formed in 1944, it has developed a solid reputation for providing quality community theater and fine arts programming, as well as presenting some of the finest touring productions. A cultural highlight every year is the West Virginia Italian Heritage Festival held in downtown Clarksburg the first weekend in September. Thousands of visitors converge on Clarksburg to enjoy Italian food, drink and culture. Events include a coronation, a bocchia tournament, exhibitions, demonstrations, parade, wine gardens, a morra contest, children's entertainment, concerts, strolling minstrels, dancers, etc.

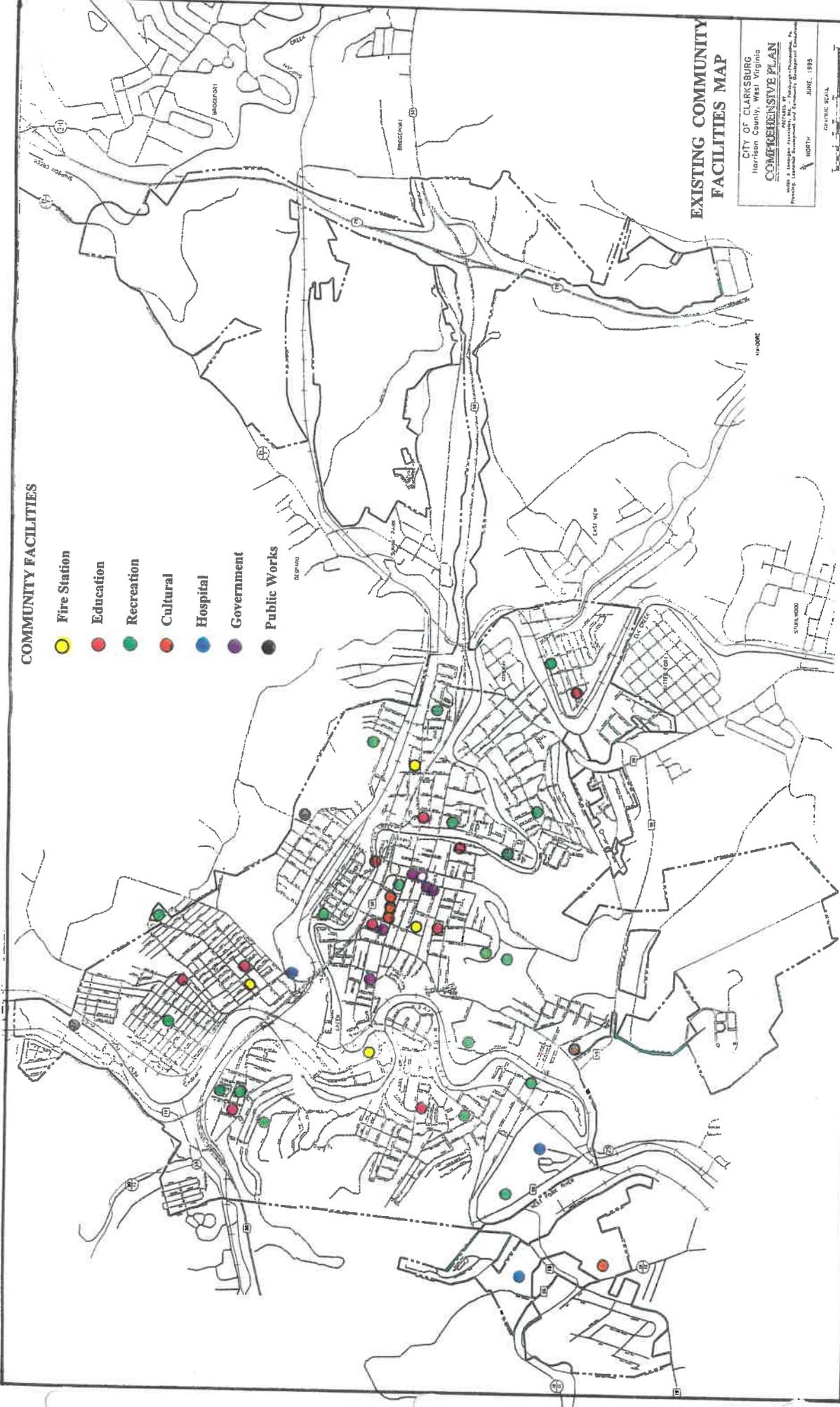
E. Historic Resources

Clarksburg was first settled in 1764 by a fur trapper, John Simpson, who set up camp at the forks of the West Fork River and Elk Creek. A small village grew to replace the camp and it was named to honor George Rogers Clark for his successes in the Indian Wars of 1778-79. In 1785, Clarksburg received a Charter from the Commonwealth of Virginia and was named the County seat for the surrounding territory which was to become Harrison County. In 1786, a road was completed from Winchester, Virginia to Clarksburg via Morgantown. The road was later extended through West Union and on to Marietta, Ohio. With a good transportation route, the City began to grow and prosper. Mining and manufacturing brought new people into the community and building flourished.

Clarksburg is fortunate in that it has retained much of its historic architecture. This is recognized by the National Trust which has designated three (3) areas for inclusion on the National Register of Historic Places: the Central District, Glen Elk and Quality Hill. National Register status protects

COMMUNITY FACILITIES

- Fire Station
- Education
- Recreation
- Cultural
- Hospital
- Government
- Public Works



EXISTING COMMUNITY FACILITIES MAP

CITY OF CLARKSVILLE
Harrison County, West Virginia
COMPREHENSIVE PLAN
APRIL 1985
Prepared by: Harrison County Planning Commission
June, 1985

GRAPHIC SCALE
1" = 1/4 MILE
1" = 1/2 MILE
1" = 1 MILE

SECTION VII. Land Use Plan

properties and areas from alteration or destruction if federal funds are used. However, the property owners can make any change using private funds, unless a local historic ordinance is adopted to prevent change that would destroy the historic character.

- **The Central Business district** - This historic district includes the Downtown area of Clarksburg. It is generally bounded by Route 50 on the north, Water Street on the east, the southside properties along Main Street on the south, and the western properties along Sixth Street on the west.
- **Glen Elk District** - This historic area includes the central portion of Glen Elk which is the older warehouse and railroad terminal area north of the Downtown. It is generally bounded by the former B&O Railroad tracks on the north, the eastern properties along Fourth Street on the east, the Elk Creek on the south, and Sixth Street on the west.
- **Quality Hill District** - This area is located along East Main Street in the Broad Oaks neighborhood of the City. It consists of large Victorian and later Revival Styles of architecture that are fine examples of the period. The area is generally bounded by the rear property lines of the parcels fronting on East Main Street from Maple Avenue to Elk Creek.

**City of Clarksburg
Harrison County, West Virginia
Comprehensive Plan Update 1997**

<i>Land Use Plan</i>

The Proposed Generalized Land Use map shows the updated land use plan for the City of Clarksburg. The land use plan has been prepared to support changing conditions in the City since completion of the 1978 *Comprehensive Plan*. The land use plan also serves to support changes anticipated to occur that will influence land use policies and programs in Clarksburg. Most important, the land use plan serves to achieve the goals and objectives established by Section IV of this *Comprehensive Plan Update*.

The land use plan as shown on the Proposed Generalized Land Use map is a generalized description of the manner in which land should be used. The land use plan is not a zoning map. Recommended land use changes are carried out through amendments to the City's Zoning Map. Besides changes in the zoning map, the land use plan is implemented through changes to the zoning ordinance and the other land development ordinances of the City as recommended by this Section. The land use plan for the City of Clarksburg describes land use policies by category including residential, commercial, industrial, public and semi-public, and recreation and open space. In agreement with the goals and objectives established by Section IV, the purpose of the land use plan for the *Comprehensive Plan Update* is as follows:

Purpose of Land Use Plan:	<p>To provide a conceptual scheme that will allow the many types of land uses to interact in a harmonious way;</p> <p>To provide a sound physical, economic and social basis for future land use; and</p> <p>To provide standards that will assure sound and aesthetically pleasing land uses.</p>
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A. Residential

The City of Clarksburg is largely developed. It is recognized that as a largely developed community, new residential development will occur on an infill basis generally consisting of units on lots scattered throughout the established residential neighborhoods. Some vacant lots available for infill development may be large enough to subdivide providing for two or three units on lots in conformance with the existing zoning district designation. As a policy consideration, the City should ensure preservation of the established development pattern and density of the existing City of Clarksburg residential neighborhoods.

New housing development in Clarksburg in existing neighborhoods should be compatible and respectful of the scale, texture and quality of existing housing and related uses. Intensive residential development should be directed to areas that can hold such housing without disruption to existing

neighborhoods and relieving pressure to alter the low-density character of the less intensely developed residential neighborhoods in the City.

As described by the land use inventory of the *Comprehensive Plan Update*, the City consists primarily of residential land use. An assortment of residential land use types was noted by the land use survey including single-family, two-family, and multi-family dwellings. The assortment of housing types on varied lot sizes identified by the land use survey and permitted according to the land use and housing policies of the *Comprehensive Plan Update* will sufficiently serve the housing needs of persons anticipated to reside in Clarksburg. The residential land use identified in Clarksburg by the land use survey completed in the summer of 1994, generally can be categorized by three distinct densities. The following describes the three residential types identified on the City of Clarksburg Proposed Generalized Land Use map and provides land use policy for the land use categories.

1. Low Density

As shown on the Proposed Generalized Land Use map, the Low Density Residential area includes much of the south west and east sections of Clarksburg. The purpose of the Low Density Residential designation is to recognize those areas of the City where the existing character is solidly single-family residential. The Low Density Residential area is distinguished from the Medium Density Residential area by the prevailing density as established by minimum lot size. Areas of the City identified on the Proposed Generalized Land Use map as Low Density Residential consist of detached dwellings on minimum lots generally no smaller than 7,200 square feet. As revealed, however, by the land use survey, much of the Low Density Residential area is located on minimum lots of 10,000 square feet considerate of environmentally sensitive lands. The lands generally are constrained by areas of steep slopes in combination with soils that are subject to slippage.

Besides maintaining larger lot sizes to preserve environmentally sensitive lands, open space design or cluster development is a common scheme recommended. Open space design involves preserving environmental features on a site by building on smaller lots. The leftover land is then combined into common areas that can create a pleasing and attractive development at the same density and sometimes at a lower cost with consolidation of the infrastructure and utilities. Additionally, open space design allows the control of vehicle access enhancing safety and privacy, besides preserving the character of the area. Open space design provides for open space and conservation areas assuring preservation of natural features. Open space and conservation areas should be considered with massing and linkage as guiding principles. The massing and linking together of open space ensures continuity of the open space network formed through cluster development. Open space and conservation areas should be continuous both on-site and off-tract.

The remaining land resulting from open space development could be owned and maintained in several ways:

- Sold to an individual who would then maintain it for open space uses;
- Donated to the City, which could subsequently maintain it for open space uses;

- Donated to a conservancy, which would subsequently maintain it as open space uses. Many conservancies, as should the City if it takes ownership, require that an endowment also be donated to defray the costs of maintenance; or
- Retained by the owners of one or more of the lots created from the tract and owned and maintained by them.

A potential problem is that if a buyer cannot be found for the remaining land, or if the community or a conservancy will not take title to the land, it will be necessary to form a homeowners association to ensure its maintenance. A complex and lengthy review process can also be an impediment to the use of the open space design. The extended review process can be overcome by streamlining the process and being sure that sufficient expertise is available to the City through its staff or consultants.

Further, to ensure protection of environmentally sensitive lands, particularly the lands with the steep slopes where the Low Density Residential land use classification is indicated, the City could adopt regulations to agree with its planning goals and objectives. A natural resource protection ordinance set up by the City would require applicants for a land development to provide information regarding specified environmentally sensitive lands. The information would serve to prevent inappropriate development from taking place in the City of Clarksburg. The regulations would protect persons and property from hazards resulting from the inappropriate development of land containing sensitive, unstable or hazardous natural resources or features. The ordinance could prevent the percent of disturbance of the natural resources.

floodway, floodplains	0 percent
streams, wetlands, lakes, ponds	0 percent
wetland margins	no more than 20 percent
steep slopes of 25 percent or more	no more than 20 percent
steep slopes of 15 to 25 percent	no more than 30 percent
woodlands	no more than 40 percent

2. *Medium Density*

In recognition of the predominant existing residential land use pattern, large sections of Clarksburg, as shown on the Proposed Generalized Land Use map, are designated Medium Density Residential. The purpose of the Medium Residential Density land use designation is to provide for housing at higher densities. Consistent with the existing land use pattern and in support of the City's aging infrastructure and limited roadway capacity, allowed residential land use is limited to single-family dwellings. Consistent with the development density of the areas designated Medium Density Residential where environmental constraints do not impose development concerns, minimum lot areas generally vary from 2,000 square feet, or 21 units per acre, to 4,000 square feet, or 11 units per acre.

Based on the availability of larger lots to adapt to bigger units and the needed support services, particularly off-street parking, limited areas of the Medium Density Residential area are designated as appropriate for two-family dwellings. Two-family dwellings located in the Medium Density Residential area should be developed compatible with the prevailing single-family character of the area. The two-family dwellings should maintain the similar density and bulk area ratios as

established for the single-family dwellings besides maintaining the single-family look as seen from the front of the dwelling. Two-family dwellings in the Medium Density Residential area are appropriate through new construction or conversion of existing single-family dwellings. Conversions are important in providing the opportunity for adaptive use and upgrading of oversized single-family units.

3. High Density

Limited areas of the City are identified on the Proposed Generalized Existing Land Use map as High Density Residential. The purpose of the High Density Residential land use designation is to accommodate in central locations convenient to services and City institutions, higher density multi-family housing. Multi-family dwellings include those consisting of dwellings containing three or more units. Following the purpose of the High Density Residential land use designation, much of the area is centrally located in the City convenient to Clarksburg's CBD and the other commercial districts. The central location compliments the areas of high traffic in Clarksburg by reducing the need for traveling through the City to reach services. Another area included in the High Density Residential land use designation is located in the Glen Elk and western portions of the City.

Multi-family dwellings in the High Density Residential area are appropriate through new construction or conversion of existing dwellings. In reviewing conversions, however, the City will need to consider proper controls to ensure quality of the converted unit. Without proper control poor conversions may result. Poor conversions can start deterioration of housing in an entire neighborhood. The City recognizes the value of conversions in expanding Clarksburg's housing choice. Conversions also are valuable in revitalizing a neighborhood with an older housing stock. Conversions serve the two purposes when completed with proper controls and reviews in furtherance of the objective of maintaining public health and safety of the City's housing stock. Accordingly, the City should prepare and adopt amended land use controls to ensure quality residential conversions. The land use controls adopted by the City of Clarksburg to address residential conversions should be comprehensive and grouped into six basic categories: 1) use regulations; 2) standards setting intensity and dimensional criteria; 3) standards regulating the outside appearance of a structure; 4) standards governing vehicular access and parking; 5) miscellaneous regulations; and 6) ordinance procedures.

Residential Conversions Design Review Considerations.	Use regulations Intensity and dimensions Outside appearance Vehicular access and parking Miscellaneous regulations Ordinance procedures
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In the event lands are annexed to Clarksburg, they should be designated as the least intense of the City's land use categories, low density residential. The City should consider establishment of a policy requiring the Planning Commission to study the annexed lands and recommend land use policy generally no later than six months from annexation. The Planning Commission should recommend to the City Council, amendments to the Zoning Map to implement the policy generally no later than three months from completion of the study establishing the land use designation.

B. Commercial

In carrying out land use policy, the City should continue to ensure that new and revitalized business land uses in Clarksburg serving to enhance the economic development potential of the City be compatible and respectful of the scale, texture and quality of existing uses. Intense business development should be directed to areas that can adapt to such uses without disruption to existing neighborhoods, especially residential neighborhoods. The siting of business land uses in the highly developed City of Clarksburg requires careful consideration of sufficient setbacks. Siting consideration also requires thought regarding adequate landscaping and buffering, and traffic and sign controls preserving the health, safety and welfare of the residents of the area.

While it is thought that it is necessary to be lenient with developers, particularly of commercial developments, or they will not do business in the community, it has been seen that many developers prefer to do business in communities that demand quality projects. Developers seek out such communities because they know their investment will be protected in these communities. Generally to assure quality developments without being perceived as too stringent or uncooperative, a partnership has been formed between the community through the City government or its planning department, and local developers. These efforts are commonly known as public-private partnerships. The public-private partnerships can be highly successful resulting in a quality project for the community and an economically successful project for the developer.

Section V of the *Comprehensive Plan Update* describes business land uses found in the City as identified by the summer of 1994 land use survey. The land use survey noted various concentrations of business land uses or business districts. While each of the business districts was unique, there were also overlapping characteristics between business districts. The business land use identified in Clarksburg by the land use survey generally can be described by three categories for which land use policy is proposed. The following provides a description of the three business land use categories identified on the City of Clarksburg Proposed Generalized Land Use map and provides land use policy for the land use categories.

1. Central Business District (CBD)

While Clarksburg's CBD has declined as a business center, the CBD and its adjoining fringe still functions and is identified as the center of commerce and government for the City and the region. The CBD land use designation provides for the described function. The purpose of the designation is to ensure continuation of the highly diverse and integrated land uses serving a variety of missions to an assortment of persons. Appropriate land uses to the CBD include professional and business offices, retail and wholesale establishments, hotels, restaurants, personal service establishments, and similar commercial and business use serving the City and region. Retail activity is a particularly important use in the City's commercial districts and is especially important in the CBD. Generally, it is recognized that retail trade brings pedestrians to the downtown's sidewalks and, therefore, gives the downtown a look of activity and health. Land use policy for the City's CBD, however, should continue to provide opportunities for varied land use. Various land use includes the traditional commercial "anchors", but also non-traditional anchors such as cultural, entertainment, residential and institutional uses. Varied land uses in the CBD serves to attract the greatest number of people to work, shop, and visit the downtown. Besides providing for varied land use, the City could also identify opportunities for specialty retail niches, seeking to promote the City as the center of the retail activity.

Recognizing the compact development pattern of the CBD, uses allowed in the CBD should have a strong pedestrian orientation minimizing conflict with vehicles. New infill development in the CBD does not have to be designed to replicate the details of the older buildings. New infill development should, however, respect and maintain the character, scale, and proportion of the older established CBD. Continuation of the highly developed and integrated nature of the CBD is encouraged. As the center of the community, the CBD is coping with a variety of problems faced by many CBD's of older industrial communities. Some problems require conflicting solutions that result in significant challenges for the City of Clarksburg.

Residential use of the upper stories of commercial buildings in the CBD complements the commercial uses by bringing residents with disposable incomes to the CBD aiding with successful retailing. Land use regulations allowing residential use in combination with commercial use should be comprehensive, minimizing conflict between the uses and adequately addressing the need for off-street parking. Residential uses should only be allowed above permitted commercial uses. Residential uses should occupy an aggregate space equal to at least 50 percent of the aggregate first floor gross floor area of the commercial building. The establishment of a minimum threshold for residential space serves to provide identifiable residential space. If an upper story of a building contains a residential unit, no non-residential use should be allowed on the floor. Generally, the residential uses should have access provided by a separate outside entrance and minimum floor areas for residential uses should be established.

Because of the highly developed nature of the City's CBD, opportunities for off-street parking will be limited. Parking, however, is a critical need for residential uses locating in the CBD. Accordingly, it is recommended that all residential uses locating in the CBD provide off-street parking either on-site or off-site. It is anticipated, however, that many households of upper story dwellings in the CBD will consist of non-family households such as single persons. Therefore the need for parking by the upper story units could be less than is required by other types of dwellings in Clarksburg. Accordingly, it is recommended that the City evaluate its residential parking requirements in agreement with the guidelines provided in the Transportation/Circulation section of the *Comprehensive Plan Update*. Evaluation serves to ensure the standards do not result in excess parking negatively affecting redevelopment of upper stories in the CBD for residential use. Additionally, the City should consider the idea of maintaining parking in reserve.

Under the reserve parking concept, applicants for development of upper stories are allowed to prove that the City's parking regulations exceed the demand for parking created by their project. The applicant could then reduce the number of parking spaces to be provided, however, actual off-street parking provided should not be reduced by more than 50 percent than required by the Zoning Ordinance. The applicant would be required to provide the plans for the full amount of the required off-street parking. If conditions in use or actual operation of the proposed use vary, the City may require that the developer provide the full amount of off-street parking. As part of the approval for the residential use, the applicant would be required to post a bond or similar security. The security is used to provide the additional parking, if needed, and should be held by the City for up to five years.

Another option to ensure adequate parking is to require the developer contributes to a City of Clarksburg Parking Trust Fund. The City of Clarksburg Parking Trust Fund would be established and administered for the periodic purchase, lease, acquisition, and maintenance of off-street parking lots to serve the CBD. Applicants would be required to install the parking spaces for which there

is sufficient space with contributions to the Parking Trust Fund allowed for each additional parking space omitted. As noted, the City of Clarksburg Parking Trust Fund would also be available for maintenance of off-street parking, ensuring the long-term integrity of the parking lots. Maintenance also includes using funds to reconfigure or rechannel existing parking lots with landscaped planting islands improving their efficiency and safety. Contributions to the Parking Trust Fund should be permitted only for conversions of existing buildings and are not applicable to newly constructed buildings or additions to existing buildings. Further discussion regarding parking regulations and policy is included in Section, Transportation/Circulation Plan of the *Comprehensive Plan Update*. Complimenting efforts to ensure parking, the City should encourage walking throughout the compact CBD as a means to reduce the need for parking. Walking may be encouraged by ensuring adequate walking space by controlling the location and size of sidewalk obstructions. Sidewalks also would be improved by attractive surfaces. Surfaces should be easy to walk on and smooth enough for wheelchairs and strollers.

In March, 1994, West Virginia adopted legislation enabling municipalities to create business improvement districts (BID) to foster economic growth and development. Established by ordinance, a BID allows for the creation of a special business improvement district fund. The BID legislation allows for the governing body to levy business improvement service fees which may only be applicable to properties within the BID and only to the extent necessary to fund the budget proposed by the BID board. The funds in the special business improvement district fund may be used to provide public services and public improvements that will restore or promote the economic vitality of the BID including: beautification projects; provision of special or additional public services such as sanitation or security; making principal or interest payment on bonds issued by the municipality for public improvements located within and designated to improve the economic viability of the BID; providing financial support for public transportation and vehicle parking open to the general public; constructing, operating, and maintaining parking lots; developing plans for the general architectural design of public areas; developing, promoting and supporting community events and activities; providing administrative costs for a BID management program; and providing any other services which the municipality or BID board is authorized to perform and which the municipality does not also perform to the same extent on a municipality-wide basis.

The designation of a BID is initiated by a petition to the municipality by property owners who own commercial property in the proposed BID. Upon receipt of the petition, the governing body appoints a BID planning committee of owners of commercial property within the BID. The planning committee completes a preliminary plan for approval by the governing body. Upon approval of the BID, the governing body appoints a BID board to oversee the operations of the BID. The BID is in effect for ten years, unless extended or abolished by the governing body. The creation of a BID by the City could provide a new source of funding for the activities of maintaining the quality of Clarksburg's CBD.

2. Neighborhood Commercial Centers

The Neighborhood Commercial Centers are small concentrations of business land uses that formed as residents of the City moved further out from Clarksburg's core centered on the CBD. The Neighborhood Commercial Centers also represent the former downtowns of the communities incorporated into the City. The purpose of the Neighborhood Commercial Centers is to conveniently provide goods and services to the residents of the neighborhoods. The Neighborhood Commercial Centers also maintain and promote the sense of community provided by the

commercial hub located in the neighborhood. Land uses appropriate to Neighborhood Commercial Centers include professional and business offices, retail establishments, restaurants, personal service establishments, and similar commercial use serving the neighborhood.

Access to the Neighborhood Commercial Centers is often limited to lower order roads consisting of collectors or local streets. Because of the limited access, it is recommended that uses in Neighborhood Commercial Centers be limited to small scale personal service uses. Small scale uses limits' intense traffic through the neighborhoods that would be generated by large scale regional land uses. More intense regional uses could be appropriate if access is directly available to the land use from arterial roads.

Scale of the uses in Neighborhood Commercial Centers could be limited by establishing a maximum floor area for the uses. Buildings in the Neighborhood Commercial Centers could be allowed to contain more than one use. Where buildings contain more than one use the total building coverage of the combined uses may not exceed the maximum building coverage specified for the district. Regulations allowing more than one use per building provides activity at the commercial uses over a longer period of the day, creating an identifiable hub for the neighborhood and may help eliminate strip development. The intensity of development of the Neighborhood Commercial Centers could further be reduced by limiting the development density of the site and building heights. Stringent limitations should be imposed on the size of signs and lights to ensure they are in scale with surrounding buildings and the street; limitation of number of signs to two per building; prohibition of signs above the roof line; and encouragement of painted wooden signs. Further, parking in Neighborhood Commercial Centers should be located to the side or the rear of the buildings. Parking at the side or rear of buildings maintains the neighborhood character of the uses avoiding a highway strip character.

3. Highway Commercial Centers

The Highway Commercial Centers resulted from the City's central location with the development through Clarksburg of various regional transportation routes. The transportation corridors through Clarksburg, with their accessibility and visibility became appropriate locations for regional business land uses. The purpose of the Highway Commercial Centers land use designation is to provide varied professional, personal, and retail services convenient to the neighborhoods in which they are found. Land uses associated with the Highway Commercial Centers may also serve City and regional needs. To address many traffic safety and visual blighting concerns associated with the Highway Commercial Centers, the uses are appropriate to planned shopping centers. The business land uses and therefore the purpose of the Highway Commercial Centers overlaps with the purpose of the CBD providing services that are regional in nature. Due to the location of Highway Commercial Centers among and next to the residential neighborhoods of Clarksburg, their purpose also overlaps with the purpose of the Neighborhood Commercial Centers by providing convenience uses. The overlap of the Highway Commercial Centers with the other two business land use categories often creates conflict with other land use districts and with the road system in Clarksburg.

With the main Highway Commercial Centers in Clarksburg located in East Point along I-79 and U.S. Route 50, there are often problems with congestion impacting safety and traffic control which are critical issues. Controlling access helps to maintain the function of the road and preserve traffic

safety. Given the highly developed nature of the City's commercial highway corridors and the large number of property owners along the highways, the problem of carrying out access control is very complex. A serious attempt at setting up any plan for access controls should be taken with full participation and cooperation of all highway and land use regulatory and policy bodies within the area. The City of Clarksburg should serve as the coordinating body.

In evaluating and formulating appropriate standards for control of access by the Neighborhood Commercial Centers onto the City's roadways, the guidelines should be grouped by the following categories: 1) general performance standards addressing driveway design and placement; queuing standards for driveways, sight distances, and other similar driveway standards; 2) standards for right-turn lanes and tapers; 3) driveway profile; 4) driveway spacing; 5) number of driveways per parcel; and 6) corner clearance.

<p>Traffic Access Considerations.</p>	<p>General performance standards Right-turn lanes, tapers Driveway profile Driveway spacing Driveways per parcel Corner clearance</p>
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Another concern with the Highway Commercial Centers in Clarksburg is visual blighting. Visual blighting is also associated with the other commercial land use categories. With the location of the Highway Commercial Centers at the entrances to the City and along the major arterial roads through Clarksburg, visual blighting is most apparent. Visual blighting of commercial uses in Clarksburg, as noted by the land use survey, results from inappropriate signs and lack of or only minimal landscaping of business land uses.

Signs are an important and often overlooked feature, particularly signs associated with commercial land use. There is a need to ensure signs do not create clutter and become worn-out. The City should review sign regulations applicable to commercial land use. The review serves to ensure that the regulations are designed to create a legible, coherent, consistently applied, and intelligently designed system of signs. The objective of new sign regulations established by the City should be to functionally express information while aesthetically tying into surrounding elements. Entering Clarksburg along the major arterial roads there is a proliferation of signs of varying size, color, style, and lighting. The signs create visual clutter and chaos at the entrances to Clarksburg. Many signs are oversized in relation to the site and the buildings. Particular attention should be given to sign size. While larger signs are often constructed on the theory that "bigger means more business", this marketing approach is generally inappropriate. The general appearance of the commercial corridor is more important than sign size in relationship to the marketability of the area's businesses. Keeping the size of the signs in scale with the surrounding buildings and street is a very important factor in maintaining a pleasant and attractive community.

Regulation of all commercial land use signs in the City should address size, information, color, placement, and uniformity versus individuality.

Commercial sign design considerations.	Size Information Color Placement Uniformity vs Individuality
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Provision of off-street parking for commercial land use is important in the City. While off-street parking can serve to improve use of businesses in Clarksburg and enhance traffic safety along the City's roadways, off-street parking lots create a hard appearance consisting of asphalt and cars. The problem is most evident along the arterial roads entering the City with many Highway Commercial Centers lacking landscaping. Without landscaping, the parking lots create voids in the streetscape. To ensure compatibility of the off-street parking lots, landscaping should be provided. Landscaping can play a significant role in minimizing and moderating many adverse effects of parking lots. Landscaping enhances the appearance of the parking lot and screens it from the street and surrounding properties. Additionally, well-designed planting strips and islands help guide the circulation of vehicles and pedestrians, creating a safe environment for both. While no landscape plan for a parking lot can ever eliminate the awareness of the presence of cars, landscaping will make them less noticeable.

Design Functions of Landscaping.	Define spaces. Screen views. Soften appearance of surfaces. Decorate walls Alter proportions of spaces. Become sculptural elements. Creates backdrop.
Practical Functions of Landscaping.	Control privacy. Reduce glare. Provide shade. Reduce noises. Control traffic.

Because of the importance of the streetscape, the Planning Commission may consider preparing a comprehensive streetscape design manual for streets in the City. The manual is necessary because responsibility for the streetscape is fragmented among many parties. A manual would establish an overall plan, delineate responsibility, identify options for financing improvements, and inspire action. An aggressive urban forestry program should also be developed for dense commercial locations in the Central Business District, Glen Elk, and other commercial areas that are void of forestry. These programs can soften a naturally harsh environment and beautify areas for nearby residents.

The manual will recommend sidewalk paving materials, street lighting, and street hardware and furniture for residential, commercial, and institutional districts. The manual will contain standards for location of traffic lights, signs, and utility equipment. It will recommend landscape standards for streets and sidewalks.

The guidelines and standards will establish a level of quality for the streetscape. They will be tailored to the needs of individual streets. The guidelines and standards, however, must not be so prescriptive that the streetscapes of the City become monotonous.

C. *Industrial*

There is the need and desire by Clarksburg's residents to maintain, and where appropriate, restore the City's industrial heritage. Industrial development typically generates economic opportunities in the community through the creation of jobs and the enhancement of the tax base. In support of the desire to promote opportunities for industrial development in Clarksburg, the Proposed Generalized Land Use map shows Industrial land use districts. The purpose of these Industrial Districts is to allow a variety of industrial land uses both heavy and light where they have historically located in the City. The availability of the infrastructure, particularly to support access to the site, is a major consideration in siting industrial land use. Due to the highly developed nature of the City, there has often been conflict between industrial land use and other types of land uses. The conflict is most often occurring with residential land use. To mitigate some problems associated with the siting of industrial land use by other types of land uses in the densely developed City, it is recommended that redeveloping industrial sites be in a planned park setting. Development regulations for a planned park setting would provide area, bulk and height regulations for the overall industrial park and the individual industrial sites within the park. Similarly regulations could be established for landscaping of the planned industrial park and the sites within the park. Landscaping reduces some negative impacts associated with the siting of industrial land uses in the densely developed City of Clarksburg.

While there is still an active and viable industrial sector in the City, Clarksburg's industrial sector has decreased. There are fewer industrial land uses located in the City than when the 1978 *Comprehensive Plan* was completed. Because of changing manufacturing processes with technological advances resulting in the need for fewer employees and fewer industrial spaces, many of the existing manufacturing buildings and sites in Clarksburg will not be required in the future. Accordingly, many industrial spaces in the City are now either temporarily obsolete or abandoned. The temporarily obsolete and abandoned sites in the City can be considered a significant urban resource. Some industrial sites have been successfully redeveloped for other land uses or for new industrial uses.

Ignoring the issue of abandoned and neglected properties in Clarksburg can have disastrous results. Abandoned and obsolete industrial properties in Clarksburg produce no legal revenues. The properties lower nearby property values, create public costs, and are expensive to police. Abandoned properties often frighten residents and business owners into leaving the vicinity, producing more abandonment. Because the abandoned and obsolete properties lie on potentially valuable land, they also mean a substantial loss to in foregone taxes, both property taxes and business and opportunity taxes.

Abandoned and obsolete properties are also expensive to decontaminate because of contamination from, for example, buried oil and chemical tanks, abandoned landfills, and properties that previously belonged to metal and glass industries. Redevelopment of some of the sites will be aided by the newly enacted Brownfields legislation adopted by the State legislature. To further promote the reuse and redevelopment of abandoned and obsolete properties in the City, it is recommended that Clarksburg undertake and maintain an inventory of abandoned and obsolete properties. Inventoried properties can be identified for reuse potential and possibly marketed by the City. In association with efforts to mitigate negative impacts associated with abandoned and obsolete properties in Clarksburg, the City should encourage frequent inspections to enforce zoning and building codes. Inspections also prevent the accumulation of toxic waste, garbage, and dangerous structures. The

City should work to maintain fire, police, medical, and social services in areas threatened and affected by abandoned or obsolete properties. The City could in cooperation with the County promote the timely municipal acquisition of tax-delinquent properties. The properties can then be offered for sale at reduced prices. Finally, the City of Clarksburg can support neighborhood-based cleanups such as the make over of an abandoned factory into a recreation center or of a weed-strewn vacant lot into a community garden.

Business and industry in Clarksburg are regularly faced with difficult decisions regarding expansion, relocation, consolidation, facility upgrading, employee training, employee hiring or layoffs, among others. City government also is faced with difficult decisions regarding the allocation of limited entitlement resources and the application for limited federal and state competition grants and loan funds. In order to assist both the private and public sectors in decision making activities, the City should create a data base that includes a coded inventory of existing businesses and industries in Clarksburg, the number of full-time and part-time employees hired by each, location of vacant sites and commercial spaces, other relevant information. The data base, which includes a GIS program, would serve to assist in private business decisions, public funding programs, and private and public policy-making.

D. Public and Semi-public

Public and semi-public land uses include a variety of public and non-public institutional uses as indicated by the land use inventory in Section V of the *Comprehensive Plan Update*. Public and semi-public land uses are proposed for varied locations as shown on the Proposed Generalized Land Use map. Because of the variety of land uses allowed by the land use designation, the purpose for the category use is very generalized. The purpose of the public and semi-public land use designation is to provide locations for a variety of institutional uses conducive to the scale and character of their immediate neighborhoods. Public and semi-public land uses may be appropriate to a variety of settings and neighborhoods in Clarksburg. Public and semi-public land uses should, however, be compatible with the character and scale of the neighborhood. Traffic and noise are major considerations of land uses in the category. Public and semi-public land uses should be distributed throughout the City providing identifiable activity centers in each of the neighborhoods.

E. Recreation and Open Space

The City of Clarksburg Proposed Generalized Land Use map identifies a Recreation and Open Space district. The Recreation and Open Space district includes publicly owned and administered parks and open spaces. Recreation and open space is valued as an essential community asset and an important community component. Among its critical functions and purposes, recreation and open space: 1) preserves ecologically important natural environments; 2) provides attractive views and visual relief from developed areas; 3) provides sunlight and air; 4) buffers other land uses; 5) separates areas and controls densities; 6) functions as a drainage detention area; 7) provides opportunities for recreational activities; and 8) is an important factor in creating quality communities. In developed cities such as the City of Clarksburg, recreation and open space serves to improve social conditions and to make cities more livable and healthier.

Much of the recreation and open space lands in the City is administered by the City itself.

Because the City is so developed, it is expected that opportunities for expansion of Clarksburg's recreation and open space lands are limited. It is envisioned that a chance for expansion of the City's recreation and open space lands is through providing linear links or greenways. Linear links connect existing recreation and open spaces along with other community hubs. As a developed community, it will be hard to establish the connecting links instituting a linear greenway system. As a long-term strategy, however, for expanding the recreation and open spaces system, linear links provide the greatest opportunity. Linking open space parcels also enlarges the area available for recreation.

Linear greenways forming a comprehensive system are ideal for walking, jogging, biking, commuting, and enjoying nature. The greenways can be local, limited to the City of Clarksburg, or extend beyond the City boundaries. Abandoned railroads, utility rights-of-way, and river banks are common sites for links in a linear greenway system because they are often publicly owned and unsuitable for development. A primary objective of a comprehensive linear greenway system is to establish links between recreation and open spaces in the City along with various hubs of activity in Clarksburg. A linear greenway can be phased in over time based upon a plan devised to identify logical termini and paths between the points. The system could accommodate either pedestrians only or pedestrians and bicycles. Systems for bicycles would have to be paved. To receive federal funds for a bikeway, it must have a paved width of at least eight feet.

Public land is ideal for a linear greenway, but the reality is that most land must be purchased. Property rights can be acquired through dedication or purchase of fee or less-than-fee interests.

An important link in a comprehensive system of linear greenways in Clarksburg is urban river greenways or bluebelts. Urban river greenways are usually created along neglected waterfronts and serve to return waterways to public use. With the water often a neglected and greatly underused resource urban river greenways are important in incorporating the adjoining water into the recreation and open space system. To increase use and enjoyment of the City's extensive waterfront along the Elk Creek and West Fork River, an urban river greenway at the water's edge in Clarksburg could be enhanced with improvements. The urban river greenway in the City should be planned, designed, executed and maintained based on the following principles: 1) feel public, thereby encouraging and accommodating public use; 2) be usable by the greatest number and diversity of people, including the physically handicapped; 3) provide, maintain, and enhance visual assess; 4) enhance and maintain the visual quality of the shoreline; 5) connect to public areas or thoroughfares, or to other public access areas; 6) take advantage of the waterfront setting; and 7) be compatible with the features of the adjacent land uses.

Following public access principles, it is recommended that the linear urban greenway along the river be enhanced with the addition of benches providing viewing areas to the river. The addition of benches also allows for people-watching. Landscaping should be provided to shade and direct views. Additionally, open-air pavilions could be located along the urban river greenway at several points. Some open-air pavilions could extend on platforms over the river and with the provision of a rail could serve as fishing and viewing areas. Encouraging maximum use of the urban river greenway along with the other portions of the linear greenway system through the City, requires that trash receptacles and drinking fountains be provided at points along the linear greenway. The amenities are most important along paved portions where pedestrian use will be heaviest.

Design of the various amenities of the linear greenway should be functional and harmonized with the setting making the amenities as unobtrusive as possible. The individual pieces should be coordinated to help define the unique character of the neighborhood of the City through which it passes. Where paving material is used along the linear greenway system, the material should compliment the uses and tie the various uses together. The paving material should also compliment building materials used within the particular neighborhood.

An important consideration in the development of a linear greenway system is an adequate program to mark the system. Marking the system ensures that the public will be able to use the system safely and conveniently. All access locations and points of entrance to the linear greenway system in Clarksburg should be identified by signs. Signs have always been used to identify, direct and inform, but they may also be a positive visual element. To provide the best overall appearance, it is recommended that individual signs be designed in an overall signage program that can be consistently applied within the area. The same palette of colors should be used for all signs with the same graphic system also used.

The City of Clarksburg and Harrison County should cooperatively develop and maintain the linear greenway system.

Typically a priority of recreation and open space planning in a community is provision of recreation and open space lands for the population of young children. Many communities, particularly older urbanized City's like Clarksburg have recognized the need to consider the recreation and open space needs of its older population. In 1990, the U.S. Census reported that almost 25 percent of the City's population was 65 years or older. The large percentage of older persons suggests the need to ensure recreation and open space features provide for the needs of the increasingly aging population.

Recreation and open space lands designed for an older population are cognizant of the changes in sensory and perception needs of the users through materials, colors and equipment. To address the loss of mobility and the diminution of the senses that is common in older persons, park and open space lands can use nonskid surfaces, bright colors, lower furniture, and plants to stimulate the sense of smell. Design of parks should also be barrier free.

To ensure that recreation and open space lands will be usable and have value as an amenity, some minimum guidelines should be established. Recreation and open space lands should be clean with properly working equipment. Public recreation and open space should be secure and safe. Recreation and open space should be equally accessible to all persons with particular attention to the accessibility needs of the handicapped and elderly populations.

In instances where neglect and vandalism of recreation and open space are observed users feel unsafe. As a policy, it is recommended the City regularly inspect and repair recreation and open space. Regular inspections provide a safe environment for users further advancing the purpose and function of open space.

Additionally, the City should ensure provision of adequate shade trees and landscaping at the public recreation and open spaces. While trees and shrubs may create a hiding place for undesirable activities, landscaping adds to the proper functioning and enjoyment through provision of summer comfort and aesthetics. Special consideration should be given to the placement of shade trees near benches and tot lots.

F. Historic Preservation

As identified by Section V of the *Comprehensive Plan Update* the City contains three districts listed on the National Register along with several buildings which are National Register Historic Structures. Being listed on the National Register is valuable in increasing the public's appreciation of the value of their community's unique heritage and protects property from alteration or destruction by projects that are Federally funded or licensed. The designation does not, however, prevent private undertakings on a building that may alter or destroy its historic integrity.

To ensure the integrity of the historic districts and structures in Clarksburg, the City is considering the creation of a Landmarks Commission and Ordinance in agreement with Article 8-26A of the West Virginia Code, allowing for local regulation of its historic districts and structures. The City has not, however, implemented the ordinance through establishment of a Historic Preservation zone on the Zoning Map, nor devised historic district design standards for implementation by the Historic Preservation Commission.

To further the City's efforts to preserve its heritage, supporting the preservation of the previously designated National Register historic districts and structures and in support of the goals and objectives of the *Comprehensive Plan Update*, it is recommended that the City implement its Historic Preservation Ordinance. Establishment of the Historic Preservation Ordinance requires that the City create a Historic Preservation Commission and:

- (a) Designate its National Register district as Historic Preservation district (H-1) on the Zoning Map. As indicated by the Historic Preservation Ordinance, the H-1 classification shall exist in addition to and not replace any other residential, business, industrial, university, or other classification as shown on the Zone Map.
- (b) Require review by the Landmarks Commission, prior to the alteration, movement, demolition, repair, or other change in the exterior of any structure located within an area which has been designated an Historic Preservation District or the construction of any new structure on property located within the H-1 district. Approval by the Landmarks Commission should be granted through a Certificate of Appropriateness. No zoning permit or building permit within an H-1 district should be issued prior to the issuance of a Certificate of Appropriateness or a notice granting exemption.
- (c) Continue to make a survey of the structures and sites within the City of Clarksburg which constitute the principal historical and architectural locations of local, regional, state-wide, or national significance recommending to the City Council their inclusion in the H-1 designation.

To provide standards from which to review an application for a Certificate of Appropriateness, it is recommended that the City formulate local historic district design standards. The local historic district standards should be drafted using the Secretary of Interior's *Standards for Rehabilitation and Guidelines for Rehabilitating Historical Buildings*. The guidelines should apply to construction of new structures in the H-1 district in addition to restoration or rehabilitation of existing structures.

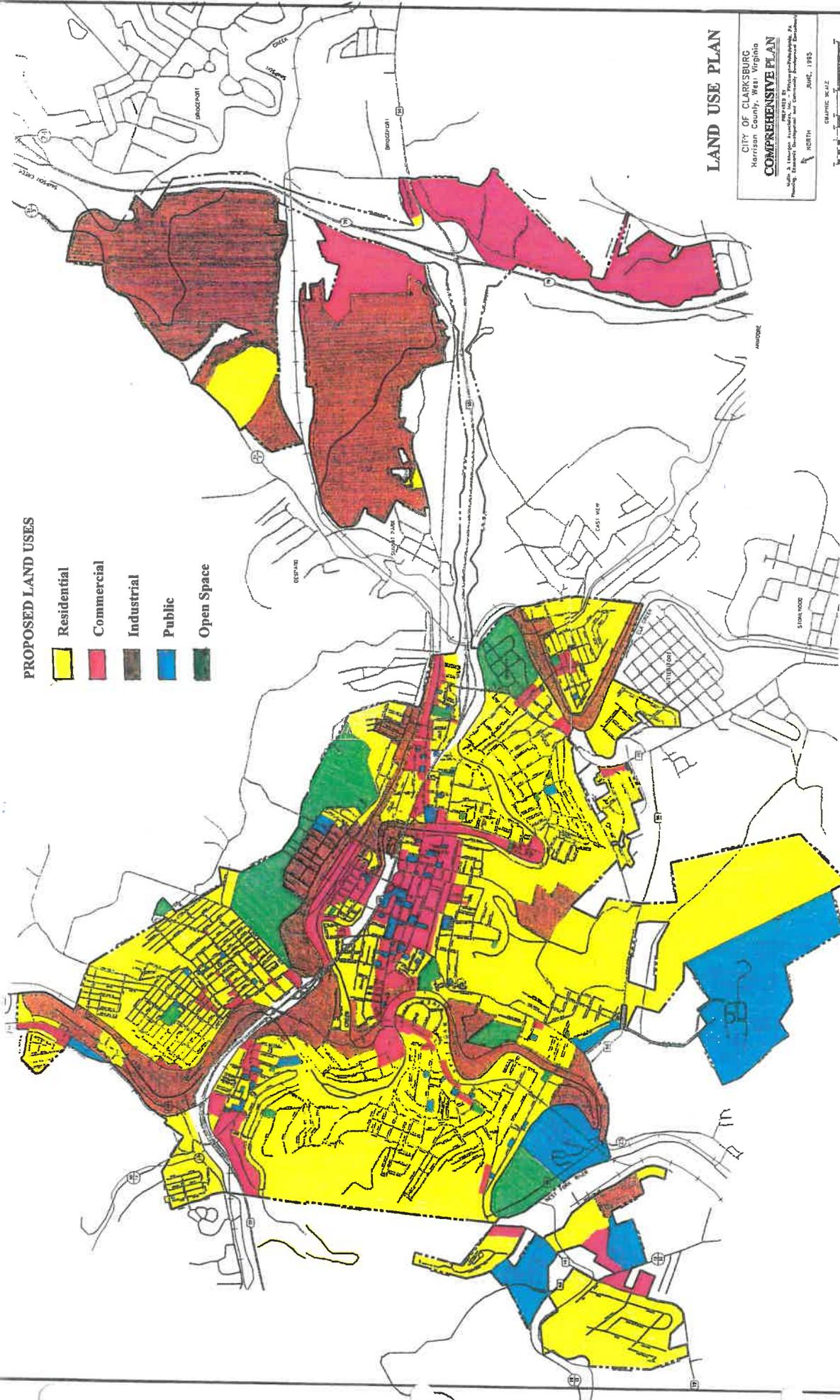
Clarksburg's historic districts are in defined areas containing buildings, structures, sites, objects, and spaces linked historically through location, design, setting, materials, workmanship, feeling, and social-cultural heritage. The significance of the historic districts are the product of the sense of time and place in history that their individual components collectively convey. This sense may relate to developments during one period or through several periods in history. Some of the buildings in Clarksburg's historic districts are pivotal to the significance of the districts; others merely contribute to the historic sense; and still others actively detract from the district's overall historic significance.

The City's historic districts are architecturally diverse within an overall pattern of harmony and continuity. It is not the intent of the private property improvement standards to discourage or stifle creative design or to legislate a design, but rather to provide a set of standards which will encourage renovation that will be compatible with the overall development pattern of the historic districts in Clarksburg. In agreement with the Secretary of Interior's *Standards for Rehabilitation and Guidelines for Rehabilitating Historical Buildings*, the standards should focus on general rather than specific design elements in order to encourage architectural innovation and establish continuity within the existing character of development.

Standards developed for the H-1 district should require that any new buildings, and additions or alterations to existing structures, should be visually compatible with its neighbors in spacing, setback, massing, materials, roof shape, window divisions, and siding emphasis. A building must not be identical with its neighbor in these respects, but attention should be given to the immediate architectural environment of the building. Design standards devised by the City should recognize that any building in the H-1 district should support and enhance a block's design unity and sense of character through consideration of silhouette, spacing, setbacks, proportions, volume/mass, entryway, material/surface, shadow/texture, and style/image. In addition, the historic preservation design standards typically apply only to the parts of the building visible from a public way. Within the City's requirements, the designer should have free rein.

PROPOSED LAND USES

-  Residential
-  Commercial
-  Industrial
-  Public
-  Open Space



LAND USE PLAN

CITY OF CLARKSBURG
Morrison County, West Virginia
COMPREHENSIVE PLAN
PREPARED BY
Muller & Associates, Inc., Planning, Engineering, Architecture, and Community Development Consultants
NORTH
JUNE, 1985



SECTION VIII. Housing Plan

City of Clarksburg
Harrison County, West Virginia
Comprehensive Plan Update 1997

HOUSING PLAN

Section V of the *Clarksburg Comprehensive Plan Update* provides quantitative and qualitative review and analysis regarding the City of Clarksburg's housing stock. The following serves to provide revised and supplementary policy direction to address identified housing problems. Housing is a complex issue that must be viewed from many perspectives: condition of the housing stock; availability for future renters and owners at all income levels; housing costs; housing development; housing occupancy; and marketability. Housing refers to more than the physical structures alone, however. Neighborhood conditions, such as parking and play areas for households, quality of the educational system, traffic and noise, public safety, jobs and business opportunities, and condition of the infrastructure all have impacts on the housing.

The policies provided by the Housing Plan serve to implement the broad goals and objectives of the *Comprehensive Plan Update* by recommending strategies and actions to achieve the housing goals and objectives. A finding of the Housing Plan based upon the observations from the land use and structural condition survey is that the existing housing in the City of Clarksburg is in overall good condition. An assumption is that home ownership increases neighborhood stability and should be increased. Similarly, neighborhood stability is fostered through housing policy that emphasizes the need for housing in a variety of types and price ranges in the City for upper-, middle-, and lower-income households with and without children. Clarksburg's neighborhoods must be desirable places to live and must offer amenities to attract and retain owners and renters. Clarksburg's rich architectural heritage, the affordability of its housing stock, the accessibility of community services and cultural attractions, and its cohesive neighborhoods are among the City's strongest assets in its competition with the suburbs in the housing marketplace.

Housing Plan:	Preserve existing housing stock and development patterns. Promote development of a range of housing types considerate of present and future housing needs. Increase opportunities for affordable housing.
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A. *Fair Housing*

The City of Clarksburg should prepare a *Fair Housing Analysis* in accordance with the Fair Housing Act of 1988. The purpose of the City's *Fair Housing Analysis* would be to evaluate the housing characteristics of the City of Clarksburg, to identify blatant or de facto impediments to fair housing choice and to arrive at a strategy for the expansion of housing opportunities throughout the City. The City would adopt the *Fair Housing Analysis* by resolution and use its policies as the official strategy for the expansion of fair housing choice. After reviewing conditions in the City as they relate to a Fair Housing Analysis it

is felt an analysis would find the problem of fair housing in the City results not so much from discrimination, but more likely because of economic reasons. The most common problems would result from the lack of quality housing for low-income households and insufficient resources to maintain the quality of their housing. The following provides a review of the recommendations of a *Fair Housing Analysis* and the status of each recommendation.

The City should work in implementing a *Fair Housing Analysis*, and implementing its recommendations by working cooperatively with the Housing Authority and non-profits to identify opportunities for expansion of housing for low-income households in the City. The Planning Commission has already revised regulatory policy to include specific provisions for group homes in Clarksburg's Zoning Ordinance.

As part of the *Comprehensive Plan Update* it is suggested that the Planning Commission recommend a Fair Housing Analysis be done, adopt the findings of the *Fair Housing Analysis*, and implement those recommendations regarding changes necessary in Clarksburg's regulatory policies to eliminate impediments to fair housing as was done by recommending changes to the Zoning Ordinance to include provisions for group homes. More importantly, the Planning Commission should continue to evaluate its policies and recommendations for changes in the City's Zoning Ordinance with consideration to their impact on fair housing policies.

B. *Affordable Housing*

The need for decent affordable housing, particularly for low- and moderate-income households is of major concern. To ensure proper consideration of the provision of affordable housing and also to ensure the availability of a comprehensive continuum of services for households facing a housing crises, the City should develop a Comprehensive Housing Strategy. The Clarksburg Housing Strategy would be: 1) a complete plan describing housing needs, housing markets, human and financial resources, and strategies; 2) an investment and decision-making guide for elected officials, program administrators, community organizations, housing developers, and concerned citizens; and 3) a long-term five-year strategy and a practical short-term one-year guide for investing in and improving housing conditions in the City of Clarksburg. Because of the comprehensive nature of the strategy, which includes a long-term strategy and a short-term strategy, the strategy would serve as an additional tool and the affordable housing strategy for the *Comprehensive Plan Update*.

Based on preliminary housing assistance needs data, the following household types were identified as having the most severe housing problems in the City: all extremely low-income owners and renters, and all very low-income renters and owners. Based on the preliminary needs, the following general objective statements for the long-term five-year strategy would be:

Provide decent, affordable housing for all residents, especially those of very low-, low- and moderate incomes who are cost burdened or live in substandard or overcrowded housing;

Provide housing opportunities for first-time homebuyers; and

Facilitate and encourage the provision of supportive housing services to help homeless individuals, homeless families, and non-homeless persons with special needs to obtain and maintain self-sufficiency.

Specific priorities and strategies of the five year plan should include:

Maintain and increase rental assistance provided to renter households who are cost burdened defined as those paying more than 30 percent of their monthly income on housing costs.

Provide increased housing opportunities for first-time homebuyers.

Provide rehabilitation for single-family, owner-occupied units to households at 0 percent to 80 percent of median income.

Provide rehabilitation for lower-income tenant households, including households with special needs.

Preserve and expand the supply of affordable housing through acquisition in conjunction with rehabilitation and new construction.

Provide support to the homeless shelters and transitional living units including those that serve special needs populations. Provide and expand the supply of rental units available to all income levels due to the influence of households related to the FBI center.

C. Supplementary Policy Considerations

Preservation of the quality of the housing stock must remain a central focus of the City's housing efforts. As incomes of the City's households rise more slowly than in previous times, composition of households change, and households age in place, the housing stock will come under increasing pressure. Simultaneous efforts by the City are to stimulate the maintenance of existing housing by the private sector and to stimulate, ensure, and ultimately support the rehabilitation of deteriorated structures by the City. The City must also be prepared to bring abandoned structures back into service as quickly as possible.

The maintenance of public health and safety as well as the appearance of the City's structures drives Clarksburg's code enforcement functions. Essential for the City's long-term housing policies is a corollary goal of reducing carrying costs of real estate by the City of Clarksburg. Enforcement actions must recognize cost-effective solutions ensuring no cost to the City that would have to be passed on the City residents. Housing programs should not be administratively burdensome to home purchasers, existing owners, or renters.

All successful maintenance strategies rest on two parallel sets of policies: 1) coercive requirements such as code enforcement; and 2) compliance incentives. Where incentives are unavailable, code enforcement has had limited results. The availability of grants, low

interest loans, or reverse mortgages as part of the total effort, ensures the long-term success of the program.

Maintenance and rehabilitation of the City's public housing stock remains an important objective. The public sector has as much responsibility for maintaining its housing stock as does the private sector.

A comprehensive review of all structures in a neighborhood may be thought to be the most successful system of code enforcement. Because of scarce resources, it is not possible to sustain such a review in the City of Clarksburg. Alternately the City could provide on-going inspections through a "transaction-based" system. A transaction-based system requires the City to inspect all properties when they are sold. In addition, the rental housing stock would be inspected at the time a tenant vacates a unit. A transaction-based system ensures that most structures will come under periodic inspection. The City will, however, need to maintain a strong complaint response capability. An aging, long-term homeowner that stops maintaining his property will only come the City's attention through a complaint. A landlord who allows the rapid deterioration of a unit could avoid scrutiny for some time without a well-staffed complaint response system.

The funding of the transaction-based portion of the inspection system should be primarily fee based. The triggering event would be either a sale or a move, which creates an opportunity to charge a reasonable fee for the inspection. The City may choose to subsidize the cost to reduce barriers to homeownership. The complaint response portion of the inspection system would likely have to be publicly funded. Public funding of the complaint based portion of the inspection and code enforcement system allows the focus of the program to remain on the condition of the housing stock and encourages neighbors to report housing problems. The City of Clarksburg can use CDBG funds for selected code enforcement activities.

The inspections system should be fair and equitable. The emphasis should be on major safety matters rather than on minor, or more cosmetic matters. Clarksburg's Building Code enforcement staff should show reasoned flexibility in applying the code. Requirements should be reviewed to ensure that the standards do not add to burdensome costs and design problems, particularly in adaptive use projects.

Successful code enforcement requires a responsible party for each property. Whether the responsible party is the owner, a tenant, or a property manager, the issuance of a certificate of occupancy for a rental unit should be conditioned upon the registration of the locally responsible party for each rental unit. The locally responsible party will be subject to any fines under the program.

The primary purpose of the inspection system is the impartial review of the condition of the housing stock. A complaint-based system should be useful to monitor and eventually eliminate the few irresponsible landlords that plague the City.

The City must help homeowners and renters find the resources needed to complete the necessary repairs. Often providing contacts in the private sector for home equity loans, FHA insured improvement loans, or other lending sources is sufficient. The investments in the

property back on the market. Occasionally, communities have found parcels at favorable prices or on preferential terms from distant and uninterested landowners. The comparison of the list of opportunities to the City's knowledge of distressed properties will stimulate City action to help convert the problem or underutilized properties into opportunities.

Successful redevelopment efforts require cooperative planning before an investor has created specific site plans for redevelopment of a site for housing. The cooperative planning should include participation from neighborhood leaders, developers, non-profits, community organizations, and residents to establish the scale and character of the rehabilitation or reuse. The database of sites can become a meaningful listing of opportunities only after the City has engaged in a forward planning process. Forward planning will ensure that the projects are regulatory viable. Completion of the database and cooperative planning can be completed without large outlays of public funds. On-going coordination efforts of the involved City departments and officials will be necessary.

Expansion of Clarksburg's housing stock through rehabilitation and reuse can promote continued variety of housing types in demand in the City. The private sector development community in Clarksburg has the skill and commitment to complete many of the projects, but many worthy projects need the assistance of public funds. Non-profit organizations are important in housing production in Clarksburg.

There needs to be a stimulus among the non-profit corporations in Clarksburg toward housing production and networking that can grow into housing partnerships with the City. Similar to the private sector developers, the non-profit developers must cope with the same credit crunch, regulatory reviews, and marginal quality of many potential development.

The purpose of public-private partnerships is to make the developers, both non-profit and for-profit, successful. Clarksburg's efforts will enhance their risks and tackle the opportunity successfully. To do so the City should focus on the following:

1. The City should ensure that the regulatory process administered in Clarksburg is up to date, producing predictable results and exhibiting flexibility in the face of changing conditions and technologies.
2. The City should continue to support worthy projects through financial support when possible and offer technical assistance to non-profits and developers in applying for Federal and State funding.

The City of Clarksburg must encourage pro-active land use planning. Outdated regulations and codes or engineering standards can easily conflict with the goals and objectives of the *Comprehensive Plan Update*.

Meeting the needs of the marketplace to ensure that the City can effectively compete with suburban housing markets will require an attention to detailed neighborhood concerns. The effective organization of City resources from planning, inspection, public works, and public safety will be required to meet the needs of Clarksburg's neighborhoods. Appendix A of the *Comprehensive Plan Update* provides a review of the issues affecting each neighborhood

in the City that were identified through public hearings and completion of the land use survey. Appendix A also provides goals and objectives for each neighborhood in agreement with the overall goals and objectives of Section II of the *Comprehensive Plan Update*.

The City of Clarksburg has a strong tradition of park associations and locally-based civic leadership. For City government to have a positive affect on the residential quality of life during a period of limited public resources, it must build upon these positive local traditions in ways that will foster, encourage and stimulate the continuation and expansion of neighborhood organizations. There are four components that the City can use to build effective neighborhood leadership enhancing the living environment and complementing housing policies. These include 1) provide access to City resources through neighborhood groups; 2) provide access to City budgeting and the allocation of resources; 3) provide access to City Hall to address emerging problems; and 4) provide access to the City planning process.

Providing access to City resources requires support of neighborhood activities. For example, neighborhood organizations offering clean-up days can be provided with City personnel and support equipment. Neighborhood groups should submit requests for City support of such events. The City of Clarksburg can then assign the public works staff for the events scheduled throughout the year. The support will aid long-term personnel planning and scheduling within City departments. In addition, it will show that groups have formalized access to resources that are otherwise unavailable.

Provision of access to City budgeting requires that the City budget and the Capital Improvement Program (CIP) should include a formal comment period for neighborhood groups. Local participation in forming specific requests will aid in the development of a more efficient and cost-effective pattern of expenditures. The City should ask neighborhood groups in advance for their ideas on the CIP or budget assignments. There could be a formal presentation to the leadership of local organized groups about the budget and the CIP before their final adoption by the City. Instead of expecting neighborhood groups to fit themselves into the public portion of a normal agenda, the groups could be offered a special work session. By so doing, the City administration will engage neighborhood groups as partners in government.

Neighborhood groups should have a formal first point of contact in City Hall providing access to emerging problems. A knowledgeable insider with daily contact with the various department heads and key staff can get answers, provide insight, and schedule a response. The neighborhood liaison must be an integral part of the entire effort to build neighborhood identity. The assignment will serve as a mechanism for changing how the City views its mission. It will help to assure that the City provides accurate and timely information about governmental policies, programs, and pending issues to citizens. A neighborhood liaison could also enlist citizens to volunteer and participate in government activities. It is a part of the shift to a pattern of entrepreneurial governance that is neighborhood based.

Citizen's access to government should also be improved through the many existing boards in Clarksburg. Serving on many separate boards, local citizens are involved in the administration of the City. Yet, residents do not view the boards as a resource. Selection criteria for serving on boards should include a history of local involvement and visibility as

well as technical expertise and a willingness to serve. Further, the City must include names and numbers in a published list of contacts. Neighborhood groups should know how to contact their community leaders on these boards. Finally, the City should encourage interaction among the boards. For example, an annual social event as a thank-you for board members can create contacts and fellowship that ease the operation of government. Overlapping memberships and presentations from one board to another on some key issues can reinforce the notion that they are all working for the same goals.

To provide access to the City planning process, Clarksburg should formally involve neighborhoods into the review process for applications before the Planning Commission. The notification procedures should be refined to ensure that all groups are periodically made aware of projects and zoning changes under consideration by the Planning Commission.

The review phase should ensure that a plan fits within the parameters set by plans for the area, and applicable building and development codes. Whether a project should occur should have been dealt with long before the plans are reviewed. Neighborhood involvement must begin in the planning stages. The City must create localized future use plans that will involve the neighborhoods in developing responsible long-term strategies for dealing with the transitions and changes facing Clarksburg.

Historically, City government's responsibility for housing issues involved efforts to create an affordable supply and manage the maintenance of the housing stock. In the coming decade, the City's participation in direct consumer support will need to include a strong role in providing education and counseling. Additionally, financial support will be needed to meet the needs of low- and moderate-income residents who are struggling to make the transition to potential homeownership.

SECTION IX. Transportation/Circulation Plan

City of Clarksburg
Harrison County, West Virginia
Comprehensive Plan Update 1997

TRANSPORTATION/CIRCULATION PLAN

A. LOCAL STREETS AND ROADS

The basic circulation pattern and movement in Clarksburg was established early. Each part of the City as it developed was connected to the major transportation corridors such as Main Street and Pike Street. This made movement to the Central Business District relatively easy from the original neighborhoods of the City. By contrast, the natural obstacles of the creek and river valleys, and the hills made it more difficult to move directly from one part of the community to another.

The volume of automobile and truck traffic in Clarksburg has continued to grow as the City expended and development in the surrounding area of Harrison County continues to grow. The heavy volume of through and local traffic on City streets, which were not designed to accommodate such intensive use, has caused congestion. A major purpose of the transportation/circulation plan is to recommend remedies which will improve the movement of both through and local traffic within the City. An important objective is the enhancement of development surrounding the Central Business District by improvements in the local transportation system. Capital improvements are needed to improve traffic flow and aid in guiding future growth and development within the City of Clarksburg. The following is a list of needed improvements in a prioritized order :

1. Install new controlled interchange at U.S. Rout 50 and Old Bridgeport Hill Road. As new development occurs at the Harrison County Business and Technology Centre, more traffic will be generated. It is important for further development that traffic can exit onto U.S. Route 50 traveling east toward Interstate 79.
2. Improve and reconstruct West Pike Street (U.S. Route 19) from U.S. Route 50 to the Milford Street intersection. This is a federal route but serves as an arterial street for the north western quadrant of the City. There are poor sight lines, dangerous curves, numerous traffic control devices and lack of adequate turning lanes which restrict traffic flow and cause congestion.
3. Improve the Clark Street Bridge which connects Glen Elk to Ohio Avenue in Glen Elk II. This is an older bridge that spans the railroad tracks. It is a vital link to this northern part of the City and serves as part of a collector route. It is needed for truck traffic to service the businesses and industry in this area of the City. The deck has to be reconstructed, new guardrails and curbs installed, as well as improvements to the structural system.

4. Relocate the traffic light on Milford street from its intersection with Euclid Avenue north to the intersection of Hall Street. More traffic flows down Hall Street coming from Duff Street and it backs up at this intersection.
5. Improve Roosevelt Road from South Chestnut Street to Van Buren Street. This is part of a collector route that serves the Chestnut Hills District and is the route that serves as a connector from South 2nd Street to South Chestnut Street. The cartway needs to be widened and the curve at Van Buren Street needs to be improved for a smoother traffic flow.
6. Improve the Hartland Avenue Bridge over the railroad tracks from Argonna Street to Verdon Street. This route services the Hartland District and is a local collector street.
7. Improve the Dublin Street Bridge from Elm Street to Wood Street on Buchanon Avenue. This is a local collector route and an alternative route for motorists traveling east - west instead of using East Main Street.
8. Improve Milford Street between WV Route 98 and Hartland Avenue where there is slippage. This is part of the U.S. Route 19 arterial that cuts through the Stealey-Hartland District of the City. New cribbing, drainage and guardrails are needed.
9. Improve WV Route 98 from Byrd High School to U.S. Route 19. This is an arterial road in the southern portion of the City. There should be separate turning lanes to facilitate the flow of traffic. A traffic light should also be installed at the entrance to Byrd High School and the intersection with South Chestnut Street needs to be improved. The City should also consider establishing a Traffic Commission to develop priorities and review the needs of the internal city street spoken.
10. Improve ^{Lee}~~Home~~ Avenue in the Washington Irving (W.I.) District by restricting on-street parking on one side to permit better traffic flow.
11. Recommend and support efforts to upgrade old Route 50 north to Meadowbrook (Route 24/2). This would improve access to the Quarry Site and the FBI Center and, open up the area for new development.
12. Improve the portion of Route 98 from South Chestnut to the Route 25 intersection. This portion of the road is heavily traveled and is inadequate to handle the traffic demand.
13. Relign and widen the intersection of Chestnut Street and Main Street. This is a main artery from U.S. Route 50 to the residential and commercial locations along Chestnut Street.

B. Regional Network

The construction of U.S. Route 50 through Clarksburg is a major highway that connects the City to I-79 in the west and continues west to Parkersburg. The construction of I-79 from Pittsburgh south through West Virginia to the WV Turnpike is a major link for the markets both north and south. This has provided Clarksburg with excellent highway access in every direction by connecting to the Interstate Highway System.

The remaining highways, namely, U.S. Route 19 are weaker links in the system. U.S. Route 19 needs to be improved from Route 50 north to Shinnstown. This route has heavy truck traffic of a local nature and could open up additional development in the northwest quadrant of the City. U.S. Route 50 from I-79 east through Bridgeport needs to be upgraded and improved. It is a bottleneck at the East Pointe Shopping District.

Other routes that link the City of Clarksburg to the surrounding areas of Harrison County also need major improvements, including: The Summit Park/ Despard Road north from East Pike Street/ U.S. Route 50 to Meadowbrooke Mall interchange on I-79; improvements of WV Route 20 south from the City line to Stonewood and beyond; improvement to the intersection of WV Route 98 and WV Route 20; and improvement of WV Route 98 and Route 25.

A major concern has been the access to United Hospital located in the southwestern corner of the City. There is a need for a new access road from Stonebrook Road to U.S. Route 50. This is a major project that the City should support in efforts to secure state and federal funding. The hospital does not have proper access for its emergency vehicles and critical time is lost. United Hospital serves the region and as such it needs to be readily accessible.

The City should endorse the County's efforts in seeking state funds for road construction. The additional funding requested by Harrison County is needed to support the economic growth that is occurring in the region. Clarksburg, as the central city in Harrison County, must have good access to all the areas of the county.

C. Mass Transit

Bus transportation is important to the City of Clarksburg and the region, particularly from the perspectives of economic growth and development, as well as the conservation of natural energy resources. The Central WV Transit Authority serves the City, Harrison County and the surrounding region. It has provided excellent service to its riders. In addition, it schedules demand service. The Transit Authority is currently updating its transit plan. As the patterns of land use and population are shifting, the Transit Authority has had to adjust its scheduling and routes to meet these changing transportation needs. Cuts in federal funding of mass transit have also required service reductions.

The continual support by the City to the Central WV Transit Authority is essential to the stability of this important service. More information on routes and transit information should be publicized. The City should consider providing transit shelters at major stops in Clarksburg. Bus stop signage should have detailed route maps and schedules. In

cooperation with the Transit Authority, the shelters could be mainframed regularly. This provides a better image of the City and mass transit, which might improve its usage.

Continuation of bus service in Clarksburg is important. Many residents, especially the elderly and poor, do not have their own private automobiles, by reason of age and income. Maintenance of a good bus transportation system relieves congestion and the demand for additional parking space in the Central Business District. The medical and social service facilities are concentrated in the Downtown and therefore bus service is essential from the surrounding areas. A major transfer station within the Central Business District could increase ridership and develop a good visual image for the transit system. This transfer facility would also reduce the need for buses to sit idle at congested street locations, including in front of the Harrison county Court House and in front of the Harrison-Clarksburg Public Library.

Greyhound also provides bus service to Clarksburg. The City is on a major route from Pittsburgh to the Baltimore - Washington Area. The Greyhound Station is located on North Sixth Street by the bridge over U.S. Route 50. It is in substandard condition and either should be completely renovated or a new facility constructed.

D. *Rail And Air*

The City is served by the Chessie System (Baltimore and Ohio Railroad). Major rail lines traverse the City from east to west north of U.S. Route 50 and there are several lines which run north and south, one which is east of the West Fork River and the other is at the eastern edge of the City and parallels Elk Creek. Rail service is strictly for commercial/industrial purposes. There is no passenger rail service through the city nor the region.

The former rail yards in the Glen Elk District have been abandoned and the site sold. Rail service has decreased steadily over the years and with the demise of the glass plants and other industry in the City, the need for rail transportation has decreased significantly.

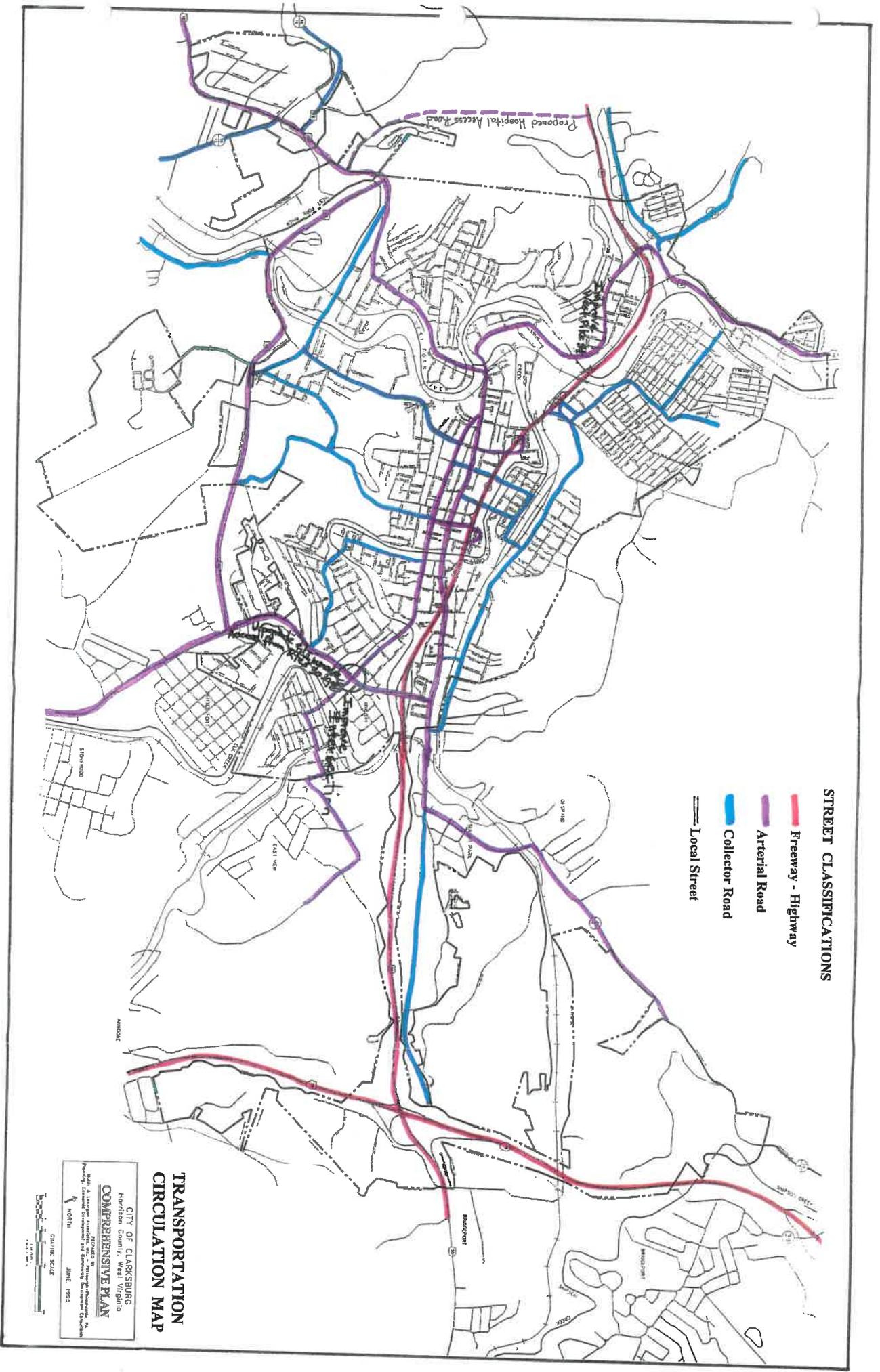
Air service is also limited. The only airport, Bendedum Airport, located in the northern part of Harrison County. It is currently undergoing a \$30 million expansion of the airport runway to accommodate larger planes. The current terminal is not adequate and needs to be expanded and renovated. Passenger service is limited.

E. *Highway Network*

Clarksburg is fortunate with the completion of U.S. 50 which traverses the City in an east - west direction. It skirts the downtown area and there are sufficient exists to permit good access to the highway. Traveling west on U.S. Route 50 takes the motorist to Parkersburg and the connection to I-77 which runs north to Ohio and south to Charleston, WV and south continues as the West Virginia Turnpike (I-64/I-77).

Heading east on U.S. Route 50 approximately 2 miles is the intersection with I-79. I-79 also travels north and south. To the north, I-79 intersects with I-68 south of Morgantown which goes to Hancock, Maryland and intersects with I-70. Further north on I-79 the highway

intersects with I-70 to Wheeling and points west, or north to Pittsburgh and I-76. I-79 south travels to Charleston, WV connecting to I-64 / I-77. It also connects with the newly redeveloped U.S. Route 19 that travels to Beckley, WV and continues to the Virginia boarder.



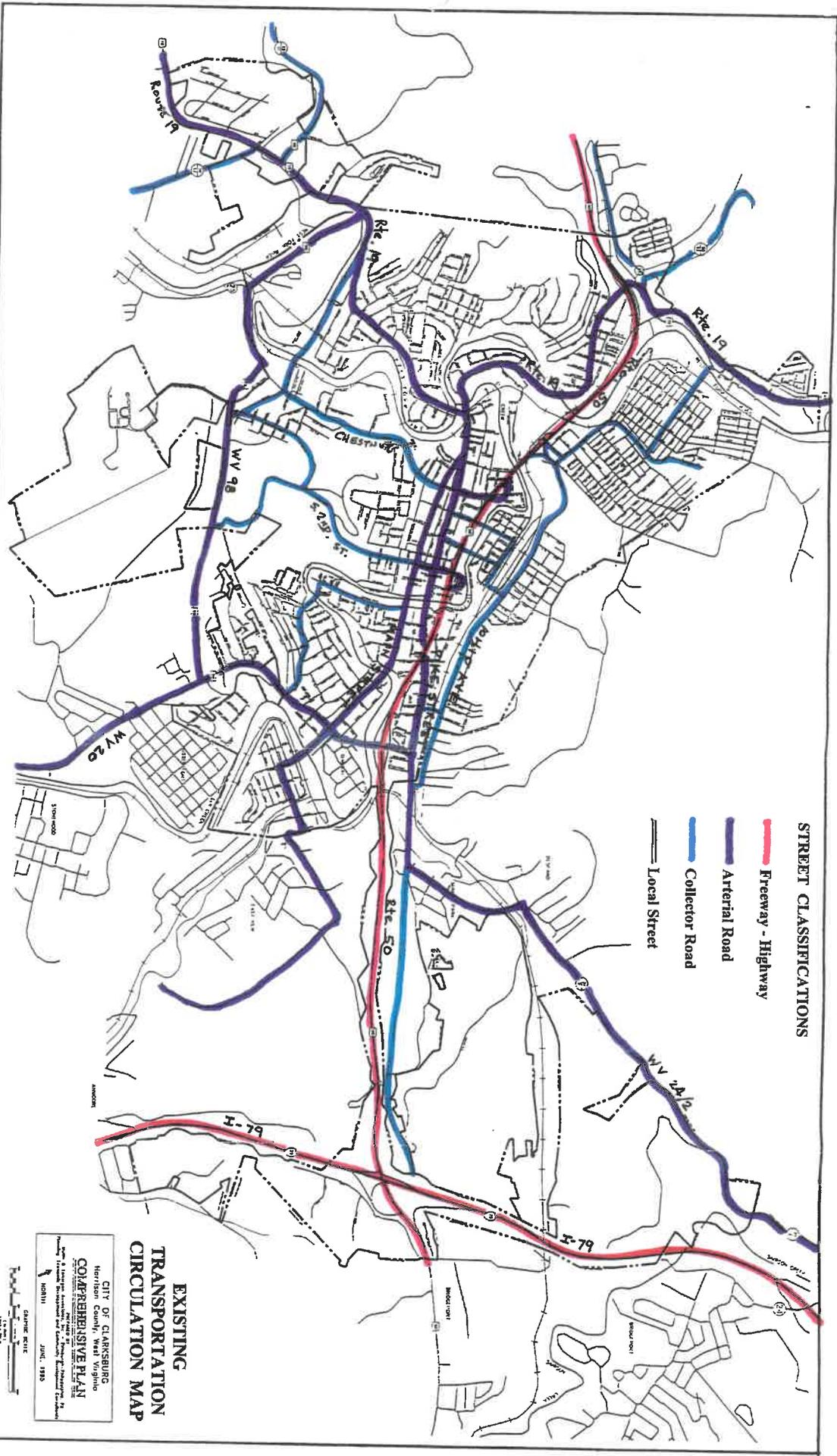
STREET CLASSIFICATIONS

- Freeway - Highway
- Arterial Road
- Collector Road
- Local Street

**TRANSPORTATION
CIRCULATION MAP**

CITY OF CLARKSBURG
 Harrison County, West Virginia
COMPREHENSIVE PLAN
 Adopted by the Board of Commissioners
 Planning, Economic Development and Community Improvement
 NORTH
 JUNE, 1958





STREET CLASSIFICATIONS

- Freeway - Highway
- Arterial Road
- Collector Road
- Local Street

**EXISTING
TRANSPORTATION
CIRCULATION MAP**

CITY OF CLARKSBURG
Northern County, West Virginia
COMPREHENSIVE PLAN
The City of Clarksburg, West Virginia, is hereby adopting the Comprehensive Plan for the City of Clarksburg, West Virginia, as shown on the attached map, and the same shall be the basis for the development and construction of public works and facilities within the City of Clarksburg, West Virginia.
APPROVED: _____
JULY, 1980



SECTION X. Community Facilities Plan

**City of Clarksburg
Harrison County, West Virginia
Comprehensive Plan Update 1997**

COMMUNITY FACILITIES PLAN

Community facilities are buildings, lands and services which serve the public. The previous Comprehensive Plans of 1973 and 1978 did not include a Community Facilities Plan element. While the Planning Commission does not have control over allocating the City's resources among public services, the Planning Commission can establish recommendations to ensure conformance with the goals and objectives established in this planning document. These policy recommendations are important to maintain the spirit and intent of the Comprehensive Plan.

A. *PARKS AND RECREATION*

The City Parks Department maintains and operates the City's parks and recreation programs. There is a Board of Park Commissioners which oversees the department. The recent passage of the City Parks Improvements Levy has helped finance major renovations and improvements to the parks and playgrounds in the City.

The following are the major recreations facilities:

1. Veteran's Memorial Park - 50 acre park. Facilities include: 50 meter swimming pool and water slide; 18 hole miniature golf course; 1.5 mile course - Mayor's Fitness Trail; picnic shelters and grills, picnic areas; lighted basketball court; sand volley ball court; 4 lighted tennis courts; accessible play structure; and 3 Little League Baseball fields.
2. Lownds Hill Park - 58 acre park. Facilities include: passive recreation areas; trails; historic Civil War battle trenches; and Scenic overlook of Clarksburg.
3. Clarksburg City Park - 35 acre park. Facilities include: Frank Lorin Memorial Baseball Field; 18 hold miniature gold course; softball field; 3 Little League Baseball fields; Soccer fields; multi-purpose field; play areas; picnic shelters and grills; 2 tennis courts; lighted basketball courts; and volley ball court.
4. Buffalo Lake Recreational Area - 55 acre lake, located approximate 8 miles south west of the City. Facilities include: trout, catfish and bass fishing; swimming area; row boat and motor boat rentals; paddle boat and aqua cycle rentals; picnic areas, shelters and grills; and play areas.
5. Clarksburg Recreation Center - former Morgan School. Facilities include: adult and children's programs; gymnasium; exercise rooms; and meeting rooms.

In addition to these park and recreational facilities, the City maintains neighborhood parks and playgrounds, including: Adamston - N. 25th Street; South 23rd Street; Broadway-Tuna

Street; Carlisle - Maple Street; Glenwood Hills - Glen Avenue; Harrison Street; Hartland - Liberty Avenue; Jackson - East Pike Street; Monticello - Monticello Avenue; Montpelier - O'Conner Street; Mulberry Avenue; North Side - North 8th Avenue; North View - Goff Avenue; South 7th Street; Stanley - Euclid Avenue; and Uptown Green - West Pike Street.

Improvements to the parks and recreational facilities are needed in the following locations:

- Veteran's Memorial Park - renovation of the municipal pool wading area pool; paddle boat operations; access road and parking lot improvements; construction of an amphitheater; picnic shelter construction; renovation of Mayor's Fitness Trail; and construction of a fishing pier.
- Clarksburg City Park - renovation and new construction of picnic shelters; parking area renovation; and additional play equipment.
- Clarksburg Recreation Center - paving of the parking area.
- Buffalo Lake Recreation Area - renovation of the play area; and renovation of the swimming area.
- Adamston Playground - relocate playground to another site in the neighborhood.
- Broadway Playground - renovation of the athletic field; and installation of additional playground equipment.
- Carlisle Playground - improvements to the parking area; and the installation of swings with safety surface.
- Hartland Playground - installation of new fencing.
- Jackson Park - landscaping work; and installation of additional playground equipment.
- Mulberry Playground - installation of new playground equipment & safety surface.
- North Side Playground - landscape work and tree pruning.
- North View Park - renovation of walkways; and improvements to the athletic field.
- South 7th Street Playground - relocate playground to another site in neighborhood.
- Stealey Playground - improvements to the volleyball court.

The City also sponsors the following annual events and programs: "Music in the Parks" concert series; Cultural Heritage Festival; Labor Day Open Tennis Tournament; Summer Playground Program; Baseball Camp; Volleyball Leagues; and Tennis Classes.

B. Education

The Clarksburg Board of Education has prepared its own Educational Facilities Plan. The City anticipates a continuing decline in its student population. The declining enrollment is projected to continue through the 1990's before leveling off by the year 2000. The School Board has been consolidating schools and facilities as a result. The completion of the Robert C. Byrd High School in the southern edge of the City consolidated the City's high schools into one large and modern facility. It is one of the largest high schools in the State.

The other public schools consist of: North View School; Victory School; Washington Irving School; and Broadway School. The former Morgan School has been turned into a recreation center.

Parochial schools in the City consist of Notre Dame which has both elementary and secondary schools. The Hartman Magnet Center is North View provides educational opportunities for the developmentally disabled.

There are two college facilities located within the City. Salem-Teikyo University is located on North Sixth Street in the Central Business District. This is satellite campus for the main college which is located outside the City limits. The other higher education facility is Fairmont State College located on West Main Street, also in the Central Business District. Fairmont State College operates this branch school in Clarksburg and will be expanding its facilities within the next year due to increased enrollment. These schools have also developed vocational and technical training programs in cooperation with local businesses.

C. PUBLIC SAFETY

The City operates its own Police and Fire Protection Departments. Police services are located in the present City Hall but will be relocated with the construction of the new municipal complex. There are four fire stations: Central Station; West End Station; East End Station; and North View Station. A fifth station is needed in the EastPointe District to reduce the travel time. The police and firemen are paid City employees.

The Fire Department is adequately equipped with tanker trucks and hook and ladder trucks. However, there is a lack of 6" water lines and updated fire hydrants in the City. The City needs to address this key issue of fire safety. The crime rate in the City is low as well as Harrison County as a whole. Public perception of police protection is generally good. There is a need for more patrols both foot and vehicular. The City does not have lock-up facilities and utilizes the County facility. There is, at present, no juvenile detention facility in the City nor Harrison County. The County has identified this as a need.

There is a Countywide 911 Emergency System which dispatches police, fire and EMS personnel. However, the 911 System lacks both computer-aided dispatch and compatibility with the back-up system. A new facility has recently been constructed on Route 20 by the Route 98 intersection, to house ambulances and emergency vehicles. This is the Harrison County Public Safety Complex which replaces the former facility located in the North View District of the City.

D. Health Care

Health care services are provided at the United Hospital Center located off Route 19 in the southwestern portion of the City. United Hospital Center has become a regional full care facility serving the rapidly growing North Central West Virginia area as a referral center and provides emergency medical care to over 40,000 patients each year. In addition, the UHC has a trauma center. It is the largest employer in the City and Harrison County. The hospital is a merger of two hospitals and has been renovated and expanded to serve the needs of the region.

Another health care facility is the Veterans Administration Hospital located off Route 98 adjacent to the City's Veteran's Memorial Park at the bend in the West Fork River. This is also a full service hospital serving the needs of veterans from 26 counties in the State. The VA Hospital serves as a regional health care facility for all of West Virginia and portions of 3 other states.

The United Hospital Center has more than 90 physicians and nearly 500 nursing staff. It has the third largest patient load in the State. The hospital complex includes a Family Practice Center, a physicians' office building, a laboratory, and a radiation medicine department. The UHC maintains a clinical affiliation with West Virginia University, Salem-Teikyo University, West Virginia Wesleyan College, and Alderson-Broaddus College. It also houses the United Summit Center for Human Development which offers psychiatric and counseling services.

The Louis A. Johnson V.A. Medical Center handles both inpatient and outpatient cases. It employs approximately 400 people and maintains affiliations with 4 local colleges and the WV Board of Vocational Rehabilitation. It offers the following specialized services; alcohol treatment; electrocardiography; oncology; pharmacology; pulmonology; rehabilitation medicine; and urology.

In addition to the two hospitals, health care is also provided by the following: Abbey Home Health Care for in-home medical services; Altenheim Resource & Referral Center for assisted care for the elderly; the Clarksburg Baby Clinic, a well-baby clinic; Children's Treatment Center for therapy and treatment of children's health problems; Clarksburg Continuous Care which provides personal and intermediate care; Harrison County Senior Care, Inc. for in-home personal care for the elderly; Harrison Medical Services-Home Health for skilled nursing care; Health Access, which provides free medical care for the very low income; and United Summit Center, which is a behavioral health center.

The residents of the City of Clarksburg are fortunate in that there are good health care facilities that cover the broad range of health care needs. The only recommendation that is made is for an access road to the United Hospital Center. This is needed to provide faster response time for emergency vehicles and ambulances and would serve both the UHC and VA Hospital.

E. Infrastructure

E. Infrastructure

The Clarksburg Sanitary Board recently completed an update to its Facility Plan which addresses a major part of the sewer system's Combined Sewer Overflow Plan of Action. This plan proposes the first phase of a systematic approach to eliminating system overflows during wet weather periods. The Phase I project includes infiltration and in-flow improvements to the existing collection system and modifications to the existing plant to increase daily and peak flow treatment capacities.

1. Collection System Improvements

The proposed collection system improvements are directed to the main interceptor line along the West Fork River and Elk Creek. The improvements would include installing tide gates, repairing lines, sealing manholes, televising lines, and cleaning lines. The estimated construction cost with 10% contingencies is \$1,144,000.

2. Wastewater Treatment Plant Improvements

The proposed wastewater treatment plant improvements are focused on increasing the existing plant treatment capacities from 5.5 MGD to 8.0 MGD average daily flow and 7.0 MGD to 12.0 MGD peak daily flow. The improvements would include the expansion of the existing treatment process by installing an all new diffused air system in existing aeration tank, constructing an additional 70' diameter final clarifier, and expanding the existing chlorine disinfection system.

Several other plant improvements are proposed. The two most significant improvements are as follows. First, the installation of a new 2.0 meter belt press system with lime stabilization. This will allow the Board to discontinue use of the existing incinerator and come into compliance with the Clean Air Act. Second, the installation of new chlorine handling and injection facilities. This will remove an existing safety hazard with the existing system.

The estimated construction cost with 25% contingencies for the plant improvements is \$3,507,000. The work will be completed by the Spring of 1997. In 1998, the Board will spend approximately \$1,000,000 for cleaning and televising the lines for the future work of separating the storm and sanitary sewer lines. Over \$5,000,000 is projected in expenditures over the next 5-7 years, with the cost spread over the customer base.

There are also long range plans to expand the customers served and consolidate areas into the Clarksburg Public Service District. Areas to be considered into a phased consolidation include the Mount Clare Road P.S.D. and the County Club Addition which will provide service to approximately 300 customers. Other areas include Gore, Arlington, Glen Falls, Dawson and Route 19 North which serve 400-500 customers. In addition, the Sun Valley P.S.D. is expanding its sewer collection system in a 4 phase project. The City of Clarksburg would then accept the sewerage for treatment. This would mean an additional 600 customers over the next 5 to 10 years. The City's system has the capacity, and the outside areas realize that it is to their financial benefit to connect into that treatment facility.

The City of Clarksburg has its own water system which is administered by the Clarksburg Water Board. There are no immediate plans to expand the plant for the next 5 to 7 years. The system has the capacity of 13 mgd and the daily demand is only 7 mgd. The Water Board recently completed a study and upgrade to its plant and facilities. There is a need for consolidation of the water P.S.D.'s in the County since Clarksburg has the capacity. However, the composition of the Clarksburg Water Board will need to be modified to include representation from those areas served which are outside the Clarksburg corporate limits. This will foster greater cooperation among the P.S.D.'s and help to consolidate some of the systems. At present there are 22 water utilities in the County and 3 private water associations, therefore, the need for consolidation is very much in evidence.

The Clarksburg water treatment facility is the state-of-the-art plant and already serves most of Harrison County. The Infrastructure Council established recently by State legislation is a State Clearinghouse and funding source for infrastructure projects. State law favors the consolidation of P.S.D.'s and private water associations and discourages the establishment of new P.S.D.'s. Accountability to the customers is critical in forming mergers of P.S.D.'s.

Additional recommendations for improvements to the water system are included in the City's Capital Improvement Program.

The City of Clarksburg owns and operates the Clarksburg Yard Waste and Compost Facility. Because of recent legislation, yard waste is not allowed to be deposited in State land fills. The forward visioning of the City will enable them to collect yard waste and compost material and distribute good growing material to its residents at a very cost.

SECTION XI. Economic Development

City of Clarksburg
Harrison County, West Virginia
Comprehensive Plan Update 1997

ECONOMIC DEVELOPMENT

Clarksburg, being the largest city in Harrison County, is also the center of industrial and business activity within the County. The City, with 26% of the County's population, accounts for nearly half of the County's manufacturing employment and about half of the commercial activity in the county, much of this activity is concentrated in the Downtown Area of the City.

A. *Downtown Revitalization*

Clarksburg has had several plans prepared for the Downtown in the past 20 years, including:

- The Downtown Plan of 1974, prepared by McFarland, Johnson, Gibbons Engineers, Inc.
- Downtown Revitalization Plan of 1989 prepared by Hammer, Siler, George Associates.
- The Economic Metamorphosis of Clarksburg WV in the 1990's of 1993, prepared by Paul Miller.

Along with previous surveys, the City undertook another survey of the business community as a part of this Comprehensive Plan Update. The results of the survey indicated that the major problems and concerns affecting the Downtown are the number of vacancies, the ability to attract new businesses, and upgrading the deteriorated structures and demolishing dilapidated and obsolete buildings. Parking in the Downtown was viewed as a lesser problem, however, there were numerous suggestions for a better mix of retail stores. Another concern was the movement of professional offices from the Central Business District. The outlying Business-Professional Office (BPO) District. It was felt that this was having an adverse effect on office rentals in the CBD and causing vacancies in the upper floor of buildings.

Updating the conclusions reached in the previous plans and studies the following recommendations and factors are presented for consideration for the continued revitalization of the Downtown.

- The Downtown cannot compete with the shopping malls and centers (i.e. Meadowbrook Mall and EastPointe). The Downtown has its own unique blend of retail and service commercial. The Downtown is the County Seat of government which in itself brings consumers into the area. The Downtown should continue to become the service commercial center of the region. Banking facilities and office space will remain concentrated in the CBD.

- The Downtown will remain the cultural center of the region. The library and cultural events attract people to the Downtown. The continuing renovation of the Robinson-Grand Theater is significant. The historical resources of the Nathan Goff Mansion and other historic properties are a major benefit to the CBD.
- The construction of a new municipal complex and the Pike Street federal GSA offices are positive effects on the area.
- Human services and facilities are all centrally located in the Downtown and they should remain in the area.
- The location of a branch of Salem - Teikyo University and the construction of a larger branch facility for Fairmont State College in the Downtown increase the number of people using the Downtown.
- Improve public transportation routes to the Downtown and provide shelters and public information/direction at these shelters will increase ridership and allow more citizens to come to the Downtown.
- The City's Downtown facade and exterior Improvement Loan program should be expanded to help restore and rehabilitate the structures in the CBD. This program provides incentives for businesses and building owners to invest in their properties.
- Improve the signage and enhance "portals" to the City. The main exit off U.S. Route 50 at Second Street needs to be properly landscaped and "dressed up" with signage and graphics on the parking garage. This sets the stage for shoppers and visitors to the Downtown and it should be as attractive as possible. In addition, planing areas should be installed along with street trees, street furniture and signage.
- Improvements to the City's parking facilities should be considered. Visitor and shopper parking should be located on the lower levels of the parking garage. Additional off-street parking needs to be constructed along the peripheral of the Downtown (i.e. Howes Avenue, Chestnut Street, and Washington Avenue).
- Advertise and promote the Downtown as a diversified, but unified shopping district. The shopping plazas and malls advertise and promote stores and sales with a unified approach and the Downtown must also do the same in order to remain competitive. This will also develop cooperation between the businesses in the CBD and it is a more efficient and effective use of resources. In addition, set hours of operation and one evening per week should be established for the majority of the businesses.
- Reorganize the downtown merchants and businesses into a new organization to implement programs and become a more effective voice for improvements and financial resources to be channeled into the CBD.
- The City should continue its efforts in business retention and business recruitment. The campaign that was started by the City's Office of Community and Economic Development should be implemented in cooperation with the new downtown merchants

floor space, especially along West Pike Street. The use of public funding for the Business Credit Enhancement Program and facade loans is necessary to attract and retain businesses in the Downtown.

- Promote the cultural and arts attractions in the Downtown. Work with the Harrison Arts Council and support the improvements to the Robinson-Grand Theaters. In addition, support should be given to the development of the Nathan Goff Mansion as a cultural facility, meeting place and museum.

B. *Job Retention/Creation*

The City's economic base has been declining over the past 20 years with the closing of the glass plants and in the mid-1980's with the closing of the glass plants and in the mid-1980's with the loss of Anchor Hocking. The City has incorporated two large tracts of land into its boundaries to reverse this trend and to create new sites for business and industry to develop. The first site originally known as the Life-Science Center has been renamed the Harrison County Business and Technology Centre. The County Development Authority is the owner and has been marketing and selling off sites. Due to the undermining of the area, smaller low rise buildings are more suitable for the area. The other major tract of land is being developed by the Federal Government as an FBI Fingerprint Identification Division. Projected employment at this facility is anticipated to approach 3,600, the majority of which will be new jobs available to local residents. These two developments are helping to reverse the downward trend and reduce the unemployment rate in Harrison County which was 12.1% in 1993 and 10.5% in 1994.

Employment statistics for Harrison County are as follows:

● Civilian Labor Force	=	30,400
Total Employment	=	26,710
Total Unemployment	=	3,690
● Total Nonfarm Payroll	=	26,950
Goods Producing	=	4,400
(Mining	=	1,010)
(Construction	=	1,180)
(Manufacturing	=	2,210)
Service Producing	=	22,550
(Transportation & Utilities	=	2,660)
(Trade, Wholesale & Retail	=	7,420)
(Finance, Insurance & Real Estate	=	1,150)
(Services	=	6,410)
(Government	=	4,900)

Several efforts are being made to encourage labor-management cooperation in an ever increasing competitive market. The State has joined the Joint Industrial Labor Management Council which seeks to improve labor and management relations. In addition, the WV Development Office and the WV Labor Management Council have State funds to support area labor-management committees.

Clarksburg has its greatest concentration of the employed work force in the operatives, craftsmen and foremen occupations which is reflective of a highly skilled work force. Manufacturing has shown a steady downward trend, with the service producing jobs accounting for almost 84% of the nonfarm payroll. This trend toward an increase in the service oriented business activity is similar to trends taking place throughout the region and State as a whole. The former dependence on mining and manufacturing is waning.

In order to attract new workers and retain this labor force, the City must team up with the County to promote new economic initiatives and cooperative ventures. Positions and job opportunities in the banking, finance, health care, government, and retail trade areas should be targeted for promotional efforts. In addition, the City should utilize its excellent location and highway network to encourage more transportation and warehousing facilities to locate in the area.

New Business and Occupation Tax credits and financial incentives that have been developed by the City will encourage new business development in the Central Business District and the Glen Elk District.

C. *Financial Resources*

The City of Clarksburg and Harrison County are served by 6 banks with over \$837 million in assets. It is considered a primary retail trade area in the State with a trade area population of over 70,000 persons and an effective buying income of over \$755 million. The median household income is \$22,550 which is the highest in the North Central Region of the State.

Total retail sales in 1993 were approximately \$600 million. The largest components of the retail sales were in food, automobile and general merchandise.

1. Taxes

The West Virginia Business and Occupation Tax is a tax levied for the privilege of doing business in the State. The tax is measured against values of products, gross proceeds of sales, or gross income according to the classification of the business activity. Clarksburg also has its own City B & O tax.

The West Virginia Income Tax imposes a personal income tax on a portion of the income of all residents, irrespective of where such income is earned. Nonresidents are taxed only upon income derived from West Virginia sources. Corporations and partnerships are not subject to the WV Income Tax, and credit is given for B & O taxes paid. There are no local income or wage taxes in Clarksburg.

2. State Programs and Resources

The State of West Virginia has developed a series of economic development programs to create jobs and stimulate the local economy.

- Buy West Virginia Market Link - informational source about products and service capabilities of W.V. companies.
- WV Industrial Extension Service - is a division of the WV University Extension Service dedicated to delivering technical and management assistance to manufacturing firms in the State.
- WV Small Business Development Centers - promote economic development by assisting in the creation of new businesses, as a part of the WV Development Office. There is a satellite office of the Fairmont State SBDC in Clarksburg.
- WV University Extension Service - serves each County in the State by providing programs for continuing education, adult education, leadership academy, as well as industrial extension.
- Economic Development Clearinghouse - links persons with the appropriate resources of WVU and the extension services.
- Center for Entrepreneurial Studies and Development, Inc. - provides technical and managerial assistance for new and existing businesses to support economic development and create jobs.
- Institute of Industrial and Labor Relations - serves as an impartial data source for human resource development & labor-management problem resolution.

- Governor's Guaranteed Workforce Program - provides training assistance to new companies moving into the State or start-up firms. Grants for training up to \$1,000 per employee.
- The Institute for Safety and Health Training (ISHT) - provides training courses to enable employees to do their jobs in a more safe manner through customized training programs, including assistance in interpretation, design and expansion of new or existing programs to meet a company's demands.
- WV Bureau of Employment Programs - refers applicants to a company after the applicants have met the minimum employment qualifications and the company has the option of selecting job candidates.

3. *Financial Incentives*

Through the West Virginia Development Office, the State offers a variety of financial incentive programs to attract new businesses and industry and encourage expansion of existing firms. The West Virginia Economic Development Authority is the State's financing agency to promote job creation and economic development by offering loans.

- Direct Loan Programs - provides low interest, direct loans to expanding State businesses and to firms locating in the State. Loans are made from \$50,000 to \$200,000, up to 45% of eligible project costs, subsidized interest rate below prime.
- Loan Insurance Program - insures a portion of a commercial loan to a small to medium sized business after the loan is conditionally approved by the bank, up to \$150,000.
- Industrial Park Development - provides matching funds for federal grants and locally raised funds for development authorities to develop industrial parks, administered by WVEDA.
- WVDO Microenterprise Development Loan Program - provides small loans of up to \$10,000 for working capital to small start-up firms.
- Capital Access Program - provides a source for investment capital funds for businesses that cannot obtain investment capital financing from traditional bank sources. Loans from \$200,000 to \$750,000 up to 80% of project cost, with a 10 year term on equipment and 20 year term on land/building at the WSJ Prime rate, for acquisition, construction and renovation projects.
- Small Business Administration Programs - offer a variety of loan programs to eligible small businesses which cannot borrow on reasonable terms from conventional lenders without government help. Most loans are guaranteed by the SBA: i.e. Guaranty Loan - up to 90% of the bank loan amount up to \$750,000 for 25 years. The Small Loan Program of SBA provides loans of \$50,000 or less to small firms in the service sector. The Section 504 Certified Development Company

Program provides long-term financing to small businesses. Financing is tied to job creation and is earmarked primarily for established firms.

- Jobs Investment Trust Fund (JIT) - established by the State in 1992 with a \$10,000,000 pool of funds to leverage other funding sources for existing or new businesses, up to a maximum of \$2,000,000 investment in any one firm.
- West Virginia Capital Company Act - provides venture capital companies as certified investors who will contribute capital in a company in exchange for some level of control and a return on their investment. Most venture capital companies are interested in projects requiring \$150,000 to \$200,000 or more and expect a return of 3 to 5 times their original investment within 5 to 7 years. One firm is Grafton Capital Venture Fund located in Clarksburg.
- Federal Home Loan Bank - provides low interest loans to member banks to loan to businesses or agencies at prime or below, under the Community Investment Program (CIP) for revitalization and economic development in distressed areas.

SECTION XII. Implementation Strategy

SECTION XIII. Appendices

**City of Clarksburg
Harrison County, West Virginia
Comprehensive Plan 1995**

IMPLEMENTATION STRATEGY

The purpose of this section is to provide a guide to local officials, staff, and the planning Commission for implementing the policy recommendations of the City of Clarksburg Comprehensive Plan Update. Provided is a review of the regulatory tools available to the City and potential funding resources available to effectuate the Plan.

A. Regulatory Tools

1. Zoning

A comprehensive plan provides a framework for the development of a community. Zoning is one of the most important tools for putting the City of Clarksburg Comprehensive Plan Update into action. Zoning consists of a text describing the different land use zones.

Zoning ordinances should reflect the policy goals and objectives as provided in the community's comprehensive plan and give consideration to the character of the municipality, the needs of the citizens and the suitabilities and special nature of the particular parts of the municipality. The provisions of zoning ordinances shall be designed to promote, protect, and facilitate the public health, safety, morals, and the general welfare; to prevent overcrowding of land, blight, danger, and congestion; to provide for the use of land for residential housing of various dwelling types; and to accommodate reasonable overall community growth, including population and employment growth.

Zoning is meant to be a flexible tool. Amendments to the zoning ordinance and map may be made based upon changing conditions and assumptions. Amendments are meant to reflect the desires of the community and should occur based upon amendments to the comprehensive plan to assure that all zoning decisions have a factual base, avoiding piecemeal zoning.

The zoning process should be open to the public. In any zoning decision, the facts should be well documented, and there should be good reasons for what is recommended or rules in agreement with the policies established by the *City of Clarksburg Comprehensive Plan Update*.

The Clarksburg Zoning Ordinance was also updated at the same time as the preparation of the Comprehensive Plan and it is in conformance with this plan.

2. Subdivision and Local Development Ordinance

The subdivision and land development ordinance regulates the development and redevelopment of lands in a community based upon prevailing community policies as described in the comprehensive plan. The subdivision and land development ordinance works with the zoning ordinance to assure development and redevelopment occur in an orderly fashion. A community's subdivision and land

development ordinance may include provisions for ensuring that land development and redevelopment shall conform to the comprehensive plan and to any regulations or maps adopted in furtherance thereof and provisions for encouraging and promoting ingenuity in the layout and design of land development and redevelopment.

The subdivision and land development ordinance seeks to ensure orderly development and redevelopment which will be physically attractive and not a heavy burden on municipal finances.

Subdivision and land development regulations should be administered in keeping with the goals and objectives of the comprehensive plan. Like zoning, the subdivision and land development ordinance has some flexibility through either the variance or the amendment process.

3. Capital Improvement Program (CIP)

A CIP schedules the future provision of capital improvements based on the need for various projects, and on a municipality's financial ability to pay for them. Capital improvements are defined as major, one-time expenditures by a local government to provide or improve physical facilities, acquisition of land, or exterior improvements to buildings.

Formulation of a CIP is based upon a municipality's overall goals and objectives for developing capital projects, some of which are articulated in the municipality's comprehensive plan. At the same time, a municipality must also project its future revenue raising capability, taking into account current debt services obligations, statutory debt limits, types of revenue sources available to them, growth of future revenue sources such as the real property tax base, and future financing costs. The result of combining the needs and the analysis of financial capability is a prioritized list of capital improvement projects for each year covered by the CIP, which normally covers a five to ten year period.

There is a high degree of interaction between the CIP and the comprehensive plan. The type, location, capacity, and ultimately the cost, of future capital improvements are determined by the development allowed under the comprehensive plan. The level of future revenues that will be available to pay for capital improvements, which in turn will determine the aggregate cost of the projects that can be funded, are also partially determined by the comprehensive plan. The CIP reconciles these forces by scheduling the construction of capital projects within the municipality's ability to finance them, which in turn controls the timing of the development requiring these projects. This ensures that all the costs of change, including the annual debt service for capital improvements, will coincide with the revenues required to pay for the change.

4. Other Local Land Use Regulations

- **Building Code.** The building code is a set of regulations that describe standards for the construction of new buildings. Additionally, the building code establishes criteria for any repair or alteration of a building and provisions for property maintenance, administrative controls and technical guidelines for rehabilitation and reuse of existing buildings. The building code interacts with the comprehensive plan and the zoning and land development ordinances to ensure that development and redevelopment meets community safety standards.

- Site Design Review Ordinance. Site design review goes beyond plan review to review the siting and design of buildings in light of community design objectives in agreement with the comprehensive plan. A site design review ordinance is particularly appropriate for municipalities where buildings have more appeal to prospective business, industry, and residents; and, above all, a good appearance gives the residents pride and caring about the municipality.
- Historic District Ordinance. This type of ordinance provides for the preservation and protection of historical properties and architecturally significant structures by imposing restrictions on the use, design, or alteration in designated historic districts. It provides review and administrative powers to a Landmarks Commission.

B. Funding Resources

Funds available to the City of Clarksburg for implementing the policies recommended by the *Comprehensive Plan Update* are available from three sources: revenues; borrowing through municipal bonds; and intergovernmental grants and loans. Additionally, included are funding sources for enhancing economic development in Section XI of this plan.

1. Taxes

Property tax revenue is a common method of funding for the day-to-day operation of local government operations. Tax revenue can also be utilized for long-term expenses. A prioritized list of desired capital improvements beyond those recurring expenses can be maintained with the City instituting a Capital Improvement Program as noted above, to project needs and avoid “crisis financing”.

This form of financial resource is also augmented by special levies or taxes. In 1994, the WV State Legislature passed HB 4168 which amended the State code by creating business improvement districts to foster economic growth and development. This allows communities to change annual fees on properties located in the district to support improvements or special services, events, etc.

2. Municipal Bonds

A municipality can insure nonelectoral debt equal to two and one-half times the average of its last three year’s total revenues (minus Revenue Sharing and Community Development Funds, etc.). In the case of these general revenue bonds, the loan is then repaid without interest over a period of years from revenues earmarked for this purpose and deposited in a special sinking fund account. Among the projects that these borrowed funds could help finance are : road improvements; park and recreational facilities and improvements; sewer and water improvements; curb and sidewalk repairs; acquisition and demolition of deteriorated properties; and purchase of police and fire equipment.

Three types of bonds may be utilized :

- revenue bonds - paid from the operation of the improvement or facility.
- general obligation bonds - paid by future taxes or general revenue sources of the City.

- special assessment bonds - paid from revenues produced by assessing costs to the users, or those principally benefiting from the improvement or facility.

3. Intergovernmental Grants and Loans

Funds are available under the Federal Community Development Block Grant Program which are provided to the State for allocation. CDBG funds can be used for a wide range of eligible activities which principally benefit low to moderate income persons or aid in the prevention or elimination of slums and blight.

The State administers a myriad of housing programs under the West Virginia Housing Development Fund. These programs utilize federal HOME funds, low income housing tax credits and State funds for housing rehabilitation, new residential construction, home buyer programs, rent subsidies, etc. In addition, Rural Economic and Community Development has several programs for single family and multi-family residential developments. West Virginia has developed programs and agencies to assist in economic development and loans to businesses and industry to start-up or expand.

Appalachian Regional Commission has several programs that will assist the City in local access road development and improvements to sites for new development, both residential and non-residential. Other funding is available from the Federal Highway Administration and for mass transit.

C. Annexation

It is almost impossible to tell where the City of Clarksburg starts and ends because municipal boundary lines are not usually along physical or topographic lines. In many instances, the areas adjacent to the City receive the same municipal services (water and sewerage) as the residents of Clarksburg. Streets and highways, which are maintained by the WV Department of Highways, do not suddenly change in character when the traveler crosses from one municipality to another. Educational services provided by the Harrison County Board of Education are uniform throughout the County and do not suddenly change at the boundary line. This is also true of a number of social, welfare, and health services that are provided by County-wide agencies for all residents of Harrison County.

The provisions of the West Virginia Code governing annexation favor the rural property owner versus the interest of the City. The election provisions and judicial review requirements of annexation law preclude any aggressive program of annexation by the City. Suburban property owners look to the City when they find that the services to property owners outside of the municipal jurisdiction are inadequate. The City cannot deny solid waste collection, water supply, and sewage disposal to these adjacent property owners just because they are outside the corporate limits of the City. The availability of fire protection services from volunteer fire departments and police and law enforcement from County government are adequate for most suburban areas, therefore, they do not feel a need to be incorporated into the City.

The results of inadequate land subdivision practices are evident throughout Harrison County. The lack of adequate standards and controls for roads, water supply, and waste collection systems, storm drainage, and other land development controls are evident in many small residential subdivisions in the County. Minimum standards for land development, including provisions for road grades and

width, utilities, drainage and conservation, in the form of a County Subdivision Ordinance, would provide consumer protection and a guide to land developers. The adoption of the same regulations by both the City of Clarksburg and Harrison County should be given a high priority and it would provide for more growth and ease the problems of annexation.

There are physical limits to the future expansion of the Clarksburg municipal boundaries. Rugged topography and stream valleys preclude immediate growth and development to the west and northwest areas. The municipalities of Nutter Fort, Anmoore, and Stonewood limit growth to the southeast. The growth to the east and northeast is limited by the corporate limits of Bridgeport. Therefore, future growth is toward the south and southwest, and the east central area, north of Route 50. In addition, there are several areas that the City has surrounded in the south and southwestern areas that could be annexed under the "minor boundary adjustment" procedure known as Annexation Without Election (Section 8-6-4 of the Municipal Code). The other procedure is called Annexation by Election (Section 8-6-2 of the Municipal Code) that requires a simple majority vote of the qualified voters and freeholders of the land. By combining areas that wish to be annexed with areas that would resist annexation, the City would have a better chance to expand its boundaries.

Under State Law, the City has an incentive to offer businesses in the areas to be annexed that are reluctant because of City B & O taxes. The City is permitted to waive B & O taxes for a specified period as an inducement to come into the City and also eliminate car inventory from B & O taxes.

The following areas are possible sites for annexation :

- Area adjacent to Swan Terrace and Arbutus Park along Buckhannon Pike (Route 20) and along Route 98 from Route 20 to the Robert C. Byrd High School property, including land in the Mt. Clare Road P.S.D. of approximately 500 acres recommended by the WVHDF for new housing.
- Route 19, south to the Clarksburg Country Club, including the commercial area along Route 19 surrounded by the City and the United Hospital Center.
- Route 98 and Route 25 area from the Byrd High School Property, west to the West Fork River and the railroad tracks.
- Bridgeport Hill area along old Route 50 from Montpelier east to the I-79 interchange.
- Summit Park area north to old Route 50 along the Summit Park / Despard Road (Route 24/2).
- Area north of the F.B.I. Center between Clarksburg and Bridgeport off Meadowbrook Road, including the Pete Dye Golf Course.
- The LaRosa property consisting of approximately 80 acres between East Pointe and Anmoore.

Neighborhood Analysis

City of Clarksburg
Harrison County, West Virginia
Comprehensive Plan Update 1997

<i>NEIGHBORHOOD ANALYSIS</i>

A. *Introduction*

The City of Clarksburg contains numerous distinct neighborhoods and areas of development. For the purposes of updating the Comprehensive Plan, the City was separated into fourteen (14) planning districts. Each area was studied and analyzed. Separate and distinct recommendations were made for each area. Separate neighborhood meetings were also held to obtain citizen comments and input concerning their specific neighborhood or area.

B. *Planning Districts*

1. *North View District*

Located in the northwestern portion of the City and bounded by the West Fork River to the west and south, Route 50 in the south, N. 12th Street to the east and the City line to the north.

This is an older established neighborhood predominantly residential in character with a former glass plant located between the West Fork River and West Virginia Avenue and the railroad tracks. It also contains pockets of neighborhood commercial. The Northview Elementary School is located there, along with the Hartman Magnet Center. North View Park and a small playground off Rose Street provide for recreational needs. The North View Fire Station and the Harrison County EMS Center are located there. There are no major planning recommendations for the area, only minor adjustments to the zoning districts are proposed.

2. *Edgewood/Adamston & Glenwood Hills District*

Located in the northwestern portion of the City and bounded by the City line on the north and west, Stealey on the south and Elk Creek, and Route 50 and the West Fork River on the east. Route 19 cuts through the area running north-south and Route 50 cuts the area from the east and west. The former Continental Can and Anchor-Hocking Plants are located there. The area is a mixture of industrial, commercial and residential. Glenwood Hills is a newer residential area of single family homes. Victory Elementary School is in Adamston and there are several small playgrounds scattered throughout the area. The sewage treatment plant is located in Edgewood area between Route 19 and the river.

Several changes to the zoning district map are proposed including: rezoning a portion of industrial land to the east of Route 19 to local business and from I-1 to R-2 in the Edgewood section; portions of the former Anchor-Hocking Plant site from heavy industrial to residential and another portion to local business; and rezoning a portion of West Pike from local business to residential in Adamston.

Planning recommendations include the upgrading and improvement to West Pike Street and the relocation of Adamston Playground to a site off Adams Avenue. There is a need to develop a playground facility in the Edgewood Area.

3. *Glen Elk District*

Located in the north central part of the City, including Glen Elk and Glen Elk II. The area is generally bounded by Elk Creek to the south, Pinnickinnick Hill to the east, the City line to the north, and North View District to the west. The Glen Elk area is an older historic area that contains produce companies, contractor's facilities, warehouses and railroad yards. It is seeing a rebirth as a restaurant and entertainment area. The area is predominantly industrial and commercial in land uses, but with small pockets of residential.

The City's municipal garage and the business incubator are located in Glen Elk II. There is the North Side Playground and the Arts Center on Sandy Boulevard.

Planning recommendations include the improvement to the Clark Street Bridge, establishment of a Glen Elk Historic District overlay zone, and rezoning of areas from industrial to general business and general business to local business.

4. *Central Business District*

Located in the central portion of the City. The area is generally bounded by Elk Creek on the north, Elk Creek and the West Fork River on the west, Washington Avenue on the south, and Monticello Avenue on the east. The area is predominantly commercial in land use with a portion of the area north of West Pike Street that is residential in nature. Another pocket from W. Main Street to Summer Street, to Washington Avenue, to S. Chestnut Street, is also residential. Only minor changes in the zoning district are proposed whereby areas of the residential land use are changed from general business to medium and high density residential. Another portion of the CBD, north of Route 50 to the Elk Creek off N. First Street is proposed to be rezoned from Central Business to light industrial to reflect current and proposed land uses.

There is a designated historic district in the center of the area known as the "Central Historic District". It is bounded by Route 50 on the north, the new property lines of Sixth Street on the west, the new property lines of Main Street on the south, and the Elk Creek on the east.

The CBD is the heart of the City. It contains the City Hall and County Courthouse, the jail, the Central Fire Station, police headquarters, main library, cultural facilities and the two branch colleges.

Proposed recommendations for the CBD include: the site for the new City Hall Complex; the site of the new branch facility for Fairmont State College; improved bus routes and shelters; facade improvements; reuse of vacant commercial structures; improvements to street signage; entrance portals and landscaping; provision for additional off-street parking etc.

5. *Stealey/Hartland District*

Located in the western portion of the City. The area is generally bounded by Glenwood Hills and the West Fork River on the north, the West Fork River on the east and south, and the City line on the west. The area is predominantly residential in land use consisting of single family homes. There are small pockets of local business uses which service the neighborhood. An industrial land use is located in the Hartland portion along Riverside Drive.

Only minor changes to the zoning districts is proposed, especially minor increases to the local businesses. Several road improvements are proposed, including: renovation of the Hartland Avenue Bridge over the railroad tracks between Argonne and Verdon Streets; and relocation of traffic light to Hall Avenue at Milford Street.

The former Morgan School in Stealey has been renovated into a family recreational center. There are two other small recreational facilities: Stealey Park and Hartland Playground.

6. *Hill-n-Dale/Rosebud & Armory District*

this area is located in the southwestern corner of the City. Hill-n-Dale is a newer residential subdivision. The United Hospital Center is located off Route 19. There are several strip commercial developments and automobile dealerships along Route 19. Most of the area is zoned low density and high density residential. There are no changes proposed to the zoning districts.

A major recommendation is to construct a new access road to the hospital from Route 50 to the north west which would be outside the City's corporate limits. The area south along Route 19 to the Clarksburg Country Club is proposed for annexation. This area is both commercial and residential in nature.

7. *Chestnut Hills District*

This area is located in the southwestern portion of the City. It is bounded by the West Fork River on the west, the Washington-Irving District on the north, Broad Oaks District on the east and the City line on the south. The area is predominantly residential in nature with newer subdivisions. The recently completed Robert C. Byrd High School is located in the southern end. S. Chestnut Street and South Second Street traverse the area running north and south. Route 98 cuts through the area running east-west. There is an industrial land use area on the west along the West Fork River. The City's water treatment plant is located in the area between Roosevelt Road and Harding Road. There are several parks and playgrounds in Chestnut Hills including: Lowndes Hill Park; Hite Athletic Field; and the South 7th Street Playground, which is to be relocated.

There is only small zoning district changes proposed for the area west of S. Chestnut Street between Frederick and Thorn Streets, whereby the area would be rezoned from industrial to residential.

Major planning recommendations include improvements to S. Chestnut Street; the relocation of the S. 7th Street Playground; improvements to Roosevelt Street; and improvements to Route 98 to Route 25, including turning lanes and a traffic control device at the entrance to the high school.

8. *Washington Irving District*

Located in central part of the City and is bounded by Washington Avenue on the north, Elk Creek on the east, Chestnut Hills on the south, and the West Fork River on the west. This is an older established neighborhood with many large residences. The area was predominantly residential in character and has been changing over the last 20 years with professionals and businesses taking over these properties for office use. The area along Washington Avenue and Lee Avenue has been previously zoned "Business-Professional Office" (BPO). The area is now a combination of residential and business uses. One zoning change is proposed for a portion of Lee Avenue to change it from high density residential (R4) to medium density residential (R2).

The WI school and Board of Education offices are located in this district. Another community facility, the South 7th Street Playground, is proposed for relocation to a new site. There are no major recommendations or proposals recommended for this planning district.

9. *Broad Oaks/Goff Plaza District*

Located in the east central part of the City. This too is an older established area, predominantly low density residential in land use. There are numerous large architecturally significant structures and there is a designated historic district known as the "Quality Hill Historic District" along East Main Street. The area is generally bounded on the north by Route 50, Elk Creek on the east, the City line on the south, and Chestnut Hills, Elk Creek and Monticello Avenue on the west.

A new zoning district is proposed for the area at the intersection of Joyce and Marshall Streets with East Main Street. This area has been changing since it is at the exit for Route 50. The proposed zoning is "Residential-Business" (RB) as a transition zone to protect the surrounding residences from further commercial expansion. Other minor zoning changes are proposed along Monticello Avenue by changing it from general business to neighborhood business.

Community facilities in the area include Notre Dame High School and St. Mary's Elementary School, Monticello Playground, Harrison Street Playground and Carlisle Playground.

10. *Broadway District*

Located in the southeastern portion of the City. It is bounded by the Elk Creek on the north, west and south, and the City boundary on the east. This is an older built-up neighborhood which is

predominantly residential in nature with industrial land along the Elk Creek. There is a small commercial area along East Main Street.

Proposed zoning changes include rezoning the industrial area from heavy to light industrial; and reducing the size of the general business district and rezoning the area to medium density residential.

Community facilities include the Broadway Elementary School and the Broadway Playground.

There are no major changes proposed for this area.

11. Suan Terrace/Arbutus Park

Located in the southeastern part of the City. The area is bounded by Goff Plaza and Broadway on the north and the City boundary on the west, south and east. This is a newer residential area that was previously annexed into the City. The land uses are low density residential with a small commercial strip along Buchanan Pike (Rte. 20). Only minor zoning changes are proposed to make adjustments to the commercial areas.

Route 20 is proposed for major improvements and upgrading. This is also an area for future expansion south by annexation. There are no playground or recreational facilities in the area.

12. Montpelier/Kelly Hill District

Located in the northeastern portion of the City. Generally the area is bounded by the City corporate line on the north and east, Pinnickinnick Hill on the west, and Route 50 on the south. The area is predominantly commercial and industrial with scattered residential areas. Zoning changes include rezone the industrial area along the railroad tracks from heavy to light industrial; increasing the residential areas from industrial; and changes to the commercial area along East Pike Street.

Community facilities include: Jackson Park; the East End Fire Station; and Montpelier Playground. There are no major changes proposed for this area.

13. FBI - Life Science Center

Located in the furthest area east and north of the City. The area is generally bounded by Bridgeport and Simpson on the north and east, Bridgeport Hill on the south, and Despard and Glen Falls PSD on the west. There are two distinct areas. The FBI Center was annexed to the City and is a large single land use. The Life Science Center is now called the Harrison County Business & Technology Park. This area contains both light industrial and business uses. One section has been rezoned to residential (The Quarry Site) for construction of new housing to support the job creation from the FBI Center. There is a need for a playground facility at the Quarry Site. Improvements are needed to the exit at Route 50 for access to the Business & Technology Center. Also, improvements are needed to Route 24/2 from Despard/Summit Hill to Meadowbrook Road. This is a needed secondary access for the FBI Center.

14. *Eastpointe District*

Located in the eastern portion of the City. The district is bounded by the City line on the north and east with Bridgeport, Anmoore on the south and I-79 on the west. The area is predominantly commercial and was developed as strip commercial and shopping center. There are plans for expansion of Eastpointe to the south along Emily Drive. The City is considering annexation of this area, south to Anmoore. There is a need for a fire station in the Eastpointe district since it is a distance from the East End Fire Station.

Capital Improvement Plan

**City of Clarksburg
Harrison County, West Virginia
Comprehensive Plan 1997**

CAPITAL IMPROVEMENTS PLAN

A. Introduction

Planning for capital improvements and upgrading of existing facilities is a matter of sound financial management, as well as good planning practice. The City has been identifying and inventorying its present capital equipment, infrastructure and facilities to determine its condition and needs for replacement and/or upgrade. The City Council, assisted by the staff and Planning Commission recommendation, needs to formulate a Capital Improvements Program for short and long range capital acquisition and development. The Capital Improvements Program links the *Clarksburg Comprehensive Plan Update* and Fiscal Plan to the City's physical development. This plan provides the mechanism for estimating capital improvement requirements and scheduling projects over a five year period by using appropriate planning for project implementation.

This Capital Improvement Plan is intended to establish an initial program for the City which sets forth projects and activities in which the City Council is playing a role and assist in the financing along with other public bodies and agencies.

The following Capital Improvements Plan covers the budget years 1995/96 through 2000/01. The projects listed are based on existing plans and results from meetings among various city officials. It should be noted that this scheduled program is not intended to be a directive, rather, a guide which can be used for decision making. It will be reviewed annually by city departments to assure that the plan remains consistent with the overall plans and needs of the City. This review will indicate the necessity of either deferring certain projects or accelerating the completion of others. It may also be necessary to add improvements which are unforeseen at this time. The element of flexibility in the overall program is essential in that it gives the City an opportunity to adjust its goals and needs to a realistic appraisal of its resources and capacities under changing circumstances. All of the projects, however, are justified and effort should be made to carry them out. While the projects are listed in budgeted amounts noted in the columns by year, funding changes may be required and will necessitate some changes in the overall capital program.

B. Functions And Benefits

The main functions of the Capital Improvement Plan are as follows:

- Assemble a listing of public improvement projects and activities with their financing requirements to enable the City 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.
- Present the citizens of the community with an opportunity to review public improvement projects and activities based on the needs of the City.
- Provide a method to ensure that capital improvements conform to and implement the long-range comprehensive needs of the City as identified in the Comprehensive Plan.

In addition to the recommendations made in the City's Comprehensive Plan, the Capital Improvements Plan will generate additional benefits for the community and its City government.

- Savings to the tax payers through advanced planning and scheduling for the purchase of equipment, installation of improvements and undertaking activities on a timely basis.
- A more efficient use of manpower and financial resources by means of a logical scheduling of capital improvements.
- A more stable tax rate through the development of programs, policies and applications in advance of actual need.
- An opportunity for tax payers to participate in the programming of public improvements in order for them to understand where, why and when their tax dollars are being spent, through public meetings, on the adoption of annual Capital Improvements Plan and modifications made to the Plan.
- A decrease in the piecemeal and crisis generated type projects which are often costly and not as effective in the long run.
- Development of cooperation and understanding between the various City departments, agencies, boards and commissions through the preparation of and annual review of the Capital Improvement Plan.

C. *Project Narrative*

The following narratives are for specific projects and activities that have been identified during the planning process.

1. *Municipal Complex*

The City has been working on plans for the construction of a new City Hall which includes the central police station. The City has acquired a site and cleared the land on the corner of West Main and South Third Streets. The City has arranged financing through the Farmer's Home Administration and utilizing Capital Reserve and UDAG Repayment funds. The building has been designed and the original bids came in 18% over budget estimate. Revisions have been made and new bids are being obtained. If the project is approved by City Council, work should be initiated in the Spring of 1996.

2. *Existing City Hall*

An adaptive reuse for the existing building is being explored. Due to the age and condition of the structure, major financial expenditures must be made to bring it up to code standards and ADA requirements. Possible alternate uses include: consolidation of City/County public services (i.e. EMS, Central Dispatching); classroom & office facilities for a local college (i.e. Salem-Teiko or Fairmount State). The building is architectural significant and should be preserved. There is a need for the City to fund a reuse study and undertake a structural conditions analysis.

3. *City Garage*

The City has a centralized public works garage located in the Glen Elk II section of the City. There is a need for improvements to the facility and expansion.

4. *Fire Stations*

The City of Clarksburg presently has four (4) fire stations (Central Station, West End Station, East End Station, and North View Station). These facilities are strategically located to serve the fire protection needs of the various neighborhoods in the City's corporate limits. Each of these fire stations need maintenance and repairs to keep them up to code compliance.

5. *Parks & Playgrounds*

There are numerous parks and playgrounds located throughout the City in the various residential neighborhoods. Expenditures on handicapped playground equipment and accessibility for the handicapped are needed in the City's parks & playgrounds. Improvements are needed in the Veteran's Memorial Park. Various parking lot paving improvements are also necessary in several parks. Additional renovations are needed to the pool wading area at Veteran's Memorial Park and the Buffalo Lake Recreation Area. The Adamston and South 7th Street Playgrounds need to be relocated.

6. *Street Improvements*

The City's Consulting Engineers have completed a street, walk and curb inventory of the entire City and have rated each and placed them into five (5) categories. Priorities based on conditions and uses are noted. This report is incorporated by reference to the Capital Improvements Plan.

In addition to the streets, walks and curbs, there is a need for new signage, additional guardrails and improvements to traffic control devices.

7. *Water Improvements*

The Clarksburg Water Board has plans to upgrade the existing system from 5 M gallons/day to 8 M gallons/day. The water plant has a 13 mgd capacity. A new line has been installed to the FBI Center. These capital improvements costs are included in the Water Board's budget and plan. The City also has to plan for fire hydrant replacements.

8. *Sewer Improvements*

The City has a combined storm and sanitary sewer system which is not practical to separate. The City's sewer plant needs to be upgraded. An engineering design study has been completed for construction of a main interceptor line and upgrade of the waste water treatment plant from 6.2 M gallons/day capacity to 8 M gallons/day. There is a need to eliminate major sources of inflow into the system, including the installation of 50 to 60 flapper valves where there are discharge lines and low manholes along the river. The present sewage system serves the entire City of Clarksburg, Anmoore, Stonewood, Nutter Fort and the Mount Clair Road Areas. Future expansion is planned to include the Mt. Clare system and Country Club Area, Arlington, Glen Falls, Route 19 North, Gore & Dawnmount Area to the Public Service District which will add 400 or 500 customers. Long range plans include adding the Sun Valley PSD to Clarksburg. This is a four phase project over 10 years. The PSD will build its own collection system and Clarksburg will process the sewage. The improvements are incorporated into the Sanitary Board's Capital Improvement Budget.

9. *Code Enforcement*

The City must increase its code enforcement activities and bring substandard properties up to code standards. Those properties which are economically infeasible to rehabilitate need to be demolished. The City should budget additional funds for demolition to remove slums and blight on a spot basis.

10. *Housing*

The need for housing remains one of the most critical areas for the City. Funds for low interest loans/grants should be budgeted to provide financial assistance to lower income homeowners to rehabilitate their properties and bring them up to code compliance.

11. *Economic Development*

The City's Downtown Facade Loan Program has been successful and building owner's have taken advantage of the financial incentives offered by the City. Additional funds should be budgeted for an ongoing program. In addition to this activity, funds are needed to improve the Incubator Facility in the Glen Elk area.

D. *Budgeting Process*

It is important to note that there are fundamental differences in the process of budgeting capital improvement expenditures and the process of budgeting annual operating expenses. The following are the philosophical differences between the two types of budgeting:

- Expenditures for capital improvements are investments in the basic facilities owned by the City. These investments in capital improvements are not expenses in the accounting sense at the time the payments are made. They only become expenses as the improvements depreciate through use. On the other hand, payments made for operating requirements are immediate expenses; they do not add to the capital value of City property. Therefore, because investments in capital improvements are not immediate expenses, it may be sound policy to finance capital improvement expenditures through borrowing, through accumulation of savings over several fiscal periods, through appropriations from current revenues, or other sources of funds.
- Capital improvements have an important bearing on the future of the City. Many types of improvements will affect the location and extend of new development and associated facilities, conversely, insufficient or inappropriate capital improvements may handicap the economic and social progress of the City. Therefore, judgment in capital improvement programming can have much more serious and lasting consequences than errors in annual operating budgets.
- Expenditures for capital improvements are a key factor in determining future operating costs. It must be remembered that the size and cost of the City service program is largely dependent upon the facilities used for providing such services.
- The intelligent programming of capital improvements requires the accumulation of different types of data than is required for annual operating expenses. A sound annual operating budget is formulated by interpreting a thorough analysis of the volume and type of services to be rendered and relating these requirements to the revenues available during the budget period. Capital improvement programming requires the consideration of past annual operating expenses, the prediction of future operating expenses, a complete analysis of financial resources in the past, present and future, and the preparation of a schedule of needed capital improvements. The schedule must be supported by complete information for justifying projects, establishing priority of scheduling, and estimating costs.

There are three basic methods of financing capital improvement programs:

1. Financing on a "pay as you go" basis.

This method uses current revenue financing and offers the obvious advantage of savings in interest costs. Current revenue financing does not obligate revenues of future years for debt service payments, therefore, that portion of available revenue which would have been expended for debt service becomes available for additional capital improvements.

Reserve fund financing is a related procedure by which a sum of money is placed in a reserve account at regular intervals until the fund is adequate to finance the capital improvement. A basic

limitation of this is that an urgently needed capital improvement which is expensive, cannot be built until the necessary funds have accumulated. With annual increases in construction costs, the capital improvement will likely cost more in the future.

Another avenue to financing by “pay as you go” is to apply for grants from the Federal and State governments. Various programs exist to assist communities with capital improvements projects, however, these funds are limited and competitive. Usually, there is the requirement of benefiting lower income persons, which restricts the use of funds being used for community-wide projects or activities. Most grant programs require a local fund match and the City can use its Capital Improvements funds to leverage these Federal and State grant funds.

2. Financing by Borrowing.

Financing by borrowing occurs when capital improvements cannot be financed on a pay as you go basis, or when that means seems inadequate. Borrowing through the sale of bonds may be used where future revenues are pledged to reduce the debt, which include:

- revenues produced from the operation of the improvement or facility (Revenue Bonds)
- revenues produced from future taxes (General Obligation Bonds)
- revenues produced by assessing costs to the users or those principally benefiting from the improvement or facility (Special Assessment Bonds)

Revenue bonds don't require the use of the same revenue sources that the City needs for its general operating expenses (i.e. taxes). Instead, the funds generated by the users of the facility or improvement are paying the cost instead of the general population as a whole. Generally, revenue bonds do not require a vote of the citizens, but more expensive types of improvements cannot always be financed with revenue bonds since the revenue generated may not be sufficient to meet the debt service and a longer term bond will carry higher interest costs which may make the total repayment excessive.

General obligation bonds, on the other hand, usually bear a slightly lower interest rate because they are backed by the “full faith and credit” of the City. These bonds also provide a more equitable financing of an expensive improvement that is used by the public in general. The general obligation bonds are subject to the debt limitations imposed by State statute and require a vote of the citizens before being issued.

Special assessment bonds, on the other hand, are paid by assessments levied upon those property owners which benefit from the public improvement. This method is used to recoup some or all of the costs of a public improvement by the City which directly benefits adjacent property or developments. Local Special Improvement Districts (i.e. Business Improvement District Act - West Virginia Code §8-13 passed 3/12/94) must be established within the municipal corporate limits and created and approved by the City Council. These bonds are used to provide specific improvements or facilities in designated areas such as the Downtown, and may include activities like curbs, walks, streets, special or additional public services, parking, infrastructure, etc.

In addition to bond financing, borrowing may also be in the form of short term notes from private financial institutions, or loans from the Federal and State governments which usually have a lower interest rate and a medium to long term. Public loans are similar to grants, in which they must be project specific and the public benefit often requires the beneficiaries to be primarily lower income persons. Public loan funds are also limited and require applications which are rated and ranked in a competitive process.

3. Financing by Lease-Purchase.

This additional method of financing capital improvements is usually undertaken for the purchase of capital equipment (i.e. fire equipment, police cars, heavy duty construction vehicles, street sweepers, etc.). This method is not controlled through statutory debt limitations, but its use must be considered carefully. The lease payments made by the City are arranged to pay the cost of the capital improvement within the life of the lease and the City owns the improvement or equipment upon payment of the final lease amount. Funds for lease payments must be budgeted and appropriated annually, usually from general revenue sources. The City has utilized this method of financing effectively in the past and it has benefitted from this, however, it has limited application and is not a general overall method of financing for most the proposed capital improvements needed in the City.

E. Project Budgets

The following is an itemized project budget for the Capital Improvements Plan:

**YEARS 1995 THROUGH 2001
CAPITAL IMPROVEMENTS PLAN BUDGET
BUILDINGS**

Activity	1995/ 1996	1996/ 1997	1997/ 1998	1998/ 1999	1999/ 2000	2000/ 2001
1. Municipal Complex						
a. Design Fees	\$100,000	\$50,000	- 0 -	- 0 -	- 0 -	- 0 -
b. Amortization	- 0 -	\$255,000	\$255,000	\$255,000	\$255,000	\$255,000
2. Existing City Hall						
a. Feasibility Analysis	- 0 -	- 0 -	\$50,000	- 0 -	- 0 -	- 0 -
b. Disposition Cost	- 0 -	- 0 -	\$10,000	\$10,000	- 0 -	- 0 -
c. Minor Improvements	- 0 -	\$10,000	- 0 -	- 0 -	- 0 -	- 0 -
3. City Garage						
a. General Repairs	\$4,000	\$5,000	- 0 -	- 0 -	\$15,000	- 0 -
b. Furnace	- 0 -	\$5,000	- 0 -	- 0 -	- 0 -	- 0 -
4. Fire Stations						
a. Central	\$2,500	\$20,000	\$25,000	\$5,000	\$2,000	\$2,000
b. West End	\$1,000	\$1,000	\$5,000	\$25,000	\$5,000	\$2,000
c. East End	\$1,000	\$1,000	\$5,000	\$2,000	\$2,000	\$2,000
d. North View	\$2,500	\$1,000	\$2,000	\$5,000	\$5,000	\$2,000
SUBTOTAL	\$111,000	\$348,000	\$352,000	\$302,000	\$284,000	\$263,000

PARKS & PLAYGROUNDS

Activity	1995/ 1996	1996/ 1997	1997/ 1998	1998/ 1999	1999/ 2000	2000/ 2001
1. Playground Equipment	\$5,000	\$10,000	\$20,000	\$10,000	\$25,000	\$5,000
2. VA Park (ISTEA Match)	- 0 -	\$15,000	- 0 -	- 0 -	- 0 -	- 0 -
3. Parking Lots	- 0 -	\$30,000	- 0 -	\$30,000	- 0 -	\$30,000
4. Shelters	- 0 -	- 0 -	\$15,000	\$10,000	- 0 -	- 0 -
5. Fitness Trail	- 0 -	- 0 -	\$10,000	- 0 -	- 0 -	- 0 -
6. Fishing Pier	- 0 -	- 0 -	- 0 -	\$25,000	- 0 -	- 0 -
7. Renovation Morgan School	\$50,000	- 0 -	- 0 -	- 0 -	- 0 -	- 0 -
8. City Pool	- 0 -	\$5,000	\$5,000	- 0 -	\$20,000	- 0 -
9. Handicap Accessibility	- 0 -	\$10,000	\$20,000	\$10,000	- 0 -	- 0 -
10. Restrooms	- 0 -	- 0 -	\$10,000	\$10,000	\$5,000	\$5,000
11. Playground Relocations	- 0 -	- 0 -	- 0 -	- 0 -	\$40,000	\$40,000
SUBTOTAL	\$55,000	\$70,000	\$80,000	\$95,000	\$90,000	\$80,000

**YEARS 1995 THROUGH 2001
CAPITAL IMPROVEMENTS PLAN BUDGET**

STREET IMPROVEMENTS see Section IX for specific projects in prioritized order

Activity	1995/ 1996	1996/ 1997	1997/ 1998	1998/ 1999	1999/ 2000	2000/ 2001
1. Street Resurfacing	\$75,000	\$75,000	\$100,000	\$100,000	\$100,000	\$100,000
2. Line Painting	\$4,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000
3. Curb Replacement	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
4. Walk Replacement	\$20,000	\$25,000	\$15,000	\$15,000	\$15,000	\$15,000
5. Guard Rails	- 0 -	\$10,000	- 0 -	\$5,000	- 0 -	\$5,000
6. Traffic Signals	\$3,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000
7. Signage	\$3,500	\$5,000	\$10,000	\$2,000	\$2,000	\$2,000
8. Bridge Repairs	\$15,000	\$750,000	\$100,000	\$10,000	\$10,000	\$20,000
9. Rte. 19	- 0 -	- 0 -	\$1,000,000	- 0 -	- 0 -	- 0 -
10. Rte. 20	- 0 -	- 0 -	- 0 -	\$2,500,000	- 0 -	- 0 -
11. Hospital Access	- 0 -	- 0 -	\$3,000,000	- 0 -	- 0 -	- 0 -
SUBTOTAL	\$130,500	\$885,000	\$4,245,000	\$2,652,000	\$147,000	\$162,000

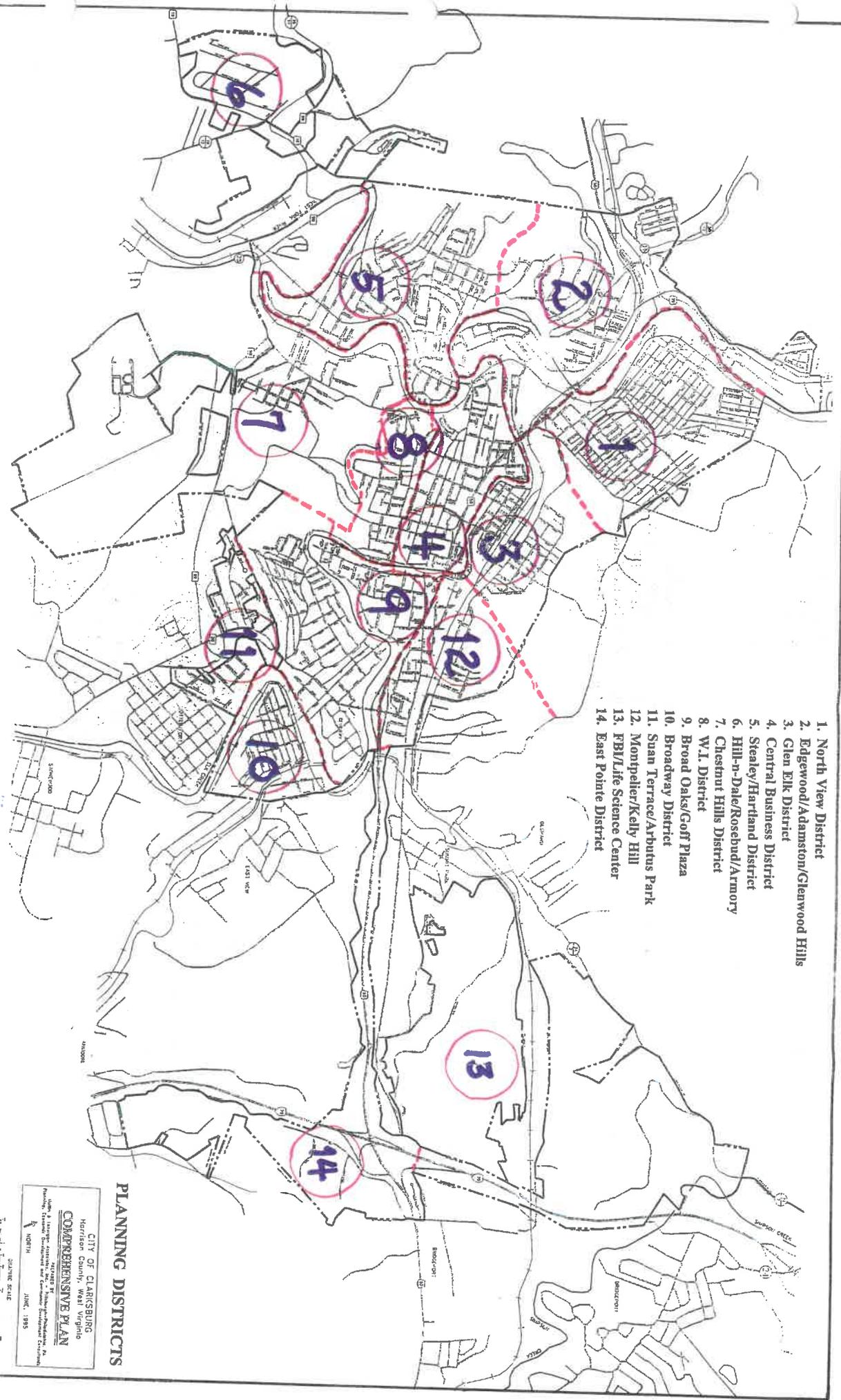
INFRASTRUCTURE

Activity	1995/ 1996	1996/ 1997	1997/ 1998	1998/ 1999	1999/ 2000	2000/ 2001
1. Upgrade Water Plant	\$15,000	- 0 -	- 0 -	- 0 -	\$500,000	- 0 -
2. Water Line Extensions	\$10,000	\$10,000	\$10,000	\$10,000	\$200,000	\$10,000
3. Fire Hydrants	- 0 -	\$3,000	\$5,000	\$5,000	\$5,000	\$2,000
4. Upgrade Waste Treatment Plan	- 0 -	\$1,000,000	\$1,500,000	- 0 -	- 0 -	- 0 -
5. Main Interceptor/ Sewer Lines	\$1,100,000	- 0 -	- 0 -	\$1,000,000	- 0 -	\$1,000,000
SUBTOTAL	\$1,125,000	\$1,013,000	\$1,515,000	\$1,015,000	\$705,000	\$1,012,000

**YEARS 1995 THROUGH 2001
CAPITAL IMPROVEMENTS PLAN BUDGET**

SPECIAL PROJECTS

	Activity	1995/ 1996	1996/ 1997	1997/ 1998	1998/ 1999	1999/ 2000	2000/ 2001
1.	Code Enforcement/ Demolition	\$30,000	\$30,000	\$50,000	\$50,000	\$50,000	\$50,000
2.	Housing Rehab	- 0 -	\$100,000	\$200,000	\$200,000	\$250,000	\$250,000
3.	Facade Loans	\$75,000	\$75,000	\$100,000	\$100,000	\$25,000	\$25,000
4.	Business Credit Enhancement	\$5,000	\$50,000	\$50,000	\$50,000	- 0 -	- 0 -
5.	Washington Street Parking Lot	- 0 -	\$30,000	- 0 -	- 0 -	- 0 -	- 0 -
6.	Fairmont State (ISTEA Match)	- 0 -	\$100,000	- 0 -	- 0 -	- 0 -	- 0 -
7.	GSA Site Assemblage	- 0 -	- 0 -	\$1,000,000	- 0 -	- 0 -	- 0 -
8.	East Pointe IV	- 0 -	- 0 -	\$1,000,000	\$900,000	- 0 -	- 0 -
9.	Superfund Sites Clean Up	- 0 -	- 0 -	\$250,000	\$250,000	\$250,000	\$250,000
10.	Anchor Hocking Demolition	- 0 -	- 0 -	- 0 -	- 0 -	\$300,000	\$150,000
SUBTOTAL		\$110,000	\$485,000	\$2,700,000	\$1,550,000	\$875,000	\$725,000
TOTAL		\$1,641,500	\$2,801,000	\$8,892,000	\$5,614,000	\$2,101,000	\$2,242,000

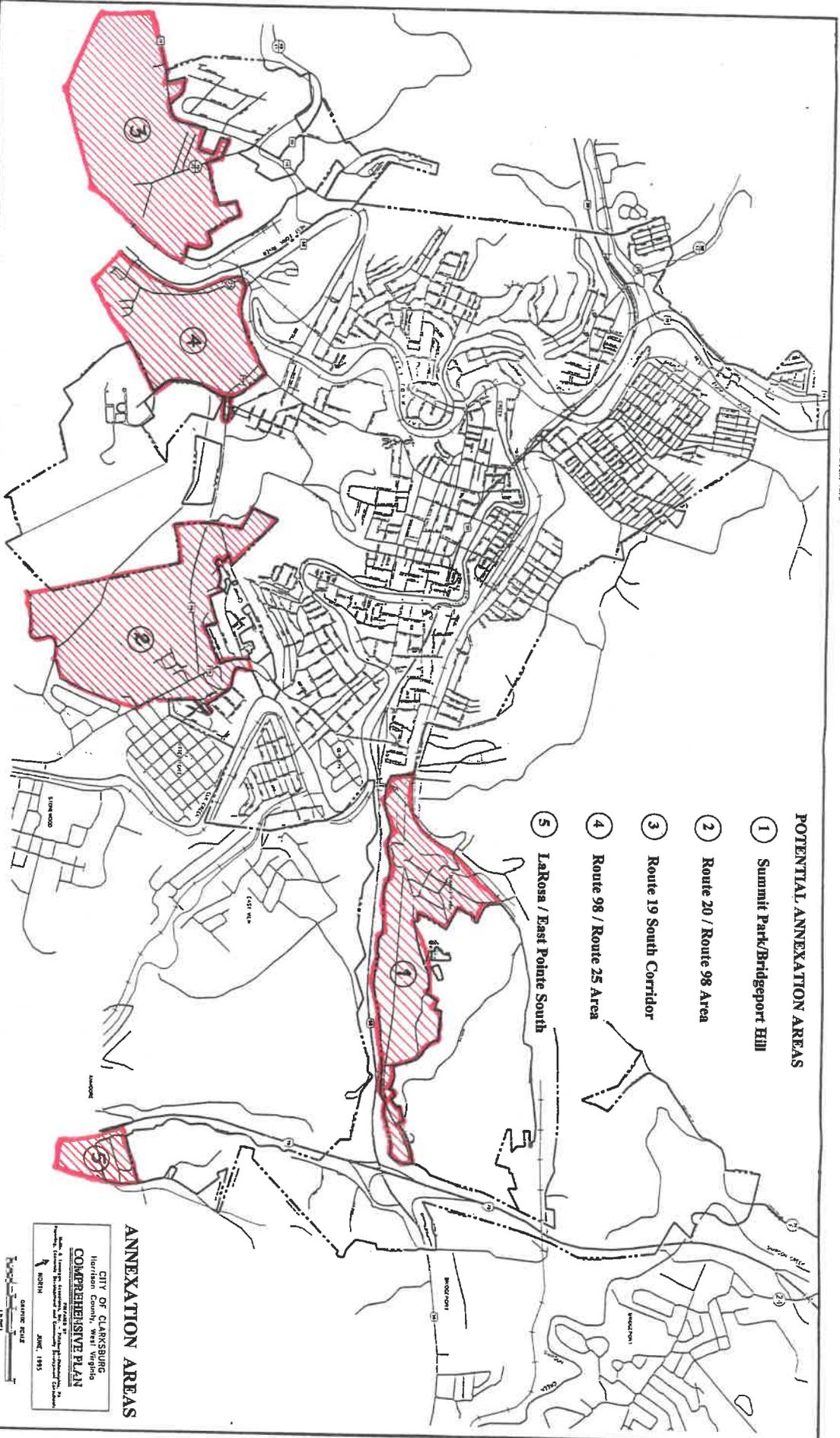


1. North View District
2. Edgewood/Adamston/Glenwood Hills
3. Glen Elk District
4. Central Business District
5. Stealey/Hartland District
6. Hill-n-Dale/Rosebud/Armory
7. Chestnut Hills District
8. W.I. District
9. Broad Oaks/Goff Plaza
10. Broadway District
11. Suan Terrace/Arbutus Park
12. Montpelier/Kelly Hill
13. FBI/Life Science Center
14. East Pointe District

PLANNING DISTRICTS

CITY OF CLARKSBURG
 Harrison County, West Virginia
COMPREHENSIVE PLAN
 PREPARED BY
 Planning Consultants, Inc., 10000 Southpark Drive, Suite 100, Dallas, Texas 75243
 DATE: JUNE, 1985

DATE: JUNE, 1985
 SCALE: AS SHOWN
 DRAWN BY: [Name]



POTENTIAL ANNEXATION AREAS

- ① Summit Park/Bridgeport Hill
- ② Route 20 / Route 98 Area
- ③ Route 19 South Corridor
- ④ Route 98 / Route 25 Area
- ⑤ LaRosa / East Pointe South

ANNEXATION AREAS

CITY OF CLARKSVILLE
 Harrison County, West Virginia
COMPREHENSIVE PLAN
 PREPARED BY
 The Planning & Development Department
 AUG. 1995
 MSBH



Zoning Ordinance

CODIFIED ORDINANCES OF CLARKSBURG

PART THIRTEEN - PLANNING AND ZONING CODE

October, 1996

CODIFIED ORDINANCES OF CLARKSBURG

PART THIRTEEN - PLANNING AND ZONING CODE

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CODIFIED ORDINANCES OF CLARKSBURG

PART THIRTEEN - PLANNING AND ZONING CODE

AN ORDINANCE FOR THE DEVELOPMENT THROUGH ZONING OF THE TERRITORY WITHIN THE JURISDICTION OF THE CLARKSBURG CITY PLANNING COMMISSION

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CLARKSBURG, WEST VIRGINIA, UNDER AUTHORITY OF ARTICLE 5, URBAN AND RURAL PLANNING AND ZONING, CHAPTER EIGHT OF THE CODE OF WEST VIRGINIA, PASSED MARCH 14, 1959, AND IN ACCORDANCE WITH THE CHARTER OF THE CITY OF CLARKSBURG.

CHAPTER ONE - Zoning Administration

Art. 1301. General Provisions.

Art. 1305. Definitions.

Art. 1309. Administration and Enforcement.

ARTICLE 1301
General Provisions

- 1301.01 Short Title
- 1301.02 Interpretation.
- 1301.03 Conflict of laws.
- 1301.04 Identification

CROSS REFERENCES

Existing uses safeguarded - see W.Va. Code 8-24-50

Conflict of laws - see W.Va. Code 8-24-70

1301.01 SHORT TITLE

This Ordinance, and Ordinances supplemental or amendatory thereto, shall be known, and may be cited hereafter as the "Zoning Ordinance of the City of Clarksburg, West Virginia, 1995".

1301.02 INTERPRETATION.

In interpreting and applying the provisions of this Zoning Ordinance, they shall be held to be the minimum requirements for the promotion of the public health, safety, comfort, morals, convenience and general welfare. (1969 Code §27-2)

1301.03 CONFLICT OF LAWS.

It is not intended by this Zoning Ordinance to interfere with or abrogate any easements, covenants or other agreements between parties; nor any ordinances, other than expressly repealed hereby; nor any rules, regulations or permits previously adopted or Issued, or which shall be adopted or Issued and not in conflict with any of the provisions of this Ordinance; except that, where this Ordinance imposes a greater restriction upon the use of buildings or land, or upon the height of buildings, or requires larger open spaces or greater lot area per family than are required or Imposed by such easements, covenants or agreements between parties or by such ordinances, rules, regulations or permits, the provisions of this Ordinance shall control. (1969 Code §27-3)

1301.04 IDENTIFICATION.

Whenever the word "City" appears in this Ordinance, it shall be deemed to refer to the City of Clarksburg, West Virginia; the word "Commission" refers to the Clarksburg Planning Commission; the word "Board" refers to the City for which uniform regulations governing the Use, Height, Area, Size, and intensity of Use of Buildings and land, and open spaces about Buildings, are herein established; the words "Zone Map" dated 1995 and any amendments thereto; the words "Comprehensive Plan" refer to the complete plan, or any of its parts, for the development of the City, prepared by the Commission and adopted by the Council of the City in accordance with the authority conferred by Article 5, Urban and Rural Planning and Zoning, Chapter Eight of the Code of West Virginia, passed March 14, 1959.