

**West Virginia  
Tax Increment Financing Application**

**City of Fairmont  
Redevelopment District No. 1  
Redevelopment Project Plan No. 1**

**August 12, 2015**

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- Attachment 14: All correspondence received from other local levying bodies and the West Virginia Development Office.
- Attachment 15: If the project was proposed by an entity other than the county or municipality submitting this application, the following, as applicable, must also be submitted: (a) Certificate of Existence; (b) Certificate of Worker's Compensation Insurance Coverage; (c) Certificate of Good Standing from State Tax Department; and (d) Certificate from sheriff regarding local property tax status.
- Attachment 16: Cost-benefit analysis showing the fiscal impact on each local levying body. The analysis will consider the costs incurred by the local levying bodies and how those costs will be offset/funded. Possible costs include the effect on schools, public services, utilities, etc.
- Attachment 17: A letter from a bond counsel and/or financial underwriter stating that the proposed project could support tax increment financing bonds or other obligations and the terms and conditions of such offering.

**WEST VIRGINIA  
TAX INCREMENT FINANCING**

**SECTION I. APPLICATION**

**A. APPLICANT INFORMATION**

1. County or Municipality: **City of Fairmont, West Virginia (the "City")**
2. Contact Person/Title: **Eileen Layman, Finance Director**
3. Address: **200 Jackson Street, Suite 301  
Fairmont, WV 26554**
4. Telephone Number: **(304) 366-6211**  
Fax Number: **(304) 366-0228**  
E-Mail Address: **elayman@fairmontwv.gov**
5. Name of proposed development or redevelopment Project: **Redevelopment Project Plan No. 1**

**B. AUTHORIZED REPRESENTATIVE OF APPLICANT**

*If project was originally proposed by an entity other than the county or municipality listed above, please provide a contact name and information for someone who can answer questions about the project proposal:*

1. Name/Title: **N/A**
2. Company Name:
3. Address:
4. Telephone Number:  
Fax Number:  
Email Address:

**C. REDEVELOPMENT DISTRICT**

Name of Redevelopment District: **City of Fairmont Redevelopment District No. 1 (the "TIF District").**  
A resolution approved by the City on August 11, 2015, establishing the public hearing date and other matters in connection with the TIF District is provided in **Attachment 3**.

Base Assessed Value: **\$\_\_\_\_\_**. The assessed value of the taxable property, excluding motor vehicles, within the TIF District as of July 1, 2014, as provided by the Marion County Assessor (the "Base Assessed Value") will be provided in **Attachment 4** once available.

## SECTION II.

## PROJECT INFORMATION

### A. DETAILED DESCRIPTION OF PROJECT

*Include a description of how the project fits with the overall development plans for the development or redevelopment project area or district or the overall development plans of the municipality, county or region.*

#### **The TIF District**

The City proposes the creation of the TIF District to be designated as the “City of Fairmont Redevelopment District No. 1.” A map of the proposed TIF District and a listing of included parcels of real property, as identified by Tax Map and Parcel Number, is provided in **Attachment 2**. The TIF District includes the Downtown Historic District, the Urban Renewal Authority boundaries, industrially zoned properties, and the main arteries into Fairmont proper, and the boundaries of the TIF District are as follows:

**From the North**, in the Bellview community, from the corner of Highland Avenue and US Route 19, beginning at Point (A) on the Fairmont City Boundary Map, and following US Route 19 South moving west through the Downtown Historic District and northern end of the Urban Renewal Authority boundaries; including adjacent residential, recreational, and commercial properties predominately designated in the Main Corridor Commercial District and terminating at a point on the West Fork River defined as Point (B) on the Fairmont city boundary map.

**From the Northwest**, beginning at Point (B) on the Fairmont City Boundary Map, a point on the West Fork River and traveling along the northern river bank to and across the confluence of the West Fork River and Monongahela River and continuing along the northern bank of the Monongahela River to Point (C) on the Fairmont City Boundary Map connecting to Quincy Street; following Quincy Street north meeting Route 19, incorporating the southern end of the Urban Renewal boundaries, the properties designated within the Beltline Redevelopment area and all other residential, recreational, and commercial properties within the defined area.

**From the South**, beginning at Point (D) on the Fairmont City Boundary Map from the city limits on the southern end of Stoney Road to the Robert H. Mollohan Bridge along the Alan B. Mollohan Gateway Connector and adjacent residential, recreational, and commercial properties; and west to the city limits along the southern bank of the West Fork River to Point (E) on the Fairmont City Boundary Map and returning to the Gateway Connector via Diamond Street.

**From the East**, beginning at Point (F) on the Fairmont City Boundary Map and incorporating all of Speedway from the corporate limits east to west to the intersection of East Park Avenue and including adjacent residential, recreational, commercial, and industrial properties from East Park Avenue to Indiana Avenue and Indiana Avenue to Morgantown Avenue and back to the northern end of Morgantown Avenue; From that intersection of Morgantown Avenue and Suncrest Boulevard and traveling northwesterly along Suncrest Boulevard to its end at a section of Hault Road and continuing west, ending at a point on the Monongahela River, defined as Point (G) on the Fairmont City Boundary Map.

**From the Northeast**, beginning at Point (G) on the Fairmont City Boundary Map and traveling southwesterly along the southern banks of the Monongahela River to the Robert H. Mollohan bridge;

incorporating adjacent residential, recreational, industrial, and commercial properties to the most eastern point within the areas as defined by the Fairmont TIF district map.

The primary intersecting streets or main arteries throughout the TIF District are Pennsylvania Avenue/US Route 19, Locust Avenue/US Route 19, Fairmont Avenue/US Route 250, the Alan B Mollohan Gateway Connector/US Route 273, Morgantown Avenue, East Park Avenue/US Route 310, Speedway Avenue/Route 73 and Suncrest Boulevard.

### **The TIF Project**

The City proposes to develop/construct/install certain projects (the "TIF Project") within the TIF District, which TIF Project may be acquired and constructed in several phases. The TIF Project includes the following public improvements: road, intersection, and public property improvements (including utility relocation, pedestrian ways, curbs, lighting, landscaping, stormwater management, land and right-of-way acquisition, and related infrastructure), demolition and site preparation, and incidental costs and expenses relating to the construction and installation of such public infrastructure improvements and demolition projects, and other related public infrastructure, to be known and designated as "Redevelopment Project Plan No. 1" (the "Project Plan"), all in order to facilitate the issuance of tax increment financing obligations to finance the costs of planning, acquiring, constructing and equipping the Project Plan, being necessary public infrastructure improvements within the TIF District, and other related public infrastructure.

### **Tax Increment Financing Obligations**

To finance the costs of the TIF Project, the City proposes to use tax increment funds to finance the costs of the TIF Project, including architectural, engineering, legal and other professional fees and expenses on a pay-as-you-go basis and/or from proceeds of tax increment revenue bonds or other obligations issued by the City (the "TIF Obligations"), from time to time, in an aggregate amount not to exceed \$15,000,000, with maturities not to exceed 30 years from the date of the creation of the TIF District. Such obligations may be issued from time to time in one or more series. Proceeds of the TIF Obligations are generally planned to be used to (i) finance all or a portion of the costs of the TIF Project, including architectural, engineering, legal and other professional fees and expenses; (ii) fund reserves for the TIF Obligations; (iii) fund capitalized interest on the TIF Obligations, and (iv) pay costs of issuance of the TIF Obligations and related costs. To the extent that tax increment funds are available, all or a portion of the TIF Project may be financed directly with such tax increment funds. See **Section II.E** for more detailed information regarding Financing and **Section II.G** for additional information on the proposed TIF Obligations.

**B(1):****ESTIMATES**

*Projected increase in value of the taxable property in the development or redevelopment district upon successful completion of the project plan:*

The estimated increase in the taxable value of property in the TIF District is provided in the table below. The Estimated Appraised Value is provided in greater detail in the "CALCULATION OF PROJECTED NET PROPERTY TAX INCREMENT" analysis attached to **Section II.G – Tax Increment Financing Obligations**.

**Projected Increase in Appraised Values of Taxable Property in the TIF District (\$)\***

<b>Tax Year</b>	<b>Class IV*</b>
2016	25,000,000
2017	50,000,000
2018	75,000,000
2019	100,000,000
2020	101,000,000
2021	102,010,000
2022	103,030,100
2023	104,060,401
2024	105,101,005
2025	106,152,015
2026	107,213,535
2027	108,285,671
2028	109,368,527
2029	110,462,213
2030	111,566,835
2031	112,682,503
2032	113,809,328
2033	114,947,421
2034	116,096,896
2035	117,257,864
2036	118,430,443
2037	119,614,748
2038	120,810,895
2039	122,019,004
2040	123,239,194
2041	124,471,586
2042	125,716,302
2043	126,973,465
2044	128,243,200

**\*Projected increase in Taxable Assessed Values in TIF District (Assessed = 60% of Appraised Values):**

<b>Tax Year</b>	<b>Appraised (\$)</b>	<b>Assessed (\$)</b>	<b>Class</b>	<b>Description of Development</b>
2016	25,000,000	15,000,000	IV	Estimated Increase from existing development
2017	25,000,000	15,000,000	IV	Speculative project development
2018	25,000,000	15,000,000	IV	Speculative project development
2019	<u>25,000,000</u>	<u>15,000,000</u>	IV	Speculative project development
	100,000,000	60,000,000		

\*Assumes annual inflation rate of 1.0% for Class II and IV property values beginning Tax Year 2020.

*Number of jobs to be created by this project in the project area or district. Estimated jobs are as follows:*

**Estimated Job Creation within the TIF District**

<u>Job Category</u>	<u>Professional</u>	<u>Clerical/Admin</u>	<u>Skilled</u>	<u>Semi-skilled</u>	<u>Unskilled</u>
Wages	\$75-\$150K	\$25-\$75K	\$40-\$75K	\$20-\$40K	\$15-\$20K

Construction jobs: All City projects will be either constructed by full-time and/or part-time City employees or contracted or bid according to the City's Purchasing Procedures and West Virginia Code §21-5A-1 thru §21-5A-12. Davis-Bacon wages in which prevailing wage rate jobs will be utilized for laborers, equipment operators, carpenters, concrete finishers, truck drivers, etc. and will be paid for publicly bid construction projects with a total project value greater than \$500,000. These jobs will have reasonable expectations of producing retaining and/or contributing to 100 jobs within the classes previously mentioned.

Benefits: The City views these previously mentioned projects as a tool which can be implemented to eliminate existing slum and blight and prevent the spread of slum and blight, which will correlate into increasing property values of its property owners by 15% over the next thirty (30) years and by improving its citizens' quality of life. The most important aspect the City can control is its core infrastructure.

The TIF Project will be funded from a combination of tax increment funds and the proceeds of the TIF Obligations. These constitute the TIF Project in the Project Plan and will continue to generate jobs both during and after the TIF Project is complete.

**C. PUBLIC IMPROVEMENTS**

The TIF Project is expected to include the following public improvements: road, intersection and public property improvements (including utility relocation, pedestrian ways, curbs, lighting, landscaping, stormwater management, land and right-of-way acquisition, and related infrastructure), demolition and site preparation, and incidental costs and expenses relating to the construction and installation of such public infrastructure improvements and demolition projects, and other related public infrastructure. Estimated totals include professional services fees, including architectural, engineering and consulting fees and construction contingency.

<b>Public Improvements*</b>	<b>Estimated Total (\$)</b>	<b>Location*</b>
Streetscaping, including but not limited to, signage, sidewalk repair and replacement, ADA curbing, grating, improved street lighting, utility construction and relocation and stormwater management	\$6,571,000	
Deconstructing and demolishing substandard single-family residences in neighborhoods within the District	\$330,000	
Deconstructing and demolishing commercial substandard structures in the Downtown gateways	\$550,000	
Improvements to Merchant Street parking lot to include curbing, sidewalk construction, landscaping, and storm line replacement	\$152,000	
Improve connection from Merchant Street parking lot to Palatine Park by reconfiguring utility structures, terracing walkways and opening an existing tunnel	\$497,000	
Construct sections of West Fork Rail Trail from River Trail to MCTrail	\$1,900,000	
<b>TOTAL</b>	<b>\$10,000,000</b>	

\* Please refer to **Attachment 2** for a specific identification of proposed location of public improvements.

**D.****ESTIMATED BREAKDOWN OF PROJECT COSTS\***

The Estimated Breakdown of Project Costs below is anticipated to be fully financed from Pay-As-You-Go funds from the TIF Fund (as hereinafter defined) and TIF Obligations. See **Section II.G – Tax Increment Financing Obligations** and **Section II.E – Financing** for more detailed information.

		<u>Proposed Financing Method</u>
1. Capital Costs	\$ _____	
2. Financing Costs	\$ 439,400	TIF Obligations
3. Professional Services	\$ _____	
4. Land	\$ _____	
5. Relocation Costs	\$ _____	
6. Environmental Impact Studies	\$ _____	
7. Public Information	\$ _____	
8. Construction of Public Works	\$ 10,000,000	TIF Obligations
9. Costs of the sale/lease of City property that results in a loss to City	\$ _____	
10. Obligations Capitalized Interest	\$ 598,000	TIF Obligations
11. Obligations Reserve Funds	\$ 922,600	TIF Obligations
<b>Total Project Costs:</b>	<b>\$ 11,960,000</b>	

\*Notes to Items 1 through 11:

- 2) Estimated Financing Costs for the TIF Obligations as provided in **Section II.G**
- 3) Estimated Professional Services costs are included in Construction of Public Works
- 8) See **Section II.C** for estimated breakdown of Project costs
- 10) Estimated Capitalized Interest on the TIF Obligations as provided in **Section II.G**
- 11) Estimated Reserve Funds for the TIF Obligations as provided in **Section II.G**

**E.****FINANCING****Estimated Sources, Amounts, Rate and Term <sup>(1)</sup>**

To finance the TIF Project, the City proposes to use tax increment funds to finance the costs of the TIF Project, including architectural, engineering, legal and other professional fees and expenses on a pay-as-you-go basis and/or from proceeds of the TIF Obligations in an aggregate amount not to exceed \$15,000,000, with maturities not to exceed 30 years from the date of the creation of the TIF District. TIF Obligations may be issued from time to time in one or more series.

The City may fund all or a portion of the TIF Project on a “pay-as-you-go” basis.

Sources	Amount	Interest Rate	Maturity	Anticipated Payoff	Status
Series 2016 TIF Obligations	\$11,960,000	6.00%	2045	2039 <sup>(2)</sup>	Public Hearing on Project and District scheduled.
<b>Total</b>	<b>\$11,960,000</b>				

(1) Amounts and interest rates are preliminary and subject to change based on market conditions at the time of sale of the TIF Obligations.

(2) The TIF Obligations are planned to be issued with a final maturity in **2045**. To the extent Excess Funds (as defined in **Section II.G**) are used to redeem outstanding obligations, it is projected that the TIF Obligations could pay off as early as **2039**.

*What alternate sources of funding have been explored? Why are they unavailable for this project?*

The City has made every attempt to finance the TIF Project using alternate sources of funding, specifically state and federal grants and loans. Over the past several years, the City has maximized available state and federal grant and loan programs and will continue to seek such sources of funding to compliment the use of tax increment funds to finance the TIF Project. Additionally, the City has expended a considerable amount of its general revenue budget to pay for such public improvement projects over the past several years. However, due to the limited availability and annual amounts of such funding sources, the City is not capable of funding the TIF Project without the use of tax increment funds as proposed in this application.

TIF funding is the last resort for completing the vital infrastructure projects within the City because it is not efficient to wait for other sources of funding. The TIF money will allow for these projects to be completed simultaneously, which is necessary for these infrastructure improvements and to achieve the greatest economic impact for the City and surrounding area. Simultaneous project completion is the most efficient and inexpensive process for completion of road and streetscape improvements.

**G.****TAX INCREMENT FINANCING OBLIGATIONS**

*If TIF obligations are expected to be issued, the following information must also be included:*

1. *Amount of TIF indebtedness that may be incurred:* Not to exceed \$15,000,000
2. *Other revenues to be used to finance the debt (other than tax increments in the TIF Fund):* None
3. *Other monies to be deposited in TIF Fund for the development project area or district:* None
4. *If less than the full tax increment is to be used for debt service payments or directly for TIF Project costs and expenses on a pay-as-you-go basis, explain how the excess will be used or distributed:*

Any principal and interest on TIF Obligations issued by the City shall be payable from the tax increment financing fund ("TIF Fund") established for the TIF District. Any revenues in the TIF Fund that are not: (i) used for the scheduled payment of the principal of and interest on TIF Obligations, (ii) used for the payment of accrued but unpaid debt service due to insufficient TIF funds to make prior debt service payments, (iii) held in reserve funds established by the issuance of TIF Obligations, (iv) used for annual expenses for servicing the TIF Obligations, or (v) used for approved TIF Project costs within the TIF District on a pay-as-you-go basis, shall be deemed "excess funds" at the end of each fiscal year.

"Excess funds" may be used for (i) the scheduled payment of the principal of and interest on additional TIF Obligations, (ii) payment of accrued but unpaid debt service due to insufficient TIF funds to make prior debt service payments on additional TIF Obligations, (iii) funding reserve funds established by the issuance of additional TIF Obligations, (iv) payment of annual administrative costs and expenses for servicing additional TIF Obligations, (v) funding for "pay as you go" projects in the TIF District approved in a Project Plan or Project Plans pursuant to the Act, (vi) distribution into current funds of the appropriate levying bodies, (vii) retention in the TIF Fund for approved future project costs and/or debt service relating to the issuance of additional tax increment revenue bonds, and/or (viii) all other purposes for which TIF Fund monies may be expended pursuant to the Act. To the extent that excess funds are not used for any of the purposes set forth in this paragraph, such excess funds shall be used for early repayment of outstanding TIF Obligations in accordance with the financing terms thereof.

5. *Terms for early repayment of the TIF Obligations:*

The City plans to issue TIF Obligations in one or more series with an initial final maturity 30 years from the date of the creation of the TIF District. Upon payment in full of the outstanding principal of, interest on and redemption premium, if any, for the TIF Obligations and all administrative or annual expenses related to the TIF Obligations and/or the TIF District, the City shall dissolve the TIF District; provided, however, that if the City has not completed all of the approved TIF Project set forth in this application or has approved a new Project Plan or Project Plans subsequent to the issuance of the TIF Obligations, the TIF District shall not be dissolved prior to its statutorily mandated termination until the obligations created on the TIF Fund by such Project Plan or Project Plans have been fulfilled.

6. *Attach a letter from a bond counsel and/or financial underwriter stating that the proposed project could support tax increment financing bonds or other obligations and the terms and conditions of such offering.*

Investment Banker/Placement Agent: Piper Jaffray & Co.  
Address: 405 Capitol Street, Suite 613, Charleston, West Virginia 25301  
Telephone: (304) 343-7101 or (304) 343-7102

Bond Counsel: Spilman Thomas & Battle, PLLC  
Address: 300 Kanawha Boulevard, East, Charleston, West Virginia 25301  
Telephone: (304) 340-3800

A letter prepared Piper Jaffray & Co., Investment Bank/Placement Agent for the TIF Project is provided in **Attachment 17** stating that the TIF Project could support the issuance of TIF Obligations within the limitations and subject to the assumptions stated therein. In addition, a letter prepared by Spilman Thomas & Battle, PLLC, Bond Counsel to the City, will be provided prior to any TIF Obligations being issued.

## SOURCES AND USES OF FUNDS

City of Fairmont (West Virginia)  
Tax Increment Revenue Bonds, Series 2016  
(Redevelopment Project Plan No. 1)

Dated Date           08/01/2016  
Delivery Date       08/01/2016

## Sources:

Bond Proceeds:	
Par Amount	11,960,000.00
	11,960,000.00

## Uses:

Project Fund Deposits:	
Project Fund	10,000,000.00
Other Fund Deposits:	
Reserve Fund	922,600.00
Capitalized Interest Fund	598,000.00
	1,520,600.00
Delivery Date Expenses:	
Cost of Issuance	439,200.00
Other Uses of Funds:	
Additional Proceeds	200.00
	11,960,000.00

## Notes:

All figures herein are preliminary, subject to change.  
Reserve Fund equal to the maximum annual debt service on the Bonds.  
Capitalized Interest on the Bonds to June 1, 2017.  
Estimated Cost of Issuance.

BOND PRICING

City of Fairmont (West Virginia)  
 Tax Increment Revenue Bonds, Series 2016  
 (Redevelopment Project Plan No. 1)

Bond Component	Maturity Date	Amount	Rate	Yield	Price
	06/01/2045	11,960,000	6.000%	6.000%	100.000
		11,960,000			

Dated Date	08/01/2016		
Delivery Date	08/01/2016		
First Coupon	12/01/2016		
Par Amount	11,960,000.00		
Original Issue Discount	-		
Production	11,960,000.00	100.000000%	
Underwriter's Discount	-	-	
Purchase Price	11,960,000.00	100.000000%	
Accrued Interest	-		
Net Proceeds	11,960,000.00		

Notes:

All figures herein are preliminary, subject to change.  
 Stated interest rate is for planning purposes only.

## DEBT SERVICE - WITHOUT REDEMPTION OF BONDS

City of Fairmont (West Virginia)  
Tax Increment Revenue Bonds, Series 2016  
(Redevelopment Project Plan No. 1)

Dated Date 08/01/2016  
Delivery Date 08/01/2016

Period Ending	Principal	Coupon	Interest	Debt Service	Annual Debt Service
12/01/2016	-	-	239,200	239,200	-
06/01/2017	-	-	358,800	358,800	598,000
12/01/2017	-	-	358,800	358,800	-
06/01/2018	-	-	358,800	358,800	717,600
12/01/2018	-	-	358,800	358,800	-
06/01/2019	-	-	358,800	358,800	717,600
12/01/2019	-	-	358,800	358,800	-
06/01/2020	205,000	6.000%	358,800	563,800	922,600
12/01/2020	-	-	352,650	352,650	-
06/01/2021	215,000	6.000%	352,650	567,650	920,300
12/01/2021	-	-	346,200	346,200	-
06/01/2022	230,000	6.000%	346,200	576,200	922,400
12/01/2022	-	-	339,300	339,300	-
06/01/2023	240,000	6.000%	339,300	579,300	918,600
12/01/2023	-	-	332,100	332,100	-
06/01/2024	255,000	6.000%	332,100	587,100	919,200
12/01/2024	-	-	324,450	324,450	-
06/01/2025	270,000	6.000%	324,450	594,450	918,900
12/01/2025	-	-	316,350	316,350	-
06/01/2026	285,000	6.000%	316,350	601,350	917,700
12/01/2026	-	-	307,800	307,800	-
06/01/2027	305,000	6.000%	307,800	612,800	920,600
12/01/2027	-	-	298,650	298,650	-
06/01/2028	325,000	6.000%	298,650	623,650	922,300
12/01/2028	-	-	288,900	288,900	-
06/01/2029	340,000	6.000%	288,900	628,900	917,800
12/01/2029	-	-	278,700	278,700	-
06/01/2030	360,000	6.000%	278,700	638,700	917,400
12/01/2030	-	-	267,900	267,900	-
06/01/2031	385,000	6.000%	267,900	652,900	920,800
12/01/2031	-	-	256,350	256,350	-
06/01/2032	405,000	6.000%	256,350	661,350	917,700
12/01/2032	-	-	244,200	244,200	-
06/01/2033	430,000	6.000%	244,200	674,200	918,400
12/01/2033	-	-	231,300	231,300	-
06/01/2034	455,000	6.000%	231,300	686,300	917,600
12/01/2034	-	-	217,650	217,650	-
06/01/2035	485,000	6.000%	217,650	702,650	920,300
12/01/2035	-	-	203,100	203,100	-
06/01/2036	515,000	6.000%	203,100	718,100	921,200
12/01/2036	-	-	187,650	187,650	-
06/01/2037	545,000	6.000%	187,650	732,650	920,300
12/01/2037	-	-	171,300	171,300	-
06/01/2038	575,000	6.000%	171,300	746,300	917,600
12/01/2038	-	-	154,050	154,050	-
06/01/2039	610,000	6.000%	154,050	764,050	918,100
12/01/2039	-	-	135,750	135,750	-
06/01/2040	650,000	6.000%	135,750	785,750	921,500
12/01/2040	-	-	116,250	116,250	-

## DEBT SERVICE - WITHOUT REDEMPTION OF BONDS

City of Fairmont (West Virginia)  
 Tax Increment Revenue Bonds, Series 2016  
 (Redevelopment Project Plan No. 1)

Period Ending	Principal	Coupon	Interest	Debt Service	Annual Debt Service
06/01/2041	685,000	6.000%	116,250	801,250	917,500
12/01/2041	-	-	95,700	95,700	-
06/01/2042	730,000	6.000%	95,700	825,700	921,400
12/01/2042	-	-	73,800	73,800	-
06/01/2043	770,000	6.000%	73,800	843,800	917,600
12/01/2043	-	-	50,700	50,700	-
06/01/2044	820,000	6.000%	50,700	870,700	921,400
12/01/2044	-	-	26,100	26,100	-
06/01/2045	870,000	6.000%	26,100	896,100	922,200
	11,960,000		13,984,600	25,944,600	25,944,600

## Notes:

All figures herein are preliminary, subject to change.  
 Stated interest rate is for planning purposes only.

## NET DEBT SERVICE - WITHOUT REDEMPTION OF BONDS

City of Fairmont (West Virginia)  
Tax Increment Revenue Bonds, Series 2016  
(Redevelopment Project Plan No. 1)

Period Ending	Principal	Coupon	Interest	Total Debt Service	Reserve Fund	Capitalized Interest Fund	Net Debt Service	Annual Net D/S
12/01/2016	-	-	239,200	239,200	-	239,200	-	-
06/01/2017	-	-	358,800	358,800	-	358,800	-	-
12/01/2017	-	-	358,800	358,800	-	-	358,800	-
06/01/2018	-	-	358,800	358,800	-	-	358,800	717,600
12/01/2018	-	-	358,800	358,800	-	-	358,800	-
06/01/2019	-	-	358,800	358,800	-	-	358,800	717,600
12/01/2019	-	-	358,800	358,800	-	-	358,800	-
06/01/2020	205,000	6.000%	358,800	563,800	-	-	563,800	922,600
12/01/2020	-	-	352,650	352,650	-	-	352,650	-
06/01/2021	215,000	6.000%	352,650	567,650	-	-	567,650	920,300
12/01/2021	-	-	346,200	346,200	-	-	346,200	-
06/01/2022	230,000	6.000%	346,200	576,200	-	-	576,200	922,400
12/01/2022	-	-	339,300	339,300	-	-	339,300	-
06/01/2023	240,000	6.000%	339,300	579,300	-	-	579,300	918,600
12/01/2023	-	-	332,100	332,100	-	-	332,100	-
06/01/2024	255,000	6.000%	332,100	587,100	-	-	587,100	919,200
12/01/2024	-	-	324,450	324,450	-	-	324,450	-
06/01/2025	270,000	6.000%	324,450	594,450	-	-	594,450	918,900
12/01/2025	-	-	316,350	316,350	-	-	316,350	-
06/01/2026	285,000	6.000%	316,350	601,350	-	-	601,350	917,700
12/01/2026	-	-	307,800	307,800	-	-	307,800	-
06/01/2027	305,000	6.000%	307,800	612,800	-	-	612,800	920,600
12/01/2027	-	-	298,650	298,650	-	-	298,650	-
06/01/2028	325,000	6.000%	298,650	623,650	-	-	623,650	922,300
12/01/2028	-	-	288,900	288,900	-	-	288,900	-
06/01/2029	340,000	6.000%	288,900	628,900	-	-	628,900	917,800
12/01/2029	-	-	278,700	278,700	-	-	278,700	-
06/01/2030	360,000	6.000%	278,700	638,700	-	-	638,700	917,400
12/01/2030	-	-	267,900	267,900	-	-	267,900	-
06/01/2031	385,000	6.000%	267,900	652,900	-	-	652,900	920,800
12/01/2031	-	-	256,350	256,350	-	-	256,350	-
06/01/2032	405,000	6.000%	256,350	661,350	-	-	661,350	917,700
12/01/2032	-	-	244,200	244,200	-	-	244,200	-
06/01/2033	430,000	6.000%	244,200	674,200	-	-	674,200	918,400
12/01/2033	-	-	231,300	231,300	-	-	231,300	-
06/01/2034	455,000	6.000%	231,300	686,300	-	-	686,300	917,600

## NET DEBT SERVICE - WITHOUT REDEMPTION OF BONDS

City of Fairmont (West Virginia)  
Tax Increment Revenue Bonds, Series 2016  
(Redevelopment Project Plan No. 1)

Period Ending	Principal	Coupon	Interest	Total Debt Service	Reserve Fund	Capitalized Interest Fund	Net Debt Service	Annual Net D/S
12/01/2034	-	-	217,650	217,650	-	-	217,650	-
06/01/2035	485,000	6.000%	217,650	702,650	-	-	702,650	920,300
12/01/2035	-	-	203,100	203,100	-	-	203,100	-
06/01/2036	515,000	6.000%	203,100	718,100	-	-	718,100	921,200
12/01/2036	-	-	187,650	187,650	-	-	187,650	-
06/01/2037	545,000	6.000%	187,650	732,650	-	-	732,650	920,300
12/01/2037	-	-	171,300	171,300	-	-	171,300	-
06/01/2038	575,000	6.000%	171,300	746,300	-	-	746,300	917,600
12/01/2038	-	-	154,050	154,050	-	-	154,050	-
06/01/2039	610,000	6.000%	154,050	764,050	-	-	764,050	918,100
12/01/2039	-	-	135,750	135,750	-	-	135,750	-
06/01/2040	650,000	6.000%	135,750	785,750	-	-	785,750	921,500
12/01/2040	-	-	116,250	116,250	-	-	116,250	-
06/01/2041	685,000	6.000%	116,250	801,250	-	-	801,250	917,500
12/01/2041	-	-	95,700	95,700	-	-	95,700	-
06/01/2042	730,000	6.000%	95,700	825,700	-	-	825,700	921,400
12/01/2042	-	-	73,800	73,800	-	-	73,800	-
06/01/2043	770,000	6.000%	73,800	843,800	-	-	843,800	917,600
12/01/2043	-	-	50,700	50,700	-	-	50,700	-
06/01/2044	820,000	6.000%	50,700	870,700	-	-	870,700	921,400
12/01/2044	-	-	26,100	26,100	-	-	26,100	-
06/01/2045	870,000	6.000%	26,100	896,100	922,600	-	-26,500	-400
	11,960,000		13,984,600	25,944,600	922,600	598,000	24,424,000	24,424,000

## Notes:

All figures herein are preliminary, subject to change.

Capitalized Interest on the Bonds to June 1, 2017.

Reserve Fund principal used to make final payment on the Bonds.

## BOND SOLUTION - WITH MANDATORY REDEMPTION OF BONDS

City of Fairmont (West Virginia)  
Tax Increment Revenue Bonds, Series 2016  
(Redevelopment Project Plan No. 1)

Period Ending	Projected Principal	Projected Principal+ Interest	Capitalized Interest & Reserve Funds	Net Debt Service	Projected Revenues	Projected Surplus	Cumulative Projected Surplus	Debt Service Coverage
06/01/2016	-	-	-	-	-	-	-	-
06/01/2017	-	598,000	-598,000	-	238,653	238,653	238,653	-
06/01/2018	-	717,600	-	717,600	482,205	-235,395	3,258	67.19691%
06/01/2019	-	717,600	-	717,600	725,756	8,156	11,413	101.13650%
06/01/2020	260,000	977,600	-	977,600	969,304	-8,296	3,117	99.15139%
06/01/2021	275,000	977,000	-	977,000	978,944	1,944	5,061	100.19897%
06/01/2022	305,000	990,500	-	990,500	988,679	-1,821	3,240	99.81618%
06/01/2023	330,000	997,200	-	997,200	998,511	1,311	4,551	100.13145%
06/01/2024	365,000	1,012,400	-	1,012,400	1,008,440	-3,960	591	99.60882%
06/01/2025	390,000	1,015,500	-	1,015,500	1,018,467	2,967	3,557	100.29213%
06/01/2026	425,000	1,027,100	-	1,027,100	1,028,593	1,493	5,050	100.14533%
06/01/2027	465,000	1,041,600	-	1,041,600	1,038,819	-2,781	2,269	99.73299%
06/01/2028	500,000	1,048,700	-	1,048,700	1,049,146	446	2,715	100.04254%
06/01/2029	540,000	1,058,700	-	1,058,700	1,059,575	875	3,590	100.08269%
06/01/2030	585,000	1,071,300	-	1,071,300	1,070,108	-1,192	2,398	99.88871%
06/01/2031	630,000	1,081,200	-	1,081,200	1,080,744	-456	1,942	99.95784%
06/01/2032	675,000	1,088,400	-	1,088,400	1,091,486	3,086	5,028	100.28350%
06/01/2033	730,000	1,102,900	-	1,102,900	1,102,333	-567	4,461	99.94860%
06/01/2034	785,000	1,114,100	-	1,114,100	1,113,288	-812	3,649	99.92710%
06/01/2035	845,000	1,127,000	-	1,127,000	1,124,351	-2,649	1,000	99.76493%
06/01/2036	905,000	1,136,300	-	1,136,300	1,135,523	-777	222	99.93160%
06/01/2037	970,000	1,147,000	-	1,147,000	1,146,805	-195	28	99.98302%
06/01/2038	1,035,000	1,153,800	-	1,153,800	1,158,199	4,399	4,427	100.38126%
06/01/2039	945,000	1,001,700	-922,600	79,100	1,169,705	1,090,605	1,095,032	1478.76760%
06/01/2040	-	-	-	-	1,181,325	1,181,325	2,276,357	-
06/01/2041	-	-	-	-	1,193,059	1,193,059	3,469,416	-
06/01/2042	-	-	-	-	1,204,909	1,204,909	4,674,325	-
06/01/2043	-	-	-	-	1,216,877	1,216,877	5,891,202	-
06/01/2044	-	-	-	-	1,228,962	1,228,962	7,120,164	-
06/01/2045	-	-	-	-	1,241,166	1,241,166	8,361,330	-
	11,960,000	23,203,200	-1,520,600	21,682,600	30,043,930	8,361,330		

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BOND SOLUTION - WITH MANDATORY REDEMPTION OF BONDS

City of Fairmont (West Virginia)  
Tax Increment Revenue Bonds, Series 2016  
(Redevelopment Project Plan No. 1)

Notes:

All figures herein are preliminary, subject to change.  
See Projection of Net Property Tax Increment for Projected Revenues.  
Capitalized Interest on the Bonds to June 1, 2017.  
Reserve Fund principal used to make final payment on the Bonds.

## City of Fairmont Redevelopment District No. 1 CALCULATION OF PROJECTED NET PROPERTY TAX INCREMENT

Tax Year	Due (April 1)	APPRAISED VALUES INCREASE (1)			ASSESSED VALUES INCREASE (1)			LEVY RATE (2)		NET PROPERTY TAX INCREMENT (3)					
		II	IV	Total	II	IV	Total	II	Class IV	II	Class IV	Gross	Discount	Admin	Net
<b>2015</b>	<b>BASE</b>														
2016	2017	0	25,000,000	25,000,000	0	15,000,000	15,000,000	0.8330%	1.6660%	0	249,900	249,900	(6,248)	(5,000)	<b>238,653</b>
2017	2018	0	50,000,000	50,000,000	0	30,000,000	30,000,000	0.8330%	1.6660%	0	499,800	499,800	(12,495)	(5,100)	<b>482,205</b>
2018	2019	0	75,000,000	75,000,000	0	45,000,000	45,000,000	0.8330%	1.6660%	0	749,700	749,700	(18,743)	(5,202)	<b>725,756</b>
2019	2020	0	100,000,000	100,000,000	0	60,000,000	60,000,000	0.8330%	1.6660%	0	999,600	999,600	(24,990)	(5,306)	<b>969,304</b>
2020	2021	0	101,000,000	100,000,000	0	60,600,000	60,600,000	0.8330%	1.6660%	0	1,009,596	1,009,596	(25,240)	(5,412)	<b>978,944</b>
2021	2022	0	102,010,000	102,010,000	0	61,206,000	61,206,000	0.8330%	1.6660%	0	1,019,692	1,019,692	(25,492)	(5,520)	<b>988,679</b>
2022	2023	0	103,030,100	103,030,100	0	61,818,060	61,818,060	0.8330%	1.6660%	0	1,029,889	1,029,889	(25,747)	(5,631)	<b>998,511</b>
2023	2024	0	104,060,401	104,060,401	0	62,436,241	62,436,241	0.8330%	1.6660%	0	1,040,188	1,040,188	(26,005)	(5,743)	<b>1,008,440</b>
2024	2025	0	105,101,005	105,101,005	0	63,060,603	63,060,603	0.8330%	1.6660%	0	1,050,590	1,050,590	(26,265)	(5,858)	<b>1,018,467</b>
2025	2026	0	106,152,015	106,152,015	0	63,691,209	63,691,209	0.8330%	1.6660%	0	1,061,096	1,061,096	(26,527)	(5,975)	<b>1,028,593</b>
2026	2027	0	107,213,535	107,213,535	0	64,328,121	64,328,121	0.8330%	1.6660%	0	1,071,706	1,071,706	(26,793)	(6,095)	<b>1,038,819</b>
2027	2028	0	108,285,671	108,285,671	0	64,971,402	64,971,402	0.8330%	1.6660%	0	1,082,424	1,082,424	(27,061)	(6,217)	<b>1,049,146</b>
2028	2029	0	109,368,527	109,368,527	0	65,621,116	65,621,116	0.8330%	1.6660%	0	1,093,248	1,093,248	(27,331)	(6,341)	<b>1,059,575</b>
2029	2030	0	110,462,213	110,462,213	0	66,277,328	66,277,328	0.8330%	1.6660%	0	1,104,180	1,104,180	(27,605)	(6,468)	<b>1,070,108</b>
2030	2031	0	111,566,835	111,566,835	0	66,940,101	66,940,101	0.8330%	1.6660%	0	1,115,222	1,115,222	(27,881)	(6,597)	<b>1,080,744</b>
2031	2032	0	112,682,503	112,682,503	0	67,609,502	67,609,502	0.8330%	1.6660%	0	1,126,374	1,126,374	(28,159)	(6,729)	<b>1,091,486</b>
2032	2033	0	113,809,328	113,809,328	0	68,285,597	68,285,597	0.8330%	1.6660%	0	1,137,638	1,137,638	(28,441)	(6,864)	<b>1,102,333</b>
2033	2034	0	114,947,421	114,947,421	0	68,968,453	68,968,453	0.8330%	1.6660%	0	1,149,014	1,149,014	(28,725)	(7,001)	<b>1,113,288</b>
2034	2035	0	116,096,896	116,096,896	0	69,658,137	69,658,137	0.8330%	1.6660%	0	1,160,505	1,160,505	(29,013)	(7,141)	<b>1,124,351</b>
2035	2036	0	117,257,864	117,257,864	0	70,354,719	70,354,719	0.8330%	1.6660%	0	1,172,110	1,172,110	(29,303)	(7,284)	<b>1,135,523</b>
2036	2037	0	118,430,443	118,430,443	0	71,058,266	71,058,266	0.8330%	1.6660%	0	1,183,831	1,183,831	(29,596)	(7,430)	<b>1,146,805</b>
2037	2038	0	119,614,748	119,614,748	0	71,768,849	71,768,849	0.8330%	1.6660%	0	1,195,669	1,195,669	(29,892)	(7,578)	<b>1,158,199</b>
2038	2039	0	120,810,895	120,810,895	0	72,486,537	72,486,537	0.8330%	1.6660%	0	1,207,626	1,207,626	(30,191)	(7,730)	<b>1,169,705</b>
2039	2040	0	122,019,004	122,019,004	0	73,211,402	73,211,402	0.8330%	1.6660%	0	1,219,702	1,219,702	(30,493)	(7,884)	<b>1,181,325</b>
2040	2041	0	123,239,194	123,239,194	0	73,943,516	73,943,516	0.8330%	1.6660%	0	1,231,899	1,231,899	(30,797)	(8,042)	<b>1,193,059</b>
2041	2042	0	124,471,586	124,471,586	0	74,682,952	74,682,952	0.8330%	1.6660%	0	1,244,218	1,244,218	(31,105)	(8,203)	<b>1,204,909</b>
2042	2043	0	125,716,302	125,716,302	0	75,429,781	75,429,781	0.8330%	1.6660%	0	1,256,660	1,256,660	(31,417)	(8,367)	<b>1,216,877</b>
2043	2044	0	126,973,465	126,973,465	0	76,184,079	76,184,079	0.8330%	1.6660%	0	1,269,227	1,269,227	(31,731)	(8,534)	<b>1,228,962</b>
2044	2045	0	128,243,200	128,243,200	0	76,945,920	76,945,920	0.8330%	1.6660%	0	1,281,919	1,281,919	(32,048)	(8,705)	<b>1,241,166</b>

**NOTES:**

(1) Projected increase in Taxable Assessed Values in TIF District (Assessed = 60% of Appraised Values):

Tax Year	Appraised (\$)	Assessed (\$)	Class	Description of Development
2016	25,000,000	15,000,000	IV	Estimated Increase from existing development
2017	25,000,000	15,000,000	IV	Speculative project development
2018	25,000,000	15,000,000	IV	Speculative project development
2019	<u>25,000,000</u>	<u>15,000,000</u>	IV	Speculative project development
	100,000,000	60,000,000		

(2) Current Tax Levy Rates for Tax Year 2015:

Levy	Class I	Class II	Class IV
State	0.25	0.50	1.00
City	12.50	25.00	50.00
County	11.08	19.00	38.00
School	<u>19.40</u>	<u>38.80</u>	<u>77.60</u>
Total	43.23	83.30	166.60

(3) Estimated Property Tax Discount = 2.5%

Admin fees of the TIF District increase 2.0% per year.

Annual Inflation Rate of Class IV values = 1.0% Beginning Tax Year 2020

## DISCLAIMER

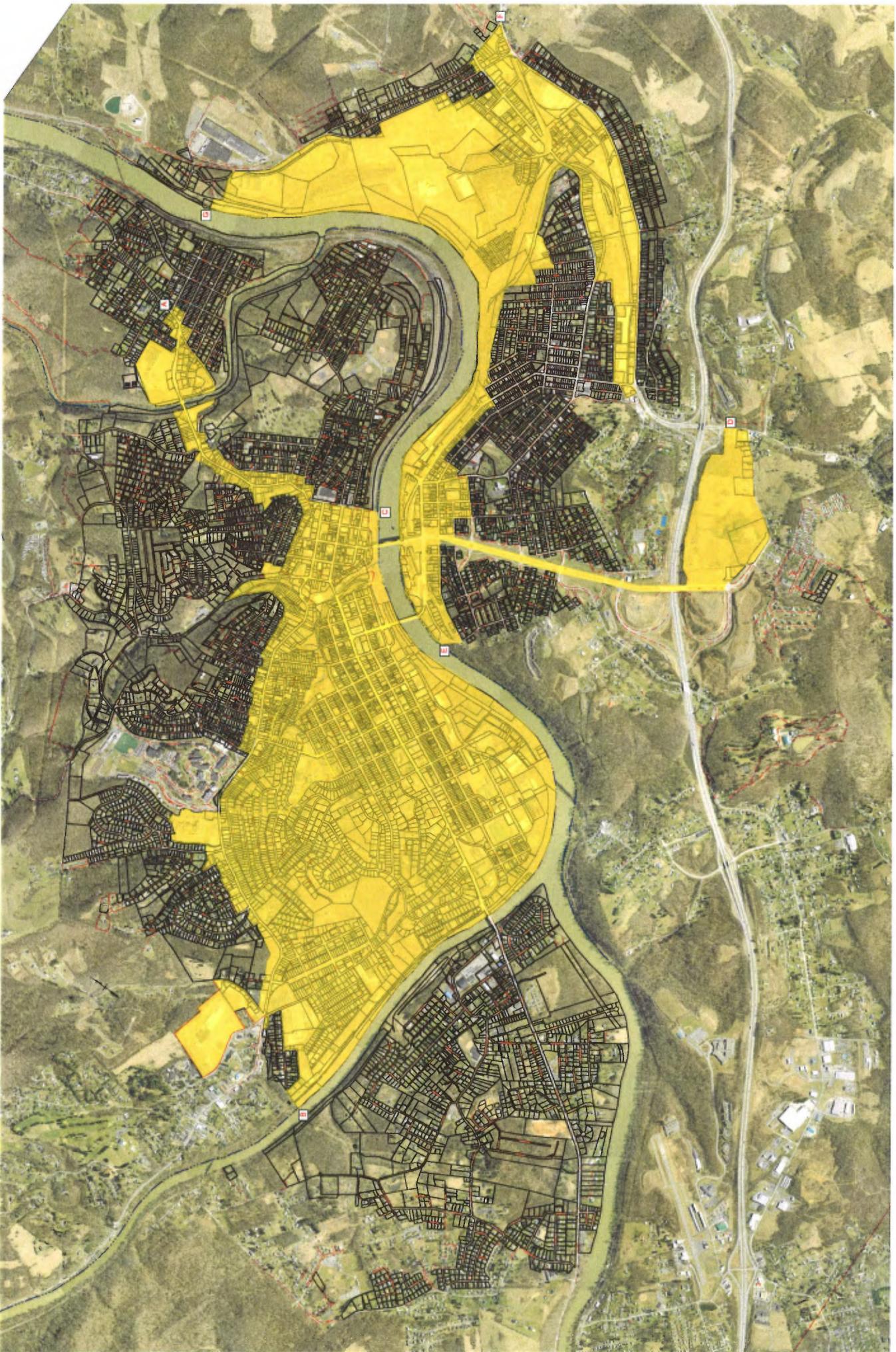
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*The information contained herein may include hypothetical interest rates or interest rate savings for a potential refunding. Interest rates used herein take into consideration conditions in today's market and other factual information such as credit rating, geographic location and market sector. Interest rates described herein should not be viewed as rates that Piper Jaffray expects to achieve for you should we be selected to act as your underwriter or placement agent. Information about interest rates and terms for SLGs is based on current publically available information and treasury or agency rates for open-market escrows are based on current market interest rates for these types of credits and should not be seen as costs or rates that Piper Jaffray could achieve for you should we be selected to act as your underwriter or placement agent. More particularized information and analysis may be provided after you have engaged Piper Jaffray as an underwriter or placement agent or under certain other exceptions as describe in the Section 15B of the Exchange Act.*

**Attachment 1: Map showing the existing uses and conditions of the real property in the project area or district.**

Attached hereto is an aerial map showing the current land use of properties in the proposed TIF District.



**Attachment 2:**

**A map showing proposed improvements and uses of the land in the project area or district and the boundaries of the property within the development or redevelopment project area or district whose increment will be used for this project.**

The following are attached hereto: (i) a map showing the boundaries of the proposed TIF District; and (ii) the aerial map from **Attachment 1** showing the areas of preliminary proposed improvements as further described below. A listing of the parcels to be included in the proposed TIF District will be attached hereto once available.

The descriptions below of the preliminary proposed improvements correspond to the areas identified on the aerial map from **Attachment 1** attached hereto. Such preliminary proposed improvements and uses are subject to change according to additional information obtained at the time when such improvements and uses are being designed and/or constructed but which improvements and uses shall be located within or benefit the TIF District

**1. Demolition Program:**

- a. Rehabilitation and targeted demolition of commercial and residential properties

**2. Downtown Historic District:**

- a. Signage and landscaping improvements
- b. Infrastructure improvements
- c. Removal of blighted structures on gateways into City

**3. East Park Avenue from Indiana Avenue to Speedway:**

- a. Stormwater drainage improvements

**4. First Street to Fourteenth Street:**

- a. Replacing sidewalks and adding ADA curbing
- b. Replacing existing street lights with antique street lights

**5. Locust Avenue:**

- a. Streetscaping, including but not limited to, replacing sidewalks along with ADA curbing, antique lighting and landscaping
- b. Removal of blighted structures

**6. Merchant Street:**

- a. Streetscaping, including but not limited to, replacing sidewalks along with ADA curbing, antique lighting and landscaping
- b. Public improvements, including but not limited to, new stormwater line, utility improvements and pedestrian tunnel and walkway

**7. Pennsylvania Avenue:**

- a. Streetscaping, including but not limited to, replacing sidewalks along with ADA curbing, antique lighting and landscaping

**8. West Fork River Rail Trail:**

- a. Completing Rail Trail from West Fork River Trail to Third Street bridge
- b. Completing Rail Trail from Palatine Park to MCTrail/Meredith Tunnel
- c. Constructing pedestrian bridge over Monongahela River to connect the two Rail Trail pieces

**9. Downtown Development:**

- a. Masonic Temple development
- b. Firehouse Studios development

**10. Fairmont Avenue Development:**

- a. Re-bricking First Street from Fairmont Avenue to Virginia Avenue
- b. Infrastructure development, including but not limited to, curbing, stormwater management and rain garden
- c. Public improvements related to pedestrian-only section of street
- d. Improving and enhancing streetscape

**11. Owens Property Site Development:**

- a. Infrastructure development, including but not limited to, utility placement, sidewalk, street lighting and streetscaping
- b. Road improvements

**12. Palatine Park - Everest Drive/Merchant Street Development:**

- a. Road improvements, including but not limited to, re-routing New Street leading into Everest Drive
- b. Public improvements related to Marketplace at Palatine

**13. Rhea Terrace Roadway:**

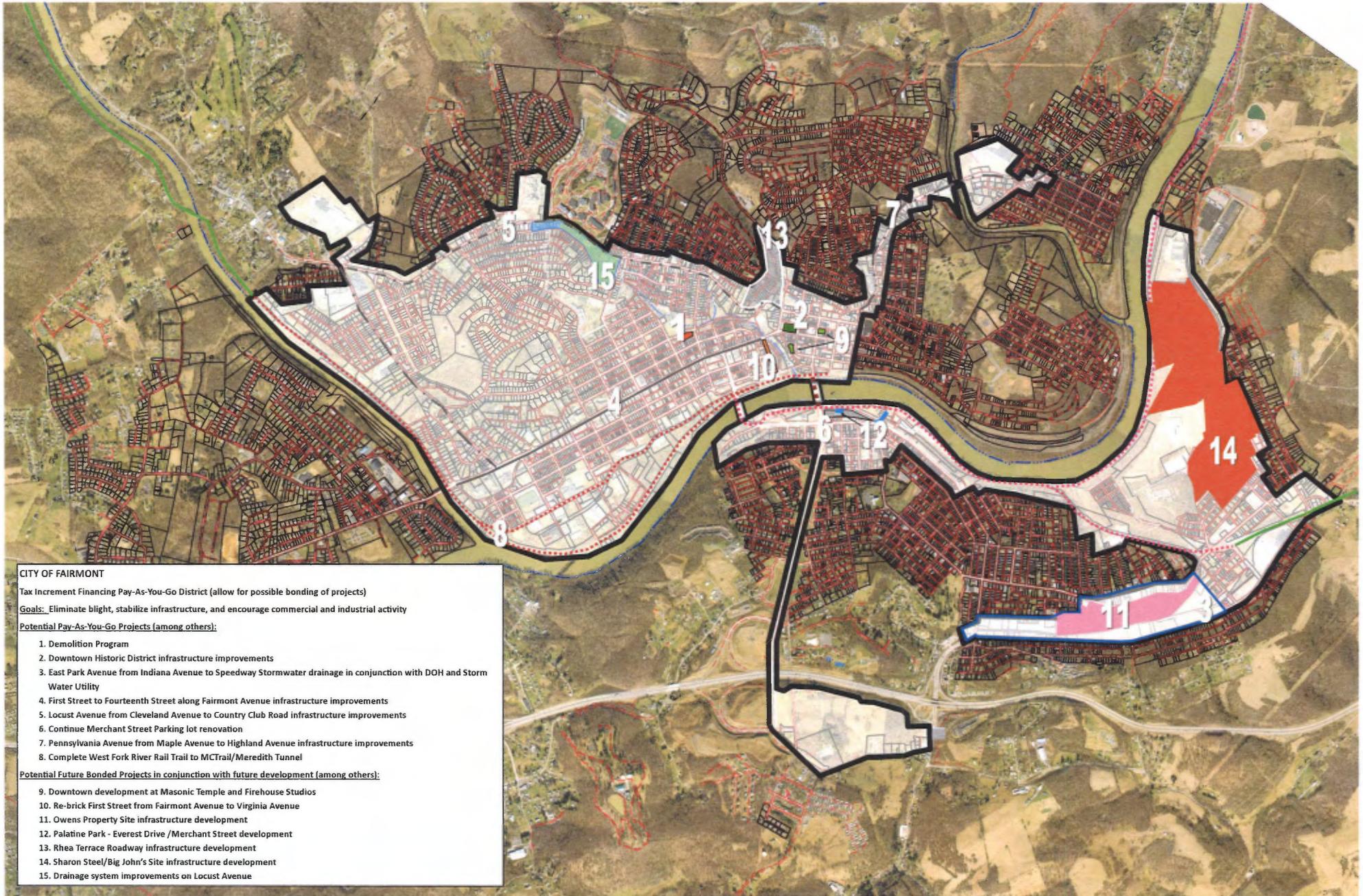
- a. Infrastructure improvements, including but not limited to, retaining walls and road improvements

**14. Sharon Steel/Big John's Site Development:**

- a. Infrastructure improvements, including but not limited to, utility placement, sidewalk, street lighting and streetscaping
- b. Road improvements

**15. Drainage System Improvements Locust Avenue:**

- a. Stormwater management improvements, including but not limited to, relief culvert beneath Locust Avenue and overflow channel or replacements culverts for flood waters



**CITY OF FAIRMONT**

Tax Increment Financing Pay-As-You-Go District (allow for possible bonding of projects)

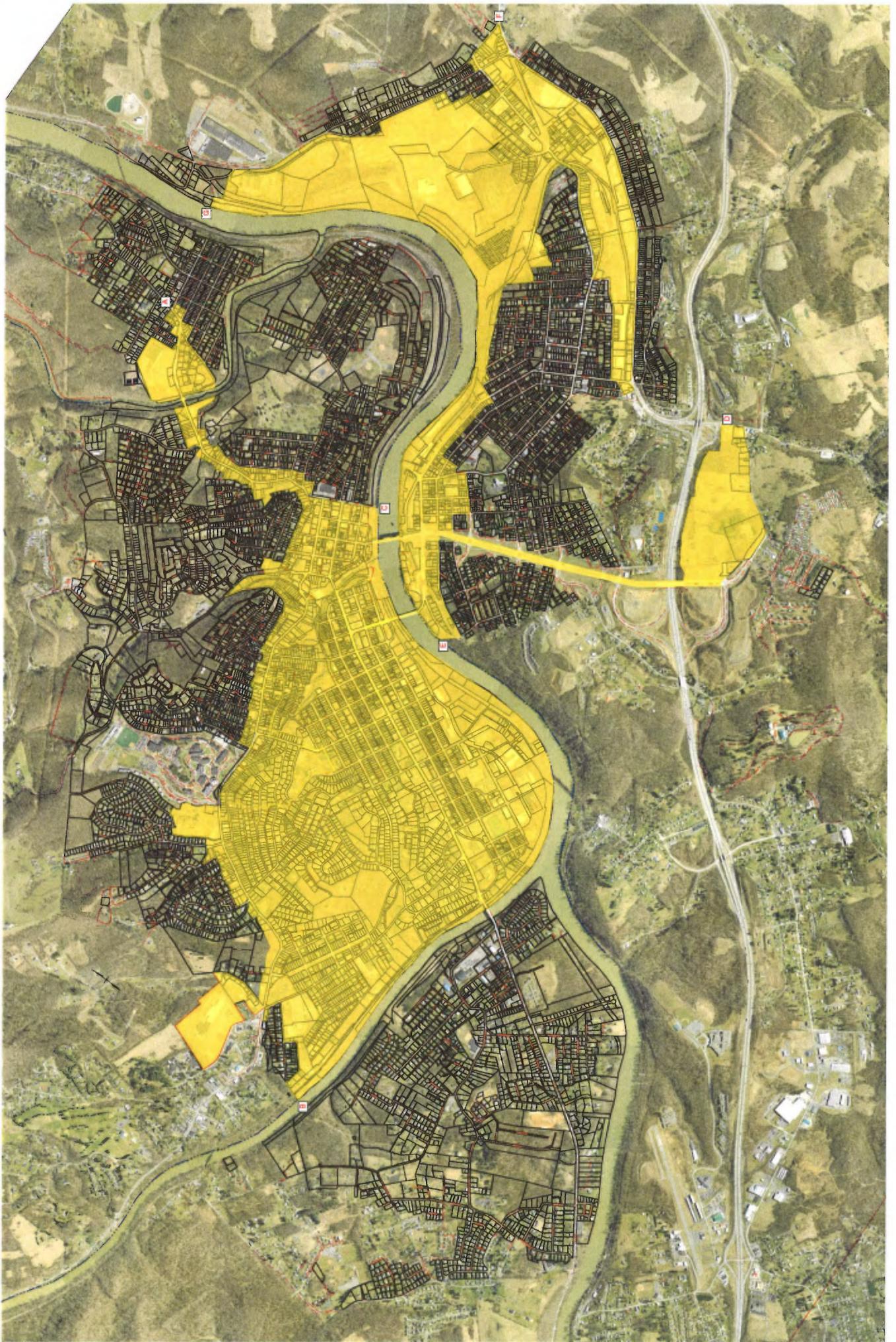
Goals: Eliminate blight, stabilize infrastructure, and encourage commercial and industrial activity

Potential Pay-As-You-Go Projects (among others):

1. Demolition Program
2. Downtown Historic District infrastructure improvements
3. East Park Avenue from Indiana Avenue to Speedway Stormwater drainage in conjunction with DOH and Storm Water Utility
4. First Street to Fourteenth Street along Fairmont Avenue infrastructure improvements
5. Locust Avenue from Cleveland Avenue to Country Club Road infrastructure improvements
6. Continue Merchant Street Parking lot renovation
7. Pennsylvania Avenue from Maple Avenue to Highland Avenue infrastructure improvements
8. Complete West Fork River Rail Trail to MCTrail/Meredith Tunnel

Potential Future Bonded Projects in conjunction with future development (among others):

9. Downtown development at Masonic Temple and Firehouse Studios
10. Re-brick First Street from Fairmont Avenue to Virginia Avenue
11. Owens Property Site infrastructure development
12. Palatine Park - Everest Drive /Merchant Street development
13. Rhea Terrace Roadway infrastructure development
14. Sharon Steel/Big John's Site infrastructure development
15. Drainage system improvements on Locust Avenue



**Attachment 3: A resolution, order or ordinance finding the project is not reasonably expected to occur without the use of tax increment financing.**

Attached hereto is a Resolution adopted by the City Council on August 11, 2015 establishing the public hearing date and other matters in connection with the TIF District. It is anticipated that a Resolution will be adopted by the City Council on August 25, 2015 approving and authorizing submission of the application to the West Virginia Development Office and making the necessary and appropriate findings regarding the reasonableness of the project occurring without the use of tax increment financing.

**Attachment 4:**

**Copy of the certification by the county assessor of the base assessed value of the property whose increment will be used for this project.**

The base assessed value of the property as of July 1, 2014, as certified by the Marion County Assessor will be attached hereto once available.

**Attachment 5:**

**If the current assessed value is different from the base-assessed value, a copy of the certification by the county assessor of the current assessed value of the property in the development or redevelopment area or district that will be used to help support TIF obligations for this project.**

The current assessed value of the property within the TIF District as of July 1, 2015 is not yet available.

**Attachment 6: Verification and results of the public hearings.**

The City has scheduled a public hearing on the proposed TIF District and proposed Project Plan on August 25, 2015. The Affidavit of Publication of the Notice of Public Hearing and the minutes from the public hearing will be attached hereto once available.

**Attachment 7: Analysis of costs to other communities or areas in West Virginia as a result of this development.**

There are no known costs to other communities or areas in West Virginia as a result of the proposed TIF District or proposed Project Plan.

**Attachment 8:**

**Other information including the effect on the economy that may be necessary or useful to determine whether the project is financially feasible.**

The deteriorating condition of certain parts of Fairmont has become a hindrance to the overall desire to live and work in certain areas of the City. The construction/installation of public property improvements (including utility relocation, sidewalks, curbs, lighting, landscaping, land and right-of-way acquisition, and related infrastructure) will serve to compliment the overall goals of the City. The real property within the TIF District and the citizens of the City will benefit from the elimination of and prevention of the spread of blighted and deteriorated areas, increasing employment opportunities and encouraging commerce, industry and citizens to remain and relocate to the area. In addition, the real property and citizens within the TIF District will benefit in the form of public improvements from funds to be generated and captured in TIF Fund over the 30-year life of the TIF District.

The TIF Project will improve the quality of life of those living and working in the City. The infrastructure and streetscape improvements and demolition of blighted and deteriorated properties, combined with the anticipated new development within the proposed TIF District, will attract new businesses and residents to the City and provide new employment opportunities.

The City's Comprehensive Plan was adopted by the City Council in 2005. Relevant portions of the Comprehensive Plan are attached hereto. Also attached hereto are a Connectivity Plan prepared for the City by Thrasher Engineering in June 2014 and a related Health Impact Assessment prepared by the West Virginia University Health Research Center, which include discussions of the importance of improvements such as sidewalks, rail trails, streetscaping and other components of the City's proposed TIF Project.

Also attached hereto are the following documents related to the proposed TIF Project:

- Letter of support from Pete Higinbotham, Chairman of the Urban Renewal Authority;
- Goals of Blighted, Abandoned and Dilapidated ("BAD") Buildings Committee;
- Letter of support from Houston Richardson, Committee Member of BAD Building Committee;
- Resolution supporting proposed TIF Project from BAD Buildings Committee;
- West Fork Rail Trail Connection design;
- Map of rail trail system from Parkersburg to Morgantown;
- Pictures of sidewalk and curbing for Locust Avenue and Pennsylvania Avenue;
- Pictures of Rhea Terrace;
- Redevelopment opportunity study of Fairmont CokeWorks; and

- Merchant Street drawings and cost estimates.

Based on projected and estimated development in the TIF District provided by the City and other assumptions related to the issuance of the TIF Obligations, the Placement Agent for the TIF Obligations has prepared a preliminary project of the net property tax increment of the TIF District. The projected net property tax increment provides for a projected payoff of the TIF Obligations as early as 2039 prior to the 2045 maturity of the TIF Obligations. The preliminary bond structure and projection of net property tax increment can be found in Section II.G – Tax Increment Financing Obligations of this Application and are subject to change.

# Chapter 4

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## Housing

### A. OVERVIEW

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

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

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

### B. GOALS AND ACTIONS

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

**Goal:**

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



## Actions:

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

## C. EXISTING CONDITIONS

### 1. Households

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

# Housing

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## TOTAL HOUSEHOLDS

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

### 2. Household size

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

## AVERAGE HOUSEHOLD SIZE

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

### 3. Housing Units



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

### TOTAL HOUSING UNITS

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

#### 4. Housing Vacancy

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

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

### HOUSING UNIT VACANCY

	Occupied	%	Vacant	% Vacant

# Housing

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

## 5. Housing Areas

### A. Residence "A" District

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

### B. Residence "A1" District

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



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

**C. Residence “B” District**

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

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

**D. Residence “C” District**

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

**E. Sallyfield Estates**

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

**F. Mobile Home Parks**

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

## 6. Housing Unit Types

While the 2000 Census data lists 9,755 housing units in the City of Fairmont, a recently completed (2004) housing study performed by the Fairmont/Morgantown Housing Authority credits the city with an additional 220 units broken down in the following manner:

- A. Single Family Homes – 6,978

# Housing

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- B. Duplexes – 924
- C. 3 or more units – 1,906
- D. Mobile Homes – 167

## 7. Homeless/Emergency Shelters

### A. Scott Place Shelter

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

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

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

### B. Union Mission

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

### C. HOPE Inc.

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

## 8. Subsidized Housing

### A. Marion Unity Apartments

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



**B. Fairmont Arbors**

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

**C. East View Unity Apartments**

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

**D. Fairmont Housing Authority**

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

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

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

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

Bedroom Size	Rent per Month
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# Housing

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<b>1 bedroom</b>	<b>\$322.00</b>
<b>2 bedrooms</b>	<b>\$397.00</b>
<b>3 bedrooms</b>	<b>\$508.00</b>
<b>4 bedrooms</b>	<b>\$587.00</b>
<b>5 bedrooms</b>	<b>\$670.00</b>

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

## 9. Housing Organizations

### A. Fairmont Community Development Partnership

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

### B. Fairmont/Morgantown Housing Authority

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

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



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

C. Vandalia Heritage Foundation

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

D. Habitat for Humanity

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

E. North Central West Virginia Community Action

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

**HOME Loan Program**

Home Ownership Made Easy is a loan program funded by WV Housing Development Fund. This program provides new home ownership opportunities for income-eligible individuals or families who have a steady source of income and a good credit rating. Credit payments are negotiated with WV Housing Development Fund, which lowers the payment to a percentage of the household income. Loans are given over a twenty-year period at 0% fixed rate, with the unpaid balance forgiven at the end of the period

**HELP Loan Program**

WV Housing Development Fund also funds Home Emergency Loan Program. This program provides for emergency repairs to an owner-occupied home. The program addresses repairs such as furnaces, new roofs, and foundations. The minimum loan amount is \$1,000 and the

maximum may go as high as \$10,000 with written approval from WV Housing Development. Applicants who exceed 80% of the median family income will require approval by the Executive Director of the WV Housing Development Fund. Emergency situations dictate the use of HELP funds. Structural or construction problems that threaten the health or safety of inhabitants constitute emergency situations. NCWVCAA does not issue HELP funds for use in the 100-year flood plain or where there has been flood damage. Community Action issues HELP Loans at 3% interest over 8 years. Clients pay whatever the amortized amount is for their loan for that period.

## **10. Substandard Housing/Blighted Properties**

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

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

The City of Fairmont currently operates a revolving loan fund for individuals, organizations and businesses to access for the purpose of demolishing substandard and blighted structures. With funds provided by the West Virginia Housing Development Fund, the City of Fairmont has loaned approximately \$65,000 of a total fund of \$100,000 to individuals and entities for the above stated purpose in the last two years.

## **11. Rental Housing**

- City of Fairmont Rental Registration Program
- Fairmont State University Impact

- Commuter Population
- Apartment Complexes

### 12. Manufactured Housing

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

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

For Residence B the following conditions must be met:

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

prohibited.

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

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

### 13. Community Initiatives

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

## D. BASIC ISSUES

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

### EXISTING HOUSING

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

### NEW HOUSING

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

## **ELDERLY HOUSING**

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

## **RENTAL PROPERTY**

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

## **SUBSTANDARD HOUSING**

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

## **E. RECOMMENDATIONS**

### **1. Short Range (2005-2008)**

- a. Zoning regulations should be modified and new subdivision regulations enacted to allow greater flexibility for new housing developments and housing units to be constructed in the corporate limits.
- b. Code enforcement measures should be strengthened to address substandard property and the absentee responsible property owner.
- c. The City of Fairmont should seek additional funding from West Virginia Housing Development Fund for their Demolition Loan Program.
- d. The City of Fairmont should continue to support the efforts of the Fairmont Community Development Partnership in the Maple/Ogden Gateway Project through grant application sponsorships.
- e. Other community non-profits should be encourage to partner with the City of Fairmont in applying for grant funding to construct new housing and or demolish substandard housing.
- f. Mobile homes should only be permitted in approved parks and subdivisions.
- g. The City should continue the Rental Registration Program and review and modify any conflicting or cumbersome procedures to improve its effectiveness.

### **2. Medium Range (2008-2011)**

- a. Tax abatement, amortization schedules, and low interest loans from local banks are available for new and existing homes. This is in spite of competition for

limited resources. The City should partner with community housing organizations to sponsor community workshops that could educate the residents on the methods of financing that are available to them. The private sector should work closely with the City. The private sector can assist with tax credits. Tax credits would make it financially rewarding for people to build or remodel homes.

- b. A Landlord Association should be developed to establish standard leases, tenant screening, tenant selection, and eviction procedures. Landlords should be trained to properly manage their properties, keep better records, and write better lease agreements.
- c. The City's Building Department should continue to maintain a detailed inventory of housing conditions and identify those structures that are deteriorating or are dilapidated.
- d. The City of Fairmont should work through the West Virginia Code Officials to improve the existing housing code. Violators of the housing code should be identified, as soon as possible, so that costly repairs and visual blight may be minimized.
- e. The Economic Adjustment Strategy (1996) identifies the need for good quality housing in the \$70,000-90,000 price range. Several buildings in the Downtown should be analyzed through a feasibility study to determine which buildings could be converted to house upscale condominiums (\$80,000 to \$100,000).
- f. Public resources should be allocated for housing in a manner which gives priority to the rehabilitation of neighborhood housing. New construction in older neighborhoods should be used to stimulate revitalization.
- g. Efforts should be undertaken to market Fairmont's neighborhoods and school systems to prospective residents, real estate brokers, financial institutions, and developers through a partnership with neighborhood organizations. For example, Fairmont is only twenty-five minutes from Morgantown. Housing costs in Fairmont are considerably lower than that in Morgantown. Fairmont should consider marketing potential households in the Morgantown area.
- h. In order to attract new retirees into the area the City, along with the Chamber of Commerce and the Convention and Visitors Bureau, should prepare a promotional packet to include a neighborhood profile of demographics, housing stock (type, availability, and cost), local stores and public services, as well as local, civic, and business organizations. This material should be distributed to prospective homeowners and realtors in the area.
- i. Major clean-up efforts should be conducted on all the gateways leading to housing developments and traditional neighborhoods such as Pennsylvania Avenue at the Bellview entrance.

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

### 3. Long Range (2011-2015)

- a. A Livability Code should be prepared and introduced to evaluate residential units within the City. The enforcement of a Livability Code would ensure that all residents meet minimum living standards. The purpose of a Livability Code is to establish minimum property maintenance standards for basic equipment and facilities including lighting, ventilation, heating, and sanitation for residential structures and premises. The Minimum Livability Code applies to residential structures for human habitation. It would not apply to owner-occupied single family housing units.
- b. The effectiveness of the Livability Code depends on having the necessary number of building inspectors to enforce it. The City's Building Department is not adequately staffed to aggressively pursue violators of the Code and ensure continued compliance with the Code.
- c. Efforts should be undertaken to market Fairmont's neighborhoods and school systems to prospective residents, real estate brokers, financial institutions, and developers through a partnership with neighborhood organizations. For example, Fairmont is only twenty-five minutes from Morgantown. Housing costs in Fairmont are considerably lower than that in Morgantown. Fairmont should consider marketing potential households in the Morgantown area.
- d. The City should actively promote the development of medium- to high-density mixed-income housing in proximity to major centers of employment and recreational or entertainment activity.
- e. The City should integrate housing into the overall design of large-scale employment centers. This practice will help reduce the need to travel. Homes built within or immediately adjacent to the workplace not only reduces vehicle miles of travel, it also presents opportunities for workers to walk or bike to work. Flexibility in zoning should be provided to permit such large-scale, mixed-use development.
- f. The demand for retirement homes is increasing as this stratum of society continues to grow in number. National statistics reveal that the number of seniors over the age of eighty-five is expected to double in the next two decades. There are a large number of retired persons in the Fairmont community. Marion County ranks within the top three counties in the State of West Virginia in terms of its retired population and ranks eleventh in total population. Senior citizens have more per capita income than people in any other age group. Senior citizens also are maintaining their independence in communities longer and have a willingness

## Housing

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to contribute to their community. Retirees prefer one floor patio homes with two bedrooms. This should be taken into consideration for future residential developments.

- g. Fairmont should continue to promote itself as a community for all ages; focusing on; good quality of life, low cost of living and crime rate, large number of churches, and hospitality.



# Chapter 6

## Infrastructure

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### A. OVERVIEW

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

### B. GOALS AND ACTIONS

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

**Actions:**

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

### C. EXISTING CONDITIONS

#### I. City operated and maintained infrastructure

##### a. Water System

The City of Fairmont recently completed a \$30 million dollar water system improvement project, which included the replacement and upgrade of transmission lines and the construction of a \$10 million dollar ultra filtration membrane water filtration plant. The plant uses membrane technology to filter the raw water so that chlorine is used only to maintain sanitary conditions in the transmission lines. This greatly reduces the amount of chlorine used to treat the water. The new plant has a production capacity of 10 million gallons of water per day. Demand is currently averaging around 6 million gallons of water per day. The plant was designed and



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

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

### b. Sanitary Sewer

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

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

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

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

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

### c. Storm Sewer

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

### d. City Streets

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

### e. Bridges

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

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

The Fourth Street Bridge was originally constructed about 1930. The bridge is a four

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

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

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

### f. Parking

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

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

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

## II. Privately operated and maintained infrastructure

### a. Natural Gas

# Infrastructure

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

b. Electricity

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

c. Telecommunication

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

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

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

d. Solid Waste

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

e. Sidewalks

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

f. Street Lighting

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

Since the antique decorative lighting was installed on Adams Street in the mid 1990's decorative lighting is a streetscaping design element that has become very popular in Fairmont. The Adams Street Project demonstrated to the community that street lighting can be used as a design element that functions as a utility and

still provides warmth and character to a streetscape. This concept has carried over into other streetscaping projects within the city. There is a decorative lighting component to the Maple Ogden Avenue Gateway Project, the Downtown Revitalization Plan, and streetscaping of the Fairmont Gateway Connector.

### C. BASIC ISSUES

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

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

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

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

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

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

### D. RECOMMENDATIONS

# Infrastructure

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## Short Range (2005 – 2008)

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

## Medium Range (2008 – 2011)

- Install decorative lighting throughout the Central Business District.
- Implement sidewalk assessment program to ensure that the sidewalks are well maintained and in good repair.
- Continue to work within the National Pollution Discharge Elimination System Program to mitigate and reduce CSO's through the long-term control plan.
- Continue to work within the National Pollution Discharge Elimination System Program in order to comply with the Federal EPA mandate for Storm Water Management.
- Support the WV DOH in the widening of Locust Avenue and the replacement of the 4<sup>th</sup> Street Bridge.



### Long Range (2011 – 2015)

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

# Chapter 10

## Economic Development

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### A. OVERVIEW

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

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

### B. GOALS AND ACTIONS

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

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

**Actions:**

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



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

### C. EXISTING CONDITIONS

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

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

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

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

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



# Economic Development

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Parking Garage  
Maple / Ogden Avenue Gateway Project

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

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

## D. BASIC ISSUES

### Strengths

#### 1. Strong Economic Development Organizations

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

#### 2. Public Initiatives

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

#### 3. Concentration of High Technology Resources

The Interstate 79 Technology Park currently consists of over 500 acres, includes ½ million square feet of office space, and is projected to provide 10,000 jobs, and is anchored by the Alan B. Mollohan Innovation Center. Other tenants include: NASA, Lockheed Martin, the Internet Fraud Complaint Center and ISR.

#### 4. Presence of Higher Education



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

### 5. Infrastructure and utilities capacity and expansion

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

### 6. Proximity to population centers

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

### 7. Workforce availability

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

## Weaknesses

### 1. Lack of Connection between Interstate 79 and Downtown Fairmont

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

### 2. Functional Downtown Appearance

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

# Economic Development

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## 3. Antiquated land use ordinances

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

## 4. Declining Population

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

## 5. Lack of retail

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

## 6. Housing availability

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

## 7. Lack of large tracts of developable land

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

## 8. Lack of development incentives

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

## Opportunities

### 1. Retail Development

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



recruitment agency to help identify and attract potential retailers to the Fairmont, Marion County market.

### 2. Renewal Redevelopment

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

### 3. Industrial Sites

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

### 4. High Technology Development

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

### 5. Housing

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

Annexation of property adjacent to the Middletown Mall

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

Growth of Fairmont State University

## E. RECOMMENDATIONS

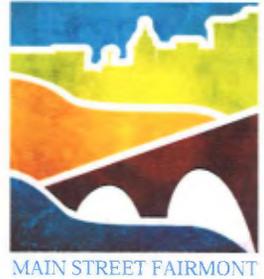
### 1. Short Range (2005-2008)

- a. City Leadership should continue to work with its partners to promote the City of Fairmont as a quality location for business opportunity and residences, and encourage improved coordination among various partners in economic development in the community.
- b. Continue enhancement of “quality of life” elements for the community.

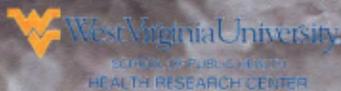


- c. A needs assessment must be formulated to clarify goals, and set priorities for Fairmont's economic development projects.
  - d. Develop available land, building or development site catalog for marketing purposes.
  - e. Continue to support economic development projects that are currently active.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

# Fairmont, WV Connectivity Plan



Connecting Today to Tomorrow  
Prepared: June 2014



THRASHER

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# Fairmont, WV Connectivity Plan



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# Fairmont, WV

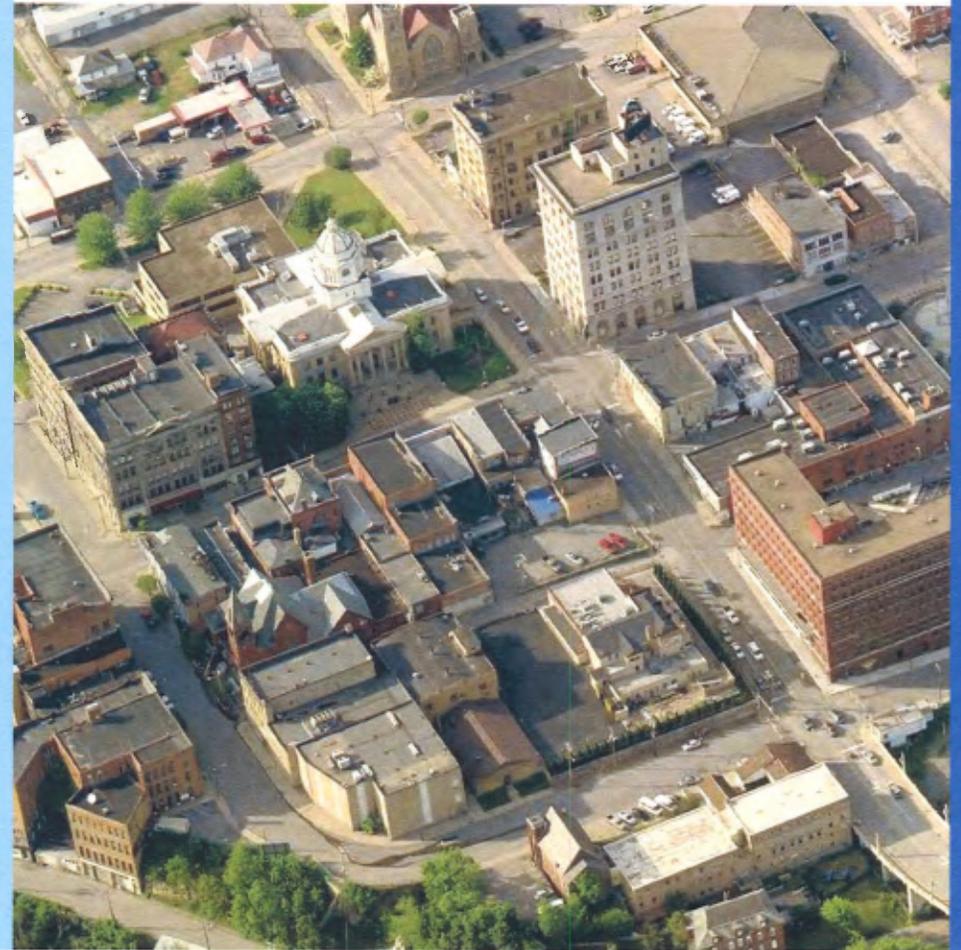
## Connectivity Plan

### Purpose of this Plan

This connectivity plan establishes a regional mixed use network of connections to key attractions such as population centers, business areas, schools, public parks, neighborhoods and long distance rail trails for pedestrian and bicyclist. In doing so, it helps create healthy alternatives for accessing work, school and play throughout Marion County, WV and promoting Fairmont as a healthy community.

### Goals & Objectives

- Improve the pedestrian connection in the City of Fairmont and Marion County
- Improve connectivity to other parts of the region for employees, visitors and residents
- Improve connectivity to transit hubs
- Help create healthy opportunities to access businesses, school, parks and recreation
- Help support economic development
- Make alternative transportation safe and reliable
- Encourage biking and walking as a viable mode of transportation for all residents and visitors
- Make biking and walking safe and comfortable for a wide range of user groups
- Promote Fairmont as a Healthy Community™



# Fairmont, WV Connectivity Plan

## Project Matrix

	NAME	PAGE #	APPOX. LOCATION	DISCRPTION	PRIORITY (A-D)
WATSON	NCCT CONNECTOR PHASE I	8	Industrial Contracting RD	Rail Trail Extension from West Fork River Ralph S. Larue Trail	A
	MARY LOU RETTON DR	9	Mary Lou Retton Dr	Proposed Sidewalk from Monongah Rd to Fairmont Ave	A
	WATSON ELEMENTARY	10	Near School	Safe Routes to School Sidewalk along Hunsaker and Maplewood Dr	B
	W FORK TRAIL CONNECTOR	11	Through Watson Neighborhood	Sidewalk, Trail, and on road route through Watson Neighborhood	C
	W FORK TRAIL TRAIL HEAD	12	Trail Head at end of Norway Rd	Trail Head with parking and improvements to safe trail access	B
BELTLINE & DOWNTOWN	NCCT CONNECTOR PHASE II	14	Beltline/ East - West Stadium	Extension of Corridor through Beltline Area to 3rd St	A
	NCCT CONNECTOR PHASE III	15	3rd St to Downtown	Extension of Corridor from 3rd St to Downtown	A
	DOWNTOWN LOOP ROUTE	16	Downtown	On-road route loop trail through Downtown	B
	COAL RUN GREENWAY	17	Coal Run Drainage way	Recreational Trail through Drainage way	C
	BEVERLY SIDEWALK	18	Beverly Rd	Proposed Sidewalk along Beverly Rd	D
COUNTRY CLUB & WEST SIDE	LOCUST AVE SIDEWALK	20	Locust Ave	Sidewalk along Locust Ave	A
	COUNTRY CLUB RD	21	Country Club Rd	Proposed Sidewalk on Country Club Rd from US 250	A
	WEST SIDE CONNECTOR	22	Sands, Avalon, Henry, Woodside Dr	Proposed Sidewalk Connector	B
	JAYENNE & COUNTRY CLUB RD	23	Jayenne Elementary & Country Club	Sidewalk from Locust Ave to Country Club	B
	COLEMAN AVE & SUNSET DR	24	Coleman Ave & Sunset Dr	Sidewalk Connectors on both streets	D
	BARRY ST SIDEWALKS	25	Along Barry St across Country Club Rd	Sidewalk to connect upper and lower neighborhoods	D
BELL RUN RD SIDEWALK	26	Bell Run Rd	Sidewalk along Bell Run to connect to Locust Ave & Hospital	D	
WINDMILL PARK & BELLVIEW	MARION COUNTY CONNECTOR TRAIL	28	County wide	Rail Trail from Mannington to Fairmont	A
	BALTIMORE ST (MCCT)	29	Baltimore Ave to Water Treatment Center	On-road route along Baltimore Ave	A
	THE B&O RAILWAY TURNABLE	30	Buffalo Creek and Mon River Tributary	Trail Head and Park at the Historic Turntable	B
	OGDEN AVE TO WINDMILL PARK	31	Downtown to Windmill Park	On-road route on Ogden Ave to Windmill Park	B
	MAPLE AVE SIDEWALK	32	Maple Ave near Windmill Park	Sidewalk extension along Maple Ave	D
	BELLVIEW CONNECTOR	33	Bellview	On-road route to Historic Turntable Trail Head & Park	D
PALATINE & EAST SIDE	NCCT CONNECTOR PHASE IV	36	Palatine Park	Extension of Corridor through Palatine Park	A
	NCCT CONNECTOR PHASE V & SPEEDWAY	37	Mon River to Morgantown Ave	Extension of Corridor from Palatine up through drainage way to existing trail	A
	EAST MARION CONNECTOR	38	Visitor Center to East Marion Park	On-road route along State St to East Marion Park	C

### Priority Scale

**A** - Project has a strong immediate impact to community wellbeing and economic opportunities

**B** - Project is easily feasible and would impact most people within related neighborhood, but may rely on another projects completion

**C** - Project may have challenges, relies on another project to be completed first or acts as a recreational amenity rather than a need to make a safer connection

**D** - Project has low impact on majority of neighborhood population or acts as a secondary connection to a higher priority project

# Fairmont, WV Connectivity Plan

## Benefits of Physical Activity on Physical & Mental Health

Physical activity is vital for physical and mental health.<sup>1</sup> Achieving population-level increases in physical activity, especially among the previously sedentary, may have significant public health impacts in reducing chronic disease and unburdening healthcare systems.<sup>2,3</sup> The preponderance of evidence summarized in multiple systematic reviews,<sup>4,5</sup> nonsystematic literature syntheses,<sup>6</sup> research agendas,<sup>7,8</sup> and government reports<sup>9-11</sup> suggests that different characteristics of the built environment – how, where, and what infrastructure is built – are associated with leisure and transportation physical activity.

From an ecological perspective,<sup>12</sup> population-level interventions to increase physical activity should be multi-level and multi-disciplinary in changing the environments with which residents interact daily in their homes, neighborhoods, and cities (e.g., work, school, parks, roads). Further, policies and plans that affect the social, physical, natural, and built environments must integrate health as a factor in allocating resources to have the desired outcome on four areas of active living in the population: recreation, transportation, occupation, and household.<sup>13</sup>

Bicycling and walking are key components of Healthy People 2020, specifically increasing the proportion of short trips made by one of these modes.<sup>14</sup> Planning has a key role to play in encouraging bicycling and walking, for both transportation and recreation in that planning dictates how the built environment is structured. Factors unique to each of these modes that can be incorporated into built environment decisions have been assessed extensively. Studies about bicycling from around the world suggest that infrastructure/engineering (i.e., dedicated cycle routes or paths, separation of cycling from other traffic), planning/zoning (i.e., high population density, short trip distance, proximity of a cycle path or green space) and projects/promotions for children (i.e., Safe Routes for School) are significantly positively associated with cycling for transportation or leisure.<sup>15</sup> Conversely, perceived and objective traffic danger, long trip distance, steep inclines and distance from cycle paths were significantly negatively associated with cycling.<sup>15</sup> A review of built environment literature revealed significant associations among walking and four of 10 Smart Growth Principles conceptualized by the Smart Growth Network (<http://www.smartgrowth.org/network.php>). These findings suggest that walking is associated with having a range of housing choices for all income levels, encouraging mixed land use, development toward existing communities/encouraging infill, and promoting compact building design to encourage higher population density.<sup>16</sup> Thus, when incorporated into the policy and planning processes, these principles may have a profound effect on how we evaluate plans and how we build new, or redevelop existing, communities.

Significant impacts of inactivity are felt in West Virginia, a health disparate population<sup>17</sup> characterized by geographic isolation, high rates of poverty, limited access to health care, and an older population.<sup>17,18</sup> The prevalence of inactivity among adults in WV is 35% higher than the national rate (31% vs 22.4%),<sup>19,20</sup> with rates highest among 55-64 year olds (36%) and those over 65 years old (40.3%). Correspondingly, rates of diabetes (12% vs 9.5%), obesity (32.4% vs 27.8%), cardiovascular disease (6.0% vs 4.1%), and poor health status (25.1% vs 16.9%) outpace national rates.<sup>19,21</sup> Based on the evidence, integrating health into planning decisions will likely result in significant population-level physical activity over time.



# Fairmont, WV Connectivity Plan



## Mineral Belt Trail Leadville, Colorado

At an Elevation of 10,400 feet above sea level, the Mineral Belt Trail (MBT) is one of the highest paved rail-trails in the country. The MBT was a challenge to developers because it is located within a Superfund site, a national historic district, a mining district with overlapping claims and an area of high topographic relief, all of this in a small community with limited financial resources.

In July 2000, seven years after the trail's ground breaking, Leadville officially opened the Mineral Belt Trail. A 12.5 mile rail-trail through the town. The successful completion of the trail was the result of strong partnership between Union Pacific Railroad Company, Colorado State Parks, Colorado Department of Transportation, U.S. EPA, Asarco Mine, the town of Leadville, Lake County and private landowners. Intersecting features of the trail include the safe and legal access it provides to historic mining areas panoramic views of Colorado's three highest peaks (including Mount Elbert, the state's highest mountain) and the trail's use, sanctioned by the EPA, as an impervious cap over the old railroad corridor.

The MBT follows old railroad grades, some dating to 1884, once used to transport gold, silver and other minerals from area mines. The rail-trail also follows abandoned sections of the Denver & Rio Grand and Colorado Midland railroad corridors, which were largely responsible for opening the central Rocky Mountains to settlement.

Today, the Mineral Belt Trail passes through the historic town of Leadville linking three public schools, recreation areas, the public library, Colorado Mountain College, the National Mining Museum, the hospital and medical center and several churches. Transportation Enhancements funds were used for trail construction and the installation of a new bicycle and pedestrian bridge over a busy roadway. With connections to so many places in the community, the rail-trail's transportation benefits are considerable, particularly to children who can now safely walk or bike to school on the trail rather than on area roads.

Until recent years mining was the economic backbone for Leadville. The 1999 closure of the Asarco Mine was a devastating blow to Leadville's economy and community spirit. Realizing the need to redefine their community, Leadville residents allied around the idea of the trail, focusing on the town's natural beauty, recreational opportunities and historic mining areas. The MBT draws tourists to the area year-round, boosting the economic viability of this former mining area. In the months following the trail's opening, Leadville reported a 19 percent increase in sales tax revenues. Owners of restaurants and lodging facilities report that they are serving customers who have come into town specifically to ride the trail. The MBT has helped Leadville prevent an economic recession by contributing to the town's revitalization efforts and successful development as a recreation and tourism destination.

\*SOURCE: <http://www.railtotrails.org/ourWork/trailBasics/benefits.html>

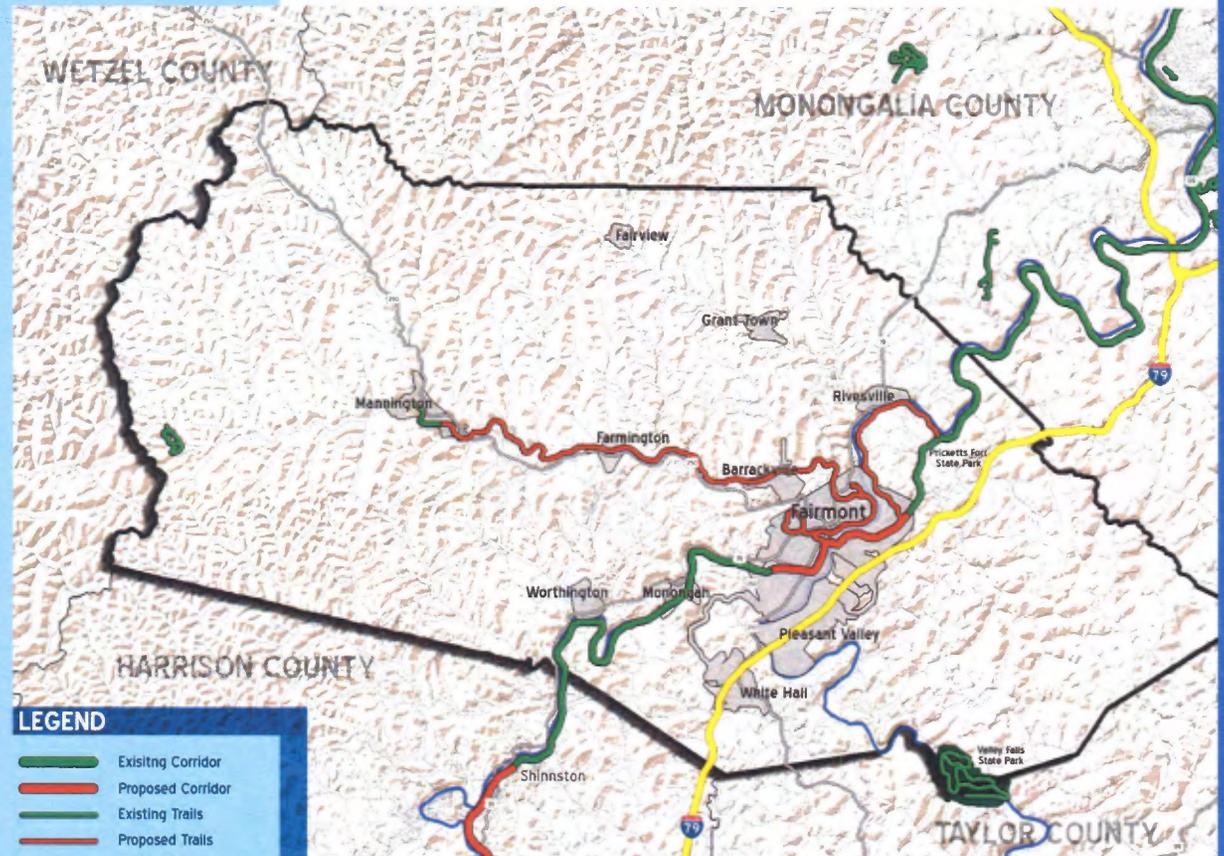
# Fairmont, WV Connectivity Plan

## The Plan at Large

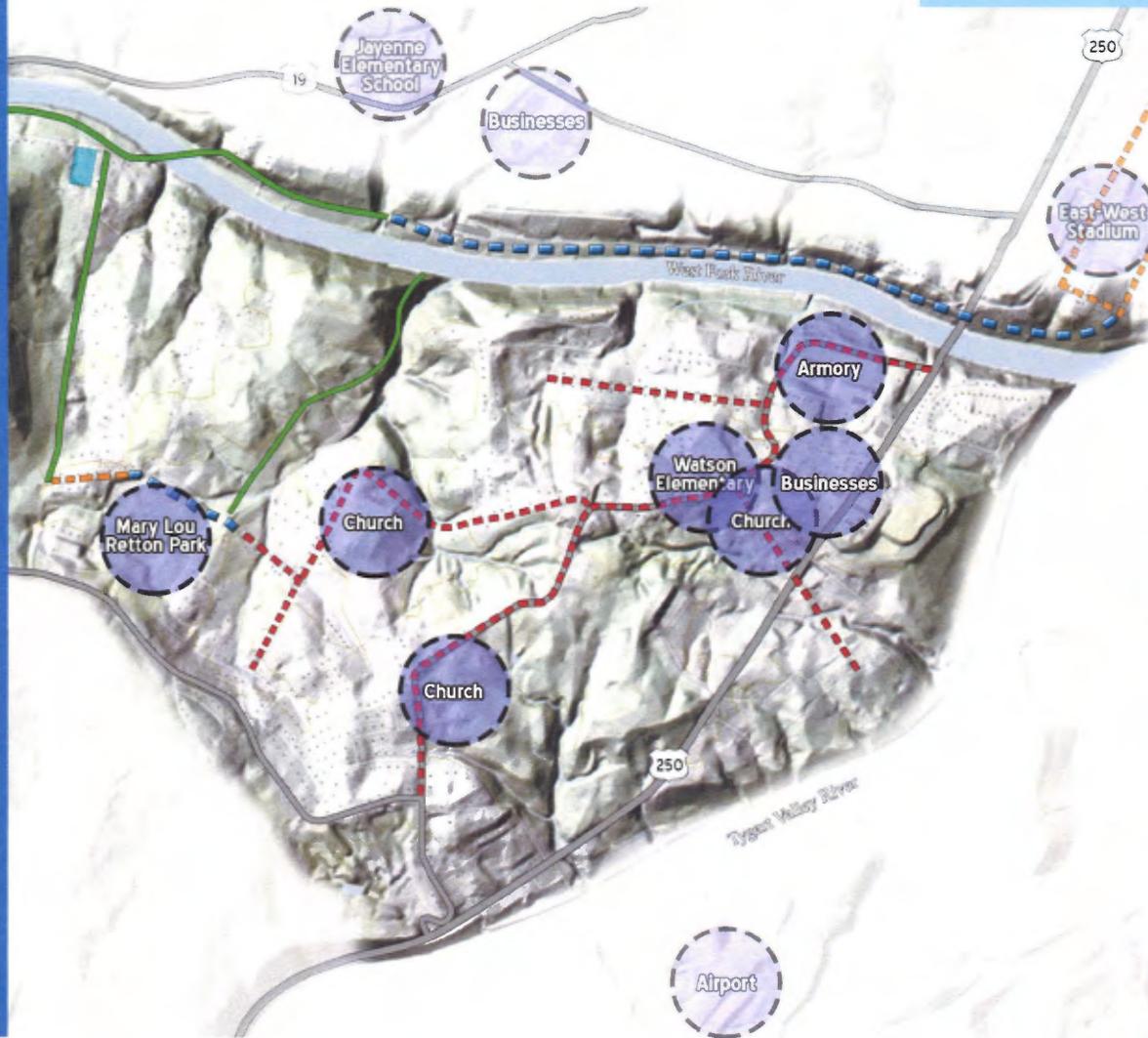
The Fairmont Connectivity Plan was drafted and planned according to a bigger picture that will not only directly affect residents within the city boundaries of Fairmont, but will affect the greater community of North Central West Virginia. By planning with the larger picture in mind, the City of Fairmont is provided with an economically beneficial plan and a helpful source to secure future funding for many projects listed in this booklet.

As shown on the map to the right, Fairmont is a center piece missing vital sections that would complete a North Central West Virginia trail corridor. This proposed corridor not only benefits the entire area of North Central West Virginia, but places Fairmont at the center of all the potential economic benefits created by this recreational corridor. Fairmont becomes a central hub and destination for future trail users and recreational enthusiast promoting a progressive and attractive community.

The plan breaks down the greater Fairmont area into 5 neighborhood sections that describe specific connectivity projects. Each section lists projects of varying scale and importance. In an attempt to provide a clear direction for proposed project completion this plan grades the proposed projects on a scale from A-D (A - highest priority, D - lowest priority). Many factors go into a projects grade of importance. Such factors range from current feasibility, total cost, project sequence, and how one project may rely on the completion of another. The project priority is a recommended list and should be studied by local municipalities and involve community members specific to the project to determine what the best approach would be on an individual community level.



# Fairmont, WV Connectivity Plan



## Watson Neighborhood

The initial focus area is the Watson neighborhood. The Watson neighborhood compared to other neighborhoods in the greater Fairmont area is a newer community with most of the homes being built between 1970-1990. Although this community is relatively new, there is a lack of pedestrian connections and infrastructure. This comes from minimal sidewalks, crosswalks, bike routes and walkable school routes. With an average of 65% of the homes containing family households, many families are restricted to using only vehicles to access parks, schools or businesses within their community. Compiling this information and mapping out nodes such as schools, churches, and parks, the plan designates routes of importance. This section describes projects that help fulfill the need for a healthy community and positive lifestyle by providing safe access to amenities within the community.

In this section, we look at multiple projects presented according to the criteria mentioned on the previous page. We start with projects that have the most immediate impact on the City of Fairmont and progress to localized community impacts. For this we have prepared detailed project sheets that highlight the proposed project areas and their role in the overall plan. These projects can also be found on the Project Matrix following the Table of Contents page located in the front of this booklet.

Below is a list of projects covered in this section:

- Pg 8 - North Central Connector Trail (NCCT) Phase 1
- Pg 9 - Mary Lou Retton Dr - Sidewalk Connection
- Pg 10 - Watson Elementary - Safe Routes to School
- Pg 11 - West Fork River Trail to Watson Neighborhood Connector
- Pg 12 - West Fork River Ralph S. Larue Trail Trailhead



### Project Focus:

- Extending the existing West Fork River Ralph S. Larue Trail to develop a direct route to downtown Fairmont. This section of the NCCT paves the path for future regional connections to Fairmont from surrounding North Central West Virginia counties, bringing visitors into the heart of downtown. The proposed trail runs parallel to Industrial Contracting Rd, continuing underneath Fairmont Ave along an abandoned railroad bed and eventually making its way to connect with Minor Ave.

### Project Priority:

- A. Completing this section of the corridor should be considered a high priority project, as it will become the backbone for other connections.

### Project Elements:

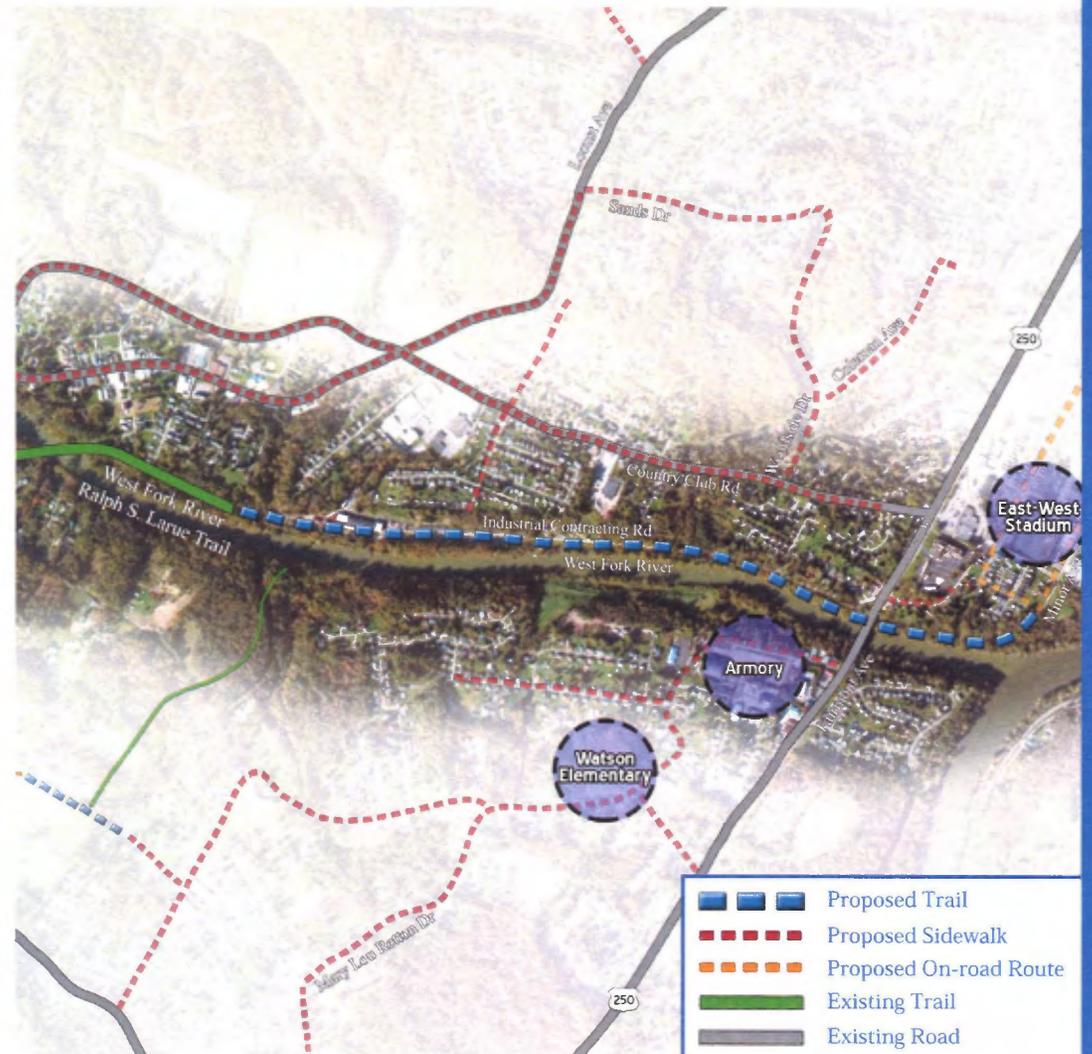
- Work with property owners
- Create a trail along West Fork River using the abandoned railway bed
- Utilize Industrial Contracting Rd as a share the road route or create a designated path on private property with assistance of land owners
- Re-use of the abandoned railroad bed below Fairmont Ave/US 250
- Connect existing abandoned railroad bed on the West Fork River river to Minor St

### Funding Opportunities:

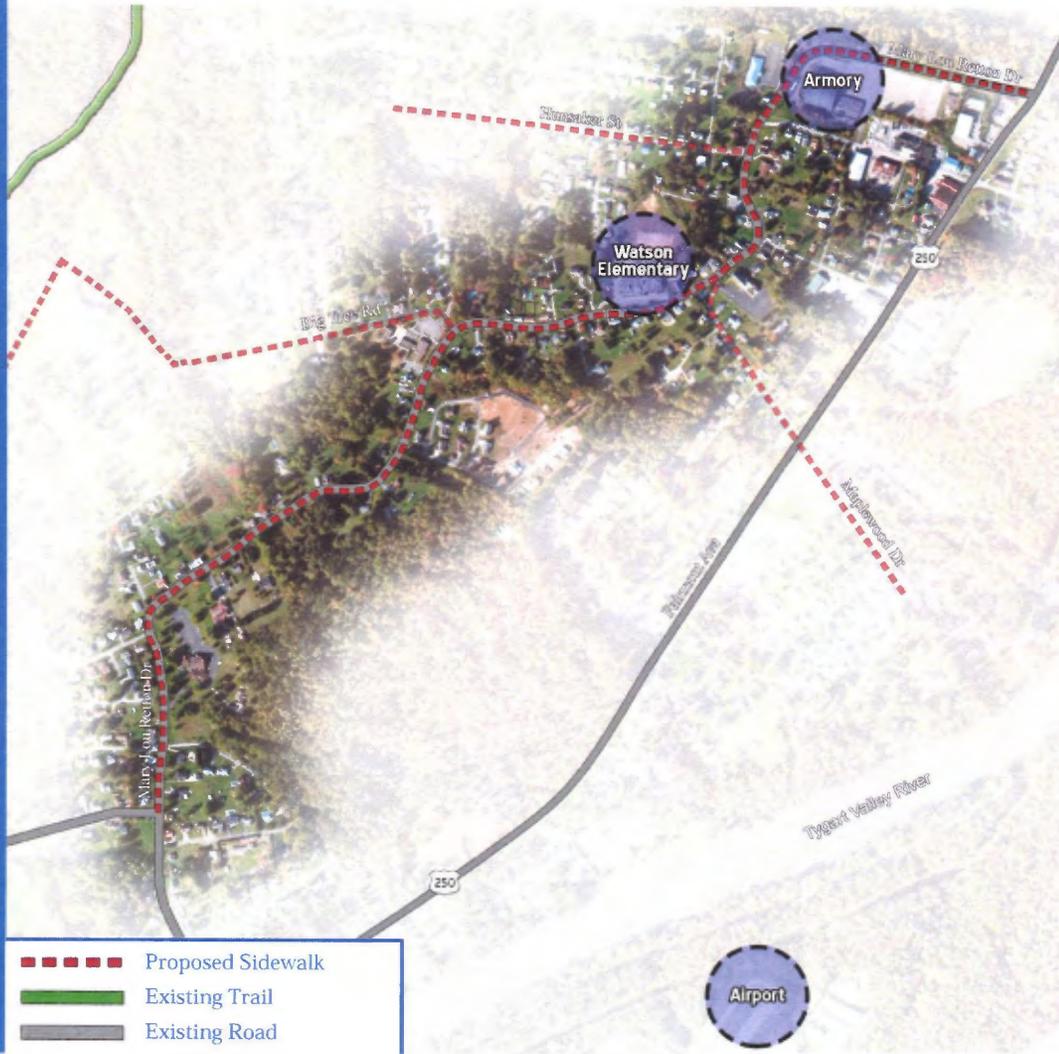
- Recreational Trails Program (RTP)
- Transportation Alternatives Program (TA)
- Surface Transportation Program (STP)
- Transportation Enhancement Activities (TE)

## NCCT CONNECTOR PHASE I

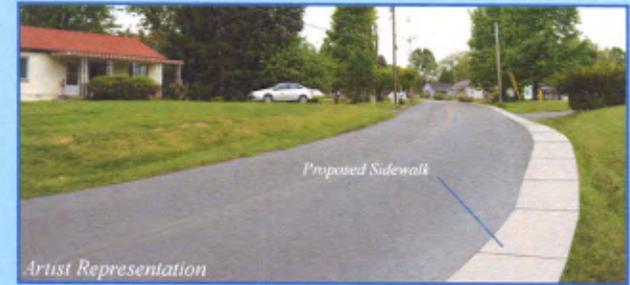
# Fairmont, WV Connectivity Plan



# Fairmont, WV Connectivity Plan



MARY LOU RETTON DR



## Project Focus:

- Improving Mary Lou Retton Dr by providing sidewalks from the Old Monongah Rd intersection to Meadowlane Ave and along Meadowlane Ave to Fairmont Ave. Currently there are no sidewalks in place in this neighborhood making it nearly impossible to promote a healthy and active lifestyle within the community. By establishing this sidewalk corridor along Mary Lou Retton Dr, the community will have safe access to amenities and encourage a more healthy life style.

## Project Priority:

- A: Establishing this sidewalk project will allow for an immediate impact on the community while helping secure funds for future connections linked to this sidewalk corridor.

## Project Elements:

- Work closely with DOH & City of Fairmont to determine ROW and location of sidewalks
- Possibility of crosswalks and signage needed if sidewalk has to be on two different sides of the road
- Constructing approximately 1.5 miles of sidewalks
- Combination of grants could be used to achieve overall goal

## Funding Opportunities:

- Safe Routes to School (SRTS)
- Surface Transportation Program (STP)
- Highway Safety Improvement Program (HSIP)
- Recreational Trails Program (RTP)

\* Funding information can be found on pages 48-49\*

# Fairmont, WV Connectivity Plan



## Project Focus:

- Connect Watson Elementary with it's surrounding neighborhood by providing sidewalks along Hunsaker St and Maplewood Dr. This project also relies on the success of the Mary Lou Retton Dr sidewalk project. Sections of Mary Lou Retton Dr can be completed using the Safe Routes to School Program. As shown in the image above, the section between Hunsaker St and Maplewood should be completed first.

## Project Priority:

- B. Although a high priority for public safety, this project should follow the Mary Lou Retton sidewalk project. Most importantly, finishing the section between Hunsaker St and Maplewood Dr.

## Project Elements:

- .38 miles of sidewalk along Hunsaker St
- .21 miles of sidewalk along Mary Lou Retton Dr
- .41 miles of sidewalk along Maplewood St
- Crosswalk or pedestrian crossing across Fairmont Ave
- Crosswalk across Mary Lou Retton Dr

## Funding Opportunities:

- Recreational Trails Program (RTP)
- Transportation Alternatives Program (TA)
- Safe Routes to School (SRTS)
- Surface Transportation Program (STP)
- Transportation Enhancement Activities (TE)

WATSON ELEMENTARY



# Fairmont, WV Connectivity Plan



WEST FORK TRAIL CONNECTOR



## Project Focus:

- Further connect the Watson neighborhood to its current facilities such as Mary Lou Retton Park or the West Fork River Trail through a series of trails, sidewalks and reworked existing trail routes. After completion of the Mary Lou Retton Sidewalk project (pg 9), completing this connection allows for the entire Watson neighborhood to have access to their parks, schools and other recreational areas.

## Project Priority:

- C: This project should follow the Mary Lou Retton Dr sidewalk project and be looked upon as an extension of the connectivity that Mary Lou Retton Dr will provide. This project carries a lower priority than Mary Lou Retton Dr.

## Project Elements:

- Re-establish the rail trail link along Norway Rd. The current signage displays the route, however, it is hard to notice or has been defaced. By providing street improvements and proper property upkeep enforcement, this now uninviting route can become a safe and scenic access to the West Fork River Trail
- Trail from Norway Loop Rd through park to Joy Ln (possibilities for loop trail within park)
- Rail Trail link route along Norway Loop Rd
- Work with property owners to allow trail access from Joy Ln to park
- Sidewalk along Joy Ln for .14 miles
- .92 miles of sidewalk along Big Tree Rd from Mary Lou Retton Dr to Old Monongah Rd linking a majority of Watson neighborhood to the parks and trails

## Funding Opportunities:

- Surface Transportation Program (STP)
- Highway Safety Improvement Program (HSIP)
- Recreational Trails Program (RTP)

*\* Funding information can be found on pages 48-49\**

# Fairmont, WV Connectivity Plan



## Project Focus:

- A proper trailhead that would promote usage of the existing West Fork River Trail and would allow users to have access to downtown through the future NCCT (pg 8). Currently, properties surrounding the current trailhead location are in very rough condition and portray a negative access point to the trail. Some of these structures may need to be condemned due to safety concerns for renters and/or owners. Removal of these structures and creation of a actual trailhead is recommended.

## Project Priority:

- B. This should be a near future project. Current conditions of this trail access are damaging to the public usage and the want for the public to use this convenient access point.

## Project Elements:

- Work with surrounding property owners to enforce building codes
- Condemn and remove necessary structures for proposed trailhead
- Promote future access by proper signage and knowledge of available safe and secure public access to the trail
- Gravel parking area for cars to park off street and possible picnic areas.

## Funding Opportunities:

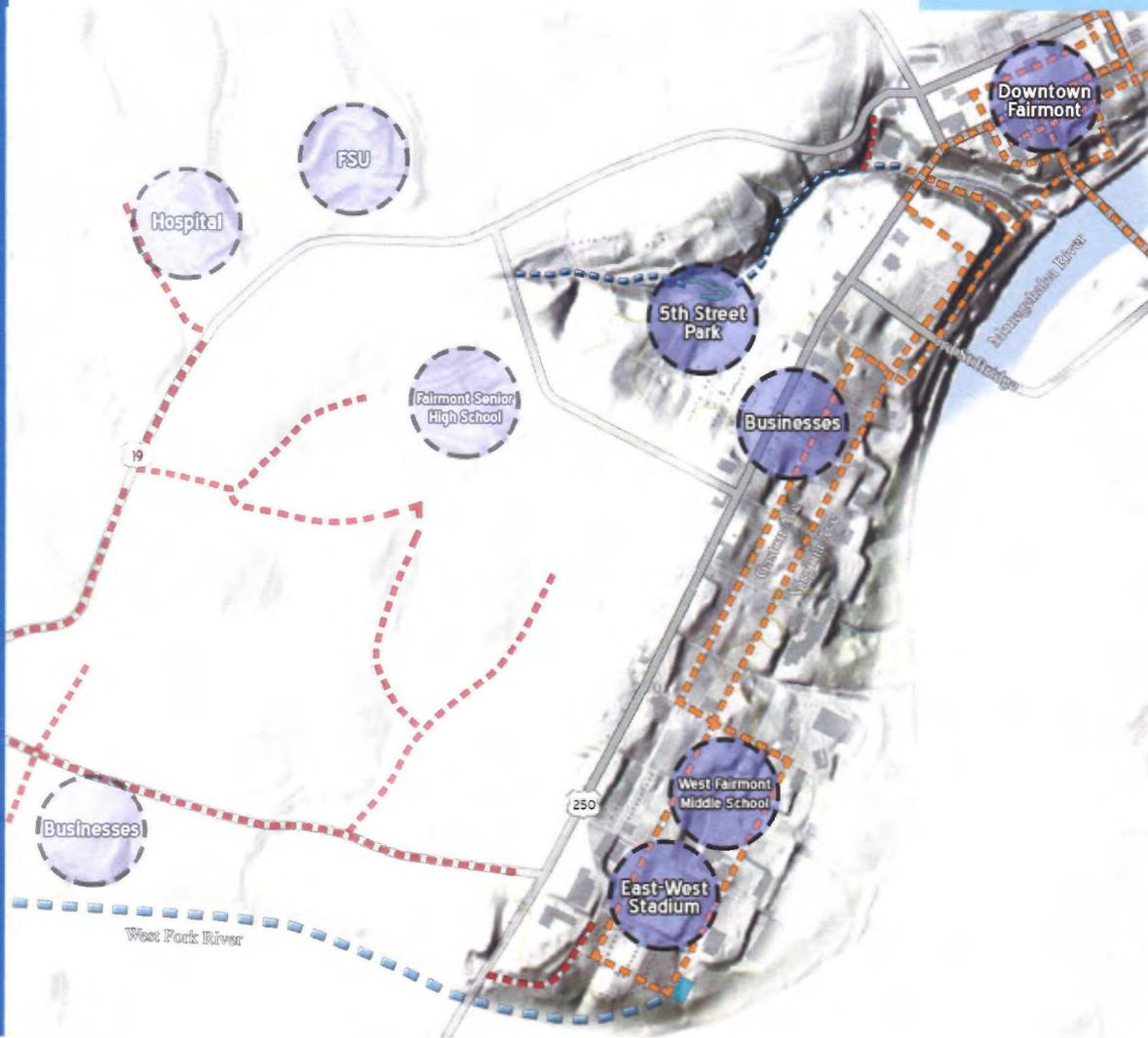
- Recreational Trails Program (RTP)
- Surface Transportation Program (STP)
- Transportation Enhancement Activities (TE)

WEST FORK TRAIL - TRAILHEAD



# Fairmont, WV

## Connectivity Plan



## Beltline & Downtown

Currently the Beltline area is an up and coming neighborhood. With the recently finished West Fairmont Middle School and many revitalized homes along Gaston and Virginia Ave this area has seen urban renewal and will continue to see it. The Beltline community is also known for its abandoned industrial buildings and brownfields along Minor Ave and Virginia Ave which have huge potential for economic opportunities or community gatherings.

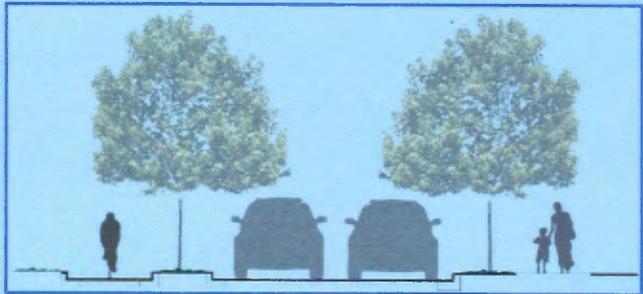
As continued from the last section, the North Central Connector Trail (NCCT) provides a backbone for future regional connections and overall Fairmont connectivity. This section connects the Watson Neighborhood and East side to downtown Fairmont and the Beltline areas. This allows Fairmont residents and users of the NCCT trail to access the East-West stadium, schools and future community redevelopment sites that both areas have to offer via bicycling and walking.

Like the prior section the projects in this section will be prioritized based on the criteria mention on page 6. We begin with projects that have the most immediate impact on the City of Fairmont and work our way to localized community impacts. For this we have prepared detailed project sheets that highlight the proposed project areas and their role in the overall plan. These projects can also be found on the Project Matrix following the Table of Contents page located in the front of this booklet.

Below is a list of projects covered in this section:

- Pg 14 - North Central Connector Trail (NCCT) Phase II
- Pg 15 - North Central Connector Trail (NCCT) Phase III
- Pg 16 - Downtown Loop Route
- Pg 17 - Coal Run Greenway
- Pg 18 - Beverly Rd Sidewalk

# Fairmont, WV Connectivity Plan



**Project Focus:**

- To create a Shared-Use Path on Virginia and Gaston Ave that will become the NCCT corridor through the Beltline and downtown Fairmont. This portion of the NCCT will also include an on-road route along Minor Ave, 4th, 10th, 14th Streets and a section of Virginia Ave.

**Project Priority:**

- A: This project carries a high priority and should be addressed following Phase I of the NCCT. Note: because a full streetscape redesign to include a Shared-Use Path shown above can be costly, Gaston Ave and Virginia Ave may be phased-in with a Share the Road design until funding can be secured for the preferred design, allowing the connection to be achieved quickly.

**Project Elements:**

- Re-work existing Gaston Ave & Virginia Ave to accommodate a Shared-Use Path and proposed Streetscape shown above
- Provide proper signage designating on-road route, on 4th, 10th, 14th Streets and part of Virginia Ave
- Minor Ave Trailhead and parking area
- Kiosk at Minor Ave Trailhead welcoming trail users to the City of Fairmont. Kiosk should include city bike routes and accommodations.

**Funding Opportunities:**

- Recreational Trails Program (RTP)
- Surface Transportation Program (STP)
- Transportation Enhancement Activities (TE)
- Transportation Alternatives Program (TAP)

NCCT CONNECTOR PHASE II



# Fairmont, WV Connectivity Plan



NCCT CONNECTOR PHASE III



## Project Focus:

- Providing an on-road route to downtown Fairmont to bring NCCT users to the heart of downtown. The selected route allows for future users to have a mellow climb in grade change to the center of downtown. The downtown route continues across the Million Dollar Bridge to connect with Palatine Park.

## Project Priority:

- A: High priority project. This section of the NCCT is arguably one of the most vital and important connections for downtown Fairmont and carries with it the success or failure of the NCCT. Establishing a welcoming route friendly to trail users, promotes main street business opportunities within the downtown area of Fairmont.

## Project Elements:

- Extending the on-road route on Virginia Ave from the NCCT Phase II
- Providing signage to create a safe crossing of 3rd St
- Carry on-road route on 1st St
- The proper road markings such as share-the-road signage or pavement markings
- Monroe St and Washington St on-road-route (another economic development opportunity for re-use of abandoned buildings)
- Crossing one of Fairmont's Landmarks "The Million Dollar Bridge"

## Funding Opportunities:

- Surface Transportation Program (STP)
- Highway Safety Improvement Program (HSIP)
- Recreational Trails Program (RTP)
- Transportation Alternatives Program (TAP)

\* Funding information can be found on pages 48-49\*

# Fairmont, WV Connectivity Plan



## Project Focus:

- To provide users of the NCCT and the residents of Fairmont a safer bike route within the downtown area, by providing proper signage and pavement markings for bicyclist. This on-road route is a continuation of the NCCT Phase III to promote NCCT users to explore and visit shops and businesses

## Project Priority:

- B. The Downtown Loop Route has a lower priority than the NCCT. However, this affordable project should follow the NCCT Phase III because of its impact and economic development opportunities it will help to create within the City of Fairmont.

## Project Elements:

- Provide proper signage and pavement markings to help facilitate a safer route for bicyclist
- Create wayfinding signage to promote local businesses within the downtown area and help create an identity for the city

## Funding Opportunities:

- Recreational Trails Program (RTP)
- Surface Transportation Program (STP)
- Transportation Enhancement Activities (TE)
- Transportation Alternatives Program (TAP)
- Highway Safety Improvement Program (HSIP)

## DOWNTOWN LOOP ROUTE



# Fairmont, WV Connectivity Plan



COAL RUN GREENWAY



## Project Focus:

- Creating a natural greenway connection within the City of Fairmont and linking Locust Ave to the Fairmont Bowling Center with a sidewalk along Benoni Ave. The greenway connection would run along the Coal Run Drainage way where it meets up with Kirkway Dr to tie into Everest Dr. At this intersection users can go towards downtown on Cleveland Ave or head to the Beltline area on Everest Dr. This greenway would connect Fairmont State University to downtown Fairmont and provide a natural recreational experience for the people of Fairmont.

## Project Priority:

- C: Since this project focuses on a recreational connection more than a functional connection there should be a lower priority in terms of completion. Seeking help from the University to set in place student aided trail building courses or classes for community development could build on the existing trail below 5th Street Park.

## Project Elements:

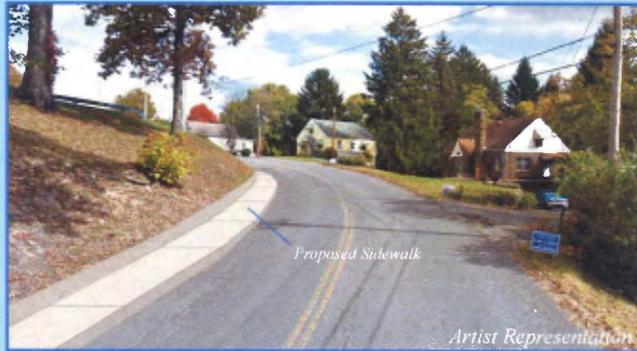
- Providing signage for an on-road route along Madison Ave, Cleveland Ave, Kirkway Dr, and Everest Dr
- Creating a trailhead near bowling center to identify the trail network
- Construct roughly 480 LF of sidewalk along Bendni Ave to connect Locust Ave to the greenway
- Install trails along Coal Run drainage way in a way to promote a recreational experience for the user

## Funding Opportunities:

- Surface Transportation Program (STP)
- Recreational Trails Program (RTP)
- Transportation Alternatives Program (TAP)

\* Funding information can be found on pages 48-49\*

# Fairmont, WV Connectivity Plan



## Project Focus:

- Adding to the current sidewalk network of the Bellline area. Although the Bellline area is mostly connected through existing sidewalks, one connection is missing. Beverly Rd is an important connection piece due to its proximity to U.S. 250. Currently any pedestrian which crosses the West Fork River bridge from the Watson Neighborhood heading toward the newly finished school or the East-West stadium naturally take this route as a shortcut. Without a sidewalk people are forced to walk along the road ROW, creating a pedestrian vehicle conflict.

## Project Priority:

- D: Low priority due to other routes that are provided. Currently residents can walk along the existing sidewalk on U.S. 250 until they reach the north side of Beverly Rd where there is existing sidewalk.

## Project Elements:

- Construct approximately 1,000 LF of sidewalk along Beverly Rd
- Install crosswalk striping across the back entrance to the Mon Power Contact Center

## Funding Opportunities:

- Surface Transportation Program (STP)
- Transportation Enhancement Activities (TE)
- Transportation Alternatives Program (TAP)
- Highway Safety Improvement Program (HSIP)

BEVERLY RD SIDEWALK



# Fairmont, WV

## Connectivity Plan



## Country Club & West Side

Fairmont's west side contains many homes and businesses. Connections between the two often have a disconnect for pedestrian access. Currently, pedestrians walking to the businesses along Locust Ave are eventually forced to walk along the shoulder amongst blind turns and high traffic situations, creating a safety issue for many students and residents. A lot of students at Fairmont State University walk to school from the local neighborhoods creating many pedestrian and vehicle conflicts.

In this section we will review areas that have missing sidewalk connections and what areas need sidewalks the most. Some of the streets shown have narrow ROW's and would involve alternating which side of the road the proposed sidewalk should be on. The routes chosen to be covered in this section were based on the idea of artery and collector streets that currently lack sidewalks. Areas where the plan does not highlight any new sidewalks are deemed adequate for pedestrian traffic or currently have sidewalks in place.

Like prior sections the projects in this section will be prioritized based on the criteria mentioned on page 6. We start with projects that have the most immediate impact on the amount of users such as Locust Ave and get to other areas in need of connections. For this we have prepared detailed project sheets that highlight the proposed project areas and their role in the overall plan. These projects can also be found on the Project Matrix following the Table of Contents page located in the front of this booklet.

Below is a list of projects covered in this section:

- Pg 20 - Locust Ave Sidewalks
- Pg 21 - Country Club Rd
- Pg 22 - West Side Connector
- Pg 23 - Jayenne & Country Club Rd
- Pg 24 - Coleman Ave & Sunset Dr
- Pg 25 - Barry St Sidewalks
- Pg 26 - Bell Run Rd

# Fairmont, WV Connectivity Plan



Locust Ave Proposed

**Project Focus:**

- Extending the sidewalk along Locust Ave to Barry St. Currently pedestrians coming from Fairmont State University and the surrounding neighborhood are forced to use the shoulder after Bell Run Rd. Vehicles in this area tend to have higher speeds and traverse through blind corners and steep slopes. This is a high vehicular / pedestrian conflict area.

**Project Priority:**

- A. This project should carry a high priority for public safety. This is a major disconnect that would have an immediate impact on the surrounding community and allow for pedestrians to gain access to the businesses and University in a safer manner.

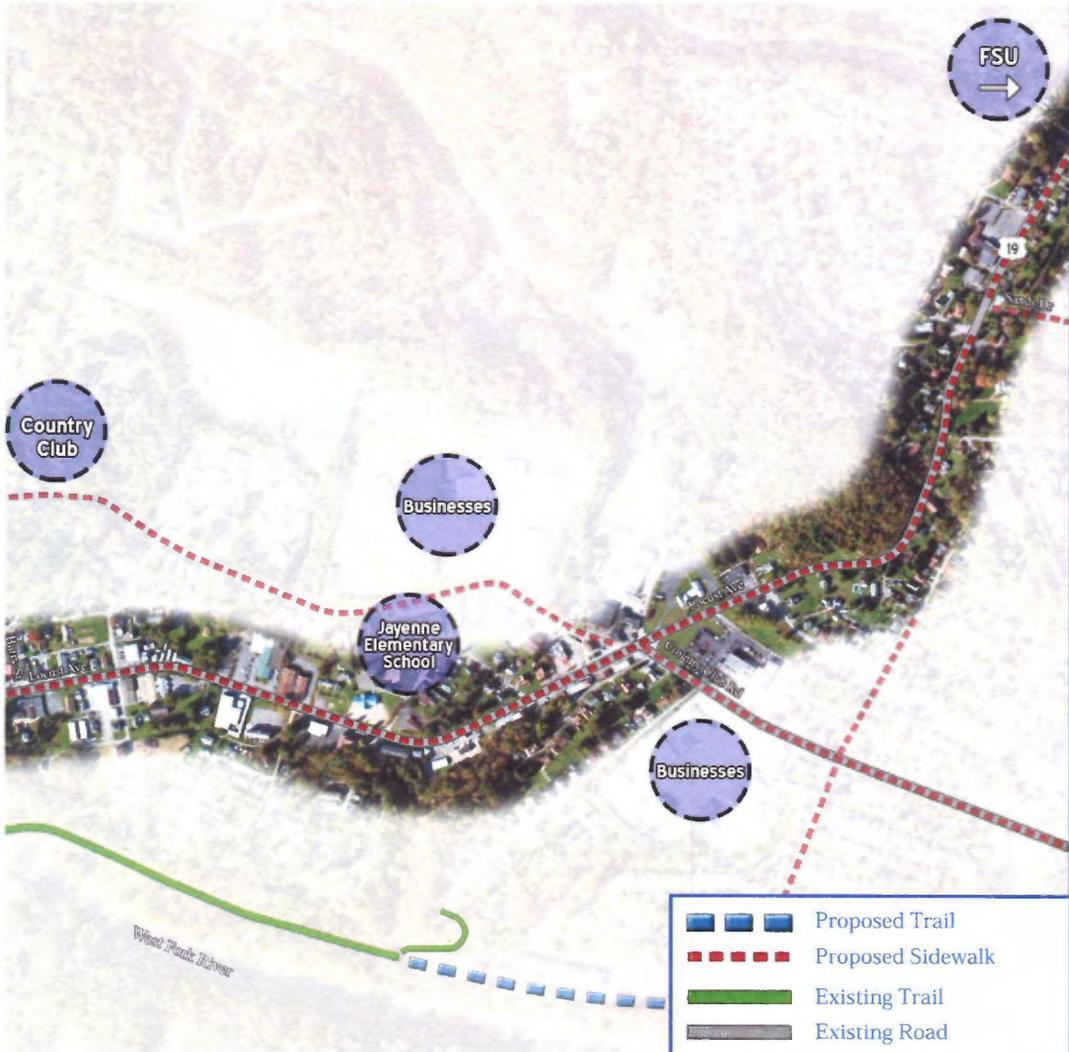
**Project Elements:**

- Extend the sidewalk from Bell Run Rd just off the map on the far right to Country Club Rd (approximately .6 Mi)
- Work with DOH to create a safe crossing at Country Club Rd with proper signage and signal
- Continue the sidewalk on Locust Ave to Barry St (approximately .6 Mi)

**Funding Opportunities:**

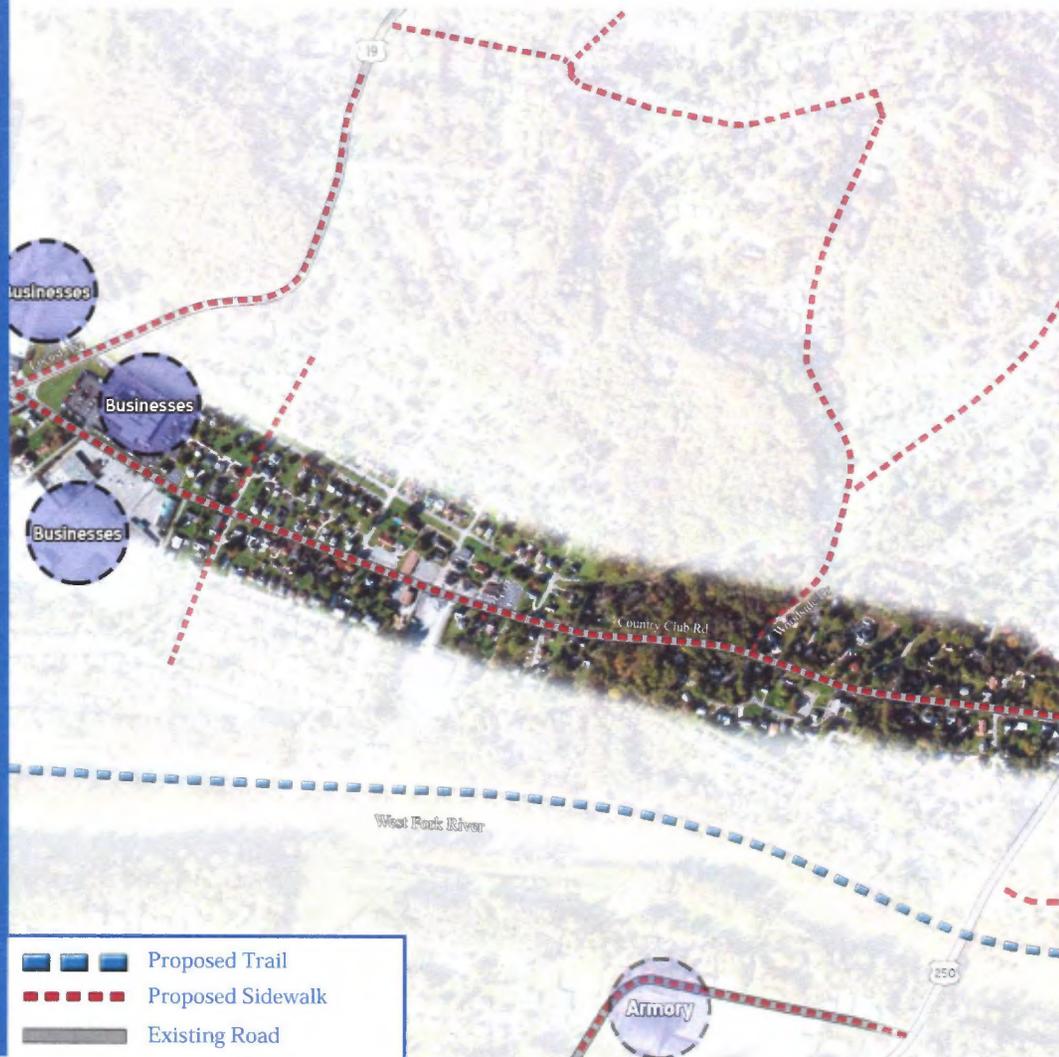
- Surface Transportation Program (STP)
- Transportation Enhancement Activities (TE)
- Transportation Alternatives Program (TAP)
- Highway Safety Improvement Program (HSIP)

LOCUST AVE SIDEWALK



\* Funding information can be found on pages 48-49\*

# Fairmont, WV Connectivity Plan



COUNTRY CLUB RD



## Project Focus:

- Connecting U.S. 250 to Locust Ave via Country Club Rd. The proposed sidewalk connection will allow residents pedestrian access to local businesses and recreational amenities within their community.

## Project Priority:

- A. This project carries a high priority but should come after the Locust Ave sidewalk project. This carries a high priority due to the lack of connectivity from Locust Ave to U.S. 250 in this area. This project will also support the future Locust Ave sidewalk system by extending its access to more businesses and residents.

## Project Elements:

- Removal of some trees along Country Club Rd ROW
- Construction of sidewalk (approximately .9 Mi)
- Working closely with DOH and property owners

## Funding Opportunities:

- Surface Transportation Program (STP)
- Recreational Trails Program (RTP)
- Transportation Alternatives Program (TAP)
- Highway Safety Improvement Program (HSIP)

\* Funding information can be found on pages 48-49\*

# Fairmont, WV Connectivity Plan



Coleman Ave Pictured

## Project Focus:

- Providing sidewalks along Sands Dr, Avalon Rd, Henry Dr, Coleman Ave and Woodside Dr will create a pedestrian corridor that many residents of Fairmont's West Side can utilize. This will connect Country Club Rd to Locust Ave allowing pedestrians a shortcut to U.S. 250 or to Locust Ave.

## Project Priority:

- B. This is a great opportunity to connect more residents to Fairmont State University or to the Beldine area where a majority of people are currently traveling. However, this connection relies on the success of Locust Ave and Country Club Rd sidewalk projects and should come after those pedestrian connections are made.

## Project Elements:

- Crosswalk on Locust Ave
- Sidewalk along Sands Dr (approximately .14 Mi)
- Sidewalk along Avalon Rd (approximately .30 Mi)
- Sidewalk along Henry Dr (approximately .36 Mi)
- Sidewalk along Woodside Dr (approximately .16 Mi)
- Work closely with property owners and City ROW
- Narrow road at times may call for special design of sidewalks
- Possible alternating sides for sidewalk to accommodate drives and walls

## Funding Opportunities:

- Surface Transportation Program (STP)
- Transportation Enhancement Activities (TE)
- Transportation Alternatives Program (TAP)

WEST SIDE CONNECTOR



# Fairmont, WV Connectivity Plan



JAYENNE & COUNTRY CLUB RD



*Country Club Rd Pictured*

## Project Focus:

- Continue the sidewalk from Country Club Rd & Locust Ave to the Country Club and connect Jayenne Elementary to Locust Ave via Erwin Ln. This connection allows the community to have safer access to Jayenne Elementary School once Locust Ave Sidewalk is completed.

## Project Priority:

- B: This project should come after the Locust Ave sidewalk project. Connecting Country Club Rd and Erwin to Locust Ave will create opportunity for the community to access the Elementary School and the Country Club. Completing Locust Ave first, anchors the need for this connection.

## Project Elements:

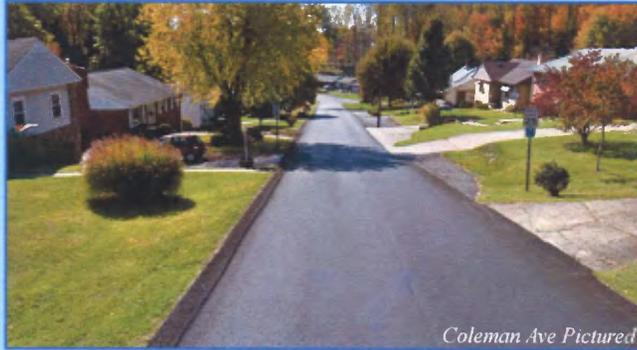
- Crosswalk on Locust Ave (crosswalk to work with current signal)
- Sidewalk along Country Club Rd to end at the Country Club (approximately .65 Mi)
- Construct sidewalk along Erwin Ln to connect to future Locust Ave sidewalk
- Crosswalk on Locust (work with school to set up volunteer during school crossing times)

## Funding Opportunities:

- Surface Transportation Program (STP)
- Recreational Trails Program (RTP)
- Transportation Alternatives Program (TAP)
- Highway Safety Improvement Program (HSIP)

*\* Funding information can be found on pages 48-49\**

# Fairmont, WV Connectivity Plan



*Coleman Ave Pictured*

## Project Focus:

- Further connecting the West Side community through Coleman Ave and Sunset Dr through the use of sidewalks from the West Side Connector.

## Project Priority:

- D: This is a low priority project that focuses on creating connections between Coleman Ave and 9th St and Sunset Dr to S Park Dr from the West Side Connector. This is considered a low priority because it relies on the West Side Connector to be completed first.

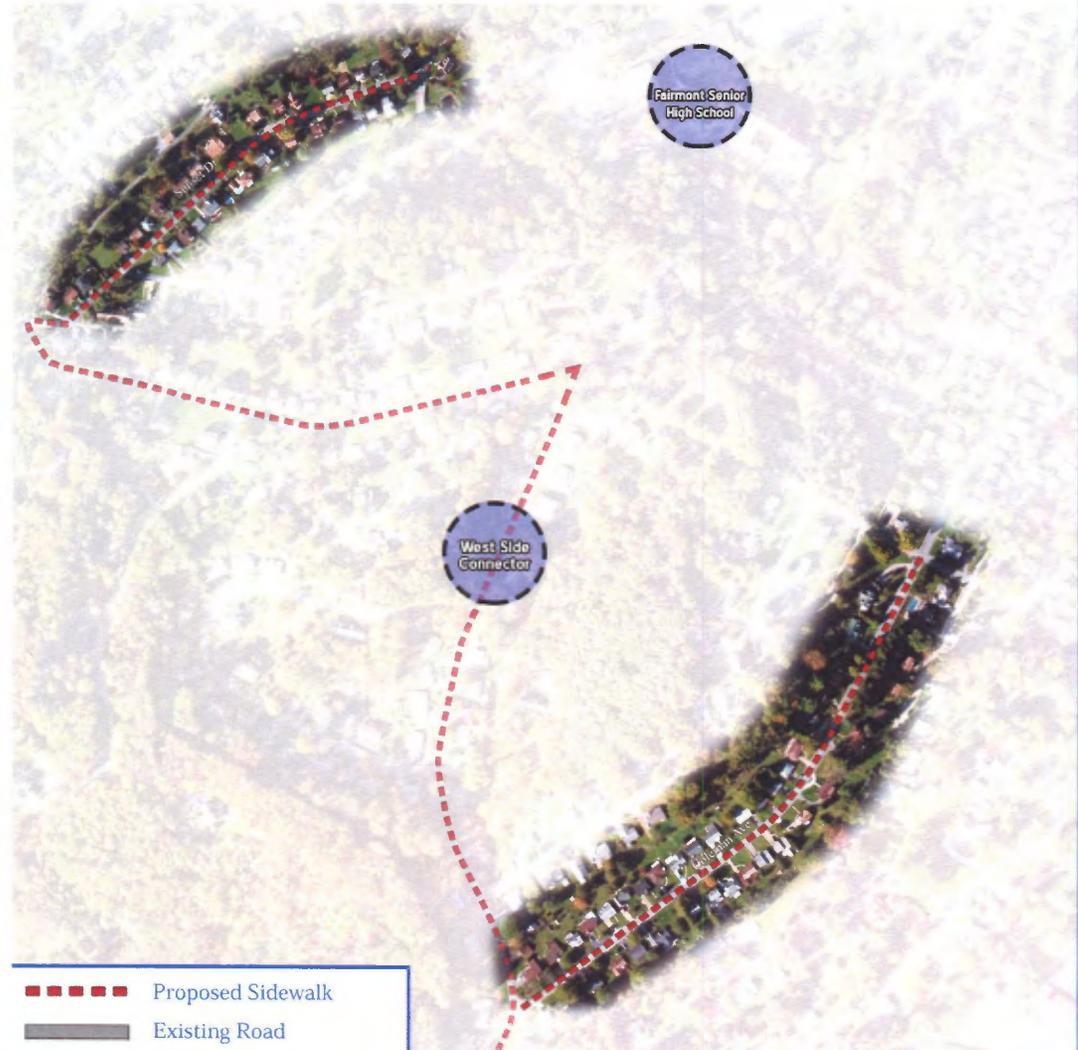
## Project Elements:

- Sidewalk along Coleman Ave (approximately .35 Mi)
- Sidewalk along Sunset Dr (approximately .25 Mi)
- City should work closely with the property owners to establish ROW and cooperation of on street parking
- Due to narrow streets residents would need to be cooperate with parking enforcement by the City of Fairmont

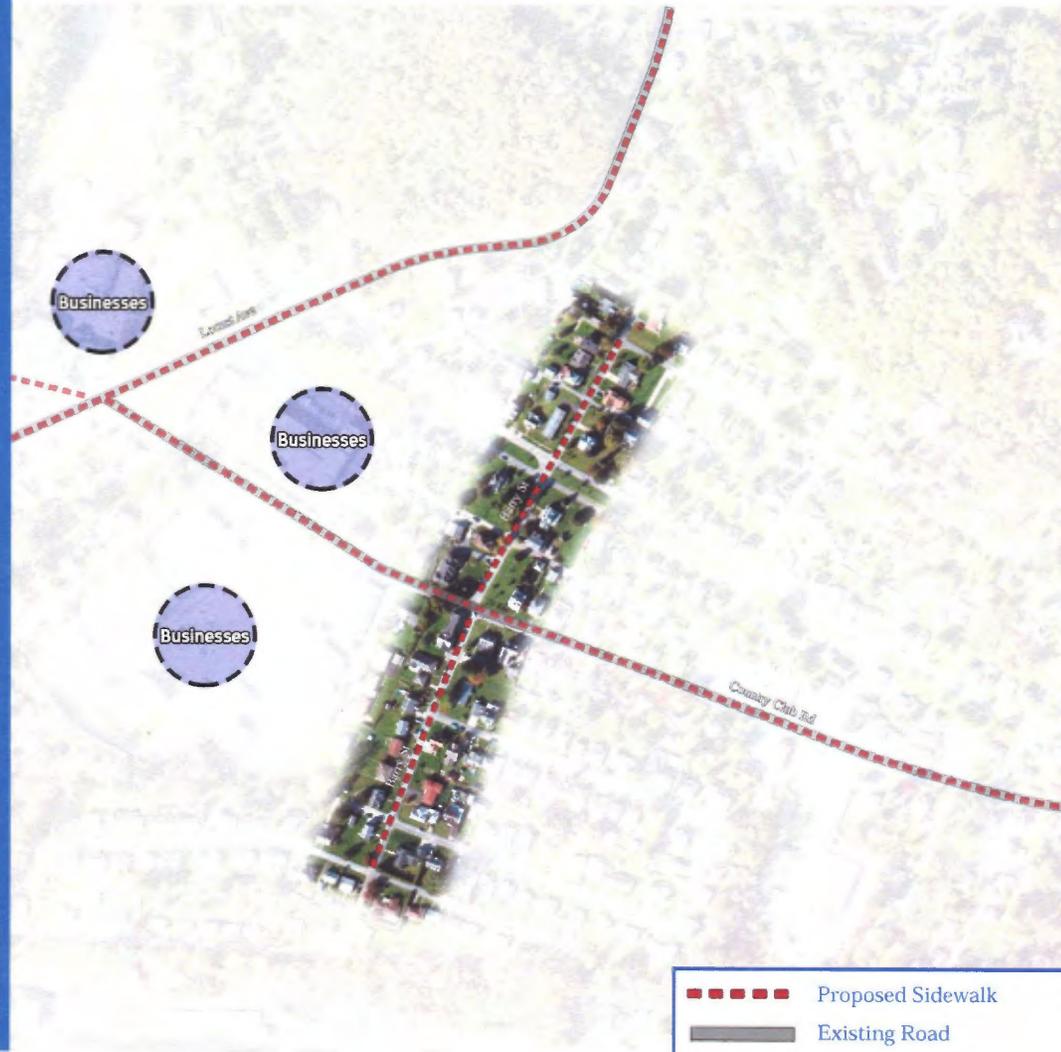
## Funding Opportunities:

- Surface Transportation Program (STP)
- Transportation Enhancement Activities (TE)
- Transportation Alternatives Program (TAP)

**COLEMAN AVE & SUNSET DR**



# Fairmont, WV Connectivity Plan



**BARRY ST SIDEWALKS**



## Project Focus:

- To connect the upper and lower neighborhoods along Barry St to the future Country Club Rd sidewalk. After completion of the Country Club Rd sidewalk the community will have pedestrian access to the local businesses in the area allowing for a healthier and more active lifestyle within the community.

## Project Priority:

- D: This project is a low priority project because it relies heavily on the success of the Country Club Rd sidewalk project. Completing the Country Club Rd project first will help make this project a reality.

## Project Elements:

- Sidewalk along the upper portion of Barry St (approximately .15 Mi)
- Sidewalk on the south side of Barry St (approximately .15 Mi)
- Crosswalk on Country Club Rd to connect to Country Club Rd sidewalk (could be either side of Country Club Rd)

## Funding Opportunities:

- Surface Transportation Program (STP)
- Recreational Trails Program (RTP)
- Transportation Alternatives Program (TAP)

\* Funding information can be found on pages 48-49\*

# Fairmont, WV Connectivity Plan



## BELL RUN RD SIDEWALK

### Project Focus:

- Bell Run Rd is a one way in-one way out neighborhood with 250+ homes. The proposed sidewalk would run to Cardinal Ln for approximately .25 Mi. Establishing a sidewalk to this point would get to most of the secondary roads that count as feeders for pedestrian flow. From Cardinal Ln the sidewalk would tie into the existing sidewalk on Locust Ave.

### Project Priority:

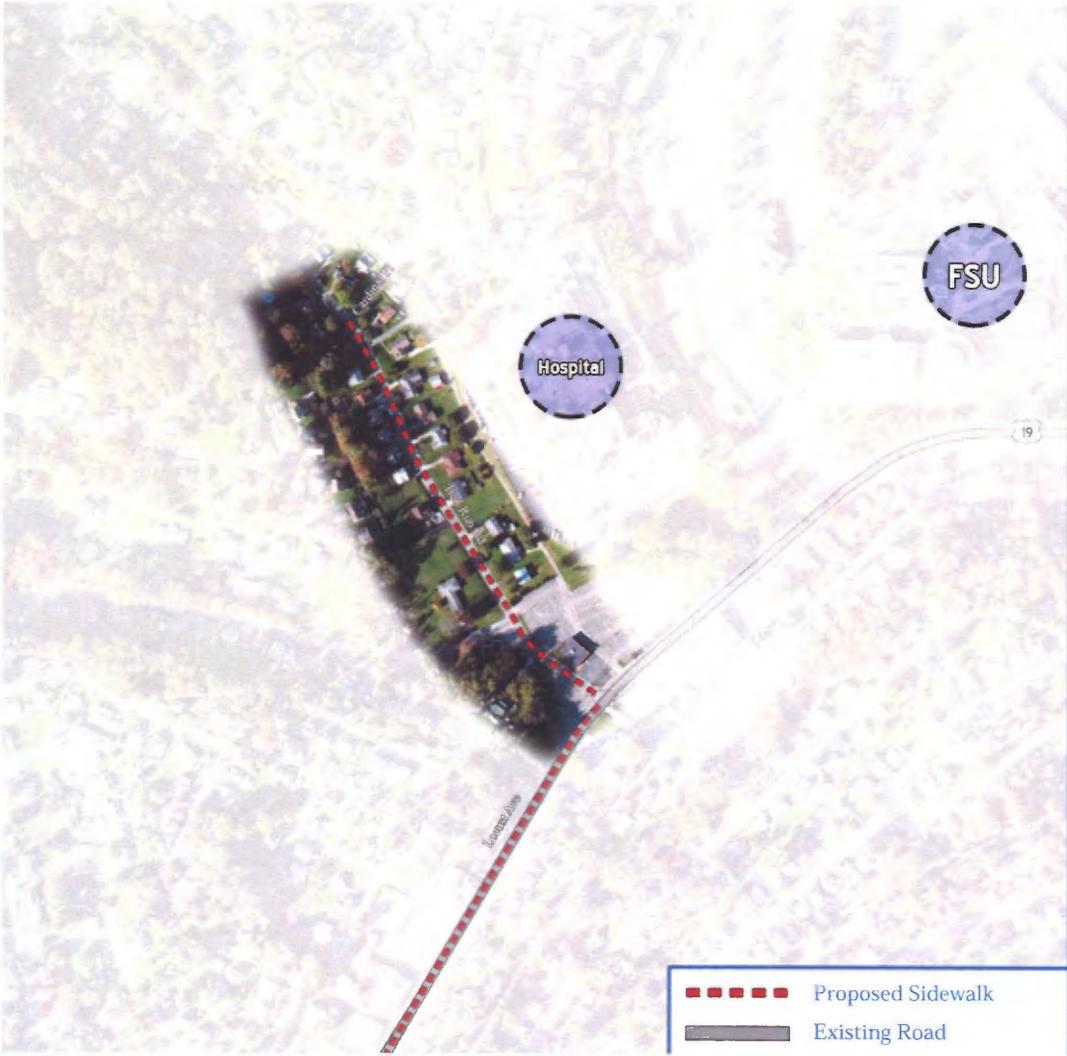
- D: Low priority due to the minimal population impact.

### Project Elements:

- Construct approximately .25 Mi of sidewalk up to Cardinal Ln
- Tie sidewalk into existing at end of Bell Run Rd

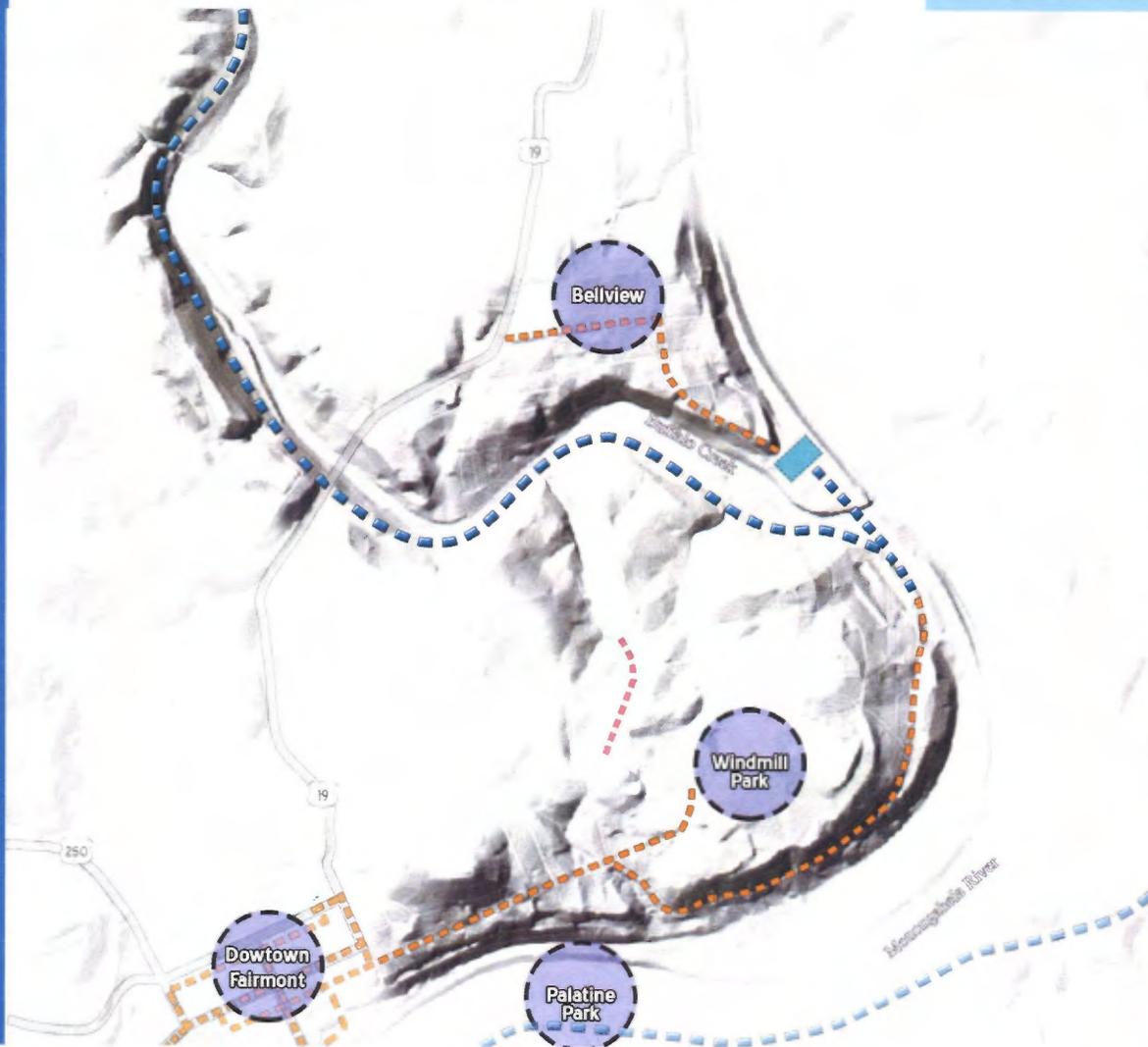
### Funding Opportunities:

- Surface Transportation Program (STP)
- Transportation Enhancement Activities (TE)
- Transportation Alternatives Program (TAP)



# Fairmont, WV

## Connectivity Plan



## Windmill Park & Bellview

In this section we will be discussing the Marion County Connector Trail which will create a connection to downtown Fairmont for many residents of the county. This trail runs along Buffalo Creek and the abandoned B&O rail bed. There is a completed section within Marion County. This section is called the North Marion Rail Trail starting in Mannington and works its way toward Fairmont for nearly a mile. Once completed in full, the Marion County Connector Trail will connect Mannington, Rachel, Farmington and Barrackville to the City of Fairmont allowing county residents pedestrian access to the county seat. This trail also works its way north of Mannington to reach Wetzel County and eventually makes its way to Moundsville, WV. Wetzel county also has a completed section in Hundred approximately 2.1 miles long. The Marion County Connector Trail has immense opportunity to create economic benefits for Marion County and the City of Fairmont.

Also, this section of the plan focuses on connecting downtown Fairmont to Windmill Park one of Fairmont's premier parks. Many community events take place at this park ranging from mens softball leagues to festivals. Currently most users of the park travel by car. This section will discuss projects that help connect Fairmont to this great recreational amenity.

Like before the projects in this section will be prioritized based on the criteria mention on page 6. For this we have prepared detailed project sheets that highlight the proposed project areas and there role in the overall plan. These projects can also be found on the Project Matrix following the Table of Contents page located in the front of this booklet.

Below is a list of projects covered in this section:

- Pg 28 - Marion County Connector Trail
- Pg 29 - Baltimore Rd (MCCT)
- Pg 30 - The B&O Railway Turntable
- Pg 31 - Ogden Ave to Windmill Park
- Pg 32 - Maple Ave Sidewalk
- Pg 33 - Bellview Connector



### Project Focus:

- Establish a connection with other municipalities within the county to provide a pedestrian and recreational link to Fairmont through the use of an abandoned rail bed. This project is a large scale project that would involve phasing the trail in sections. The first section ( North Marion Rail Trail) is already completed starting in Mannington with about a mile finished towards Fairmont. Once completed the Marion County Connector Trail (MCCT) would connect Mannington, Rachel, Farmington and Burrackville to the City of Fairmont creating vast opportunity for economic development and recreational uses.

### Project Priority:

- A: This should be considered a high priority due to its potential economic and recreational impact on the greater community of Fairmont. This would be a large undertaking and getting all of the appropriate organizations and municipalities on board could present a challenge. However, parts of the trail are already completed and funding should be obtained easier for extensions of the trail.

### Project Elements:

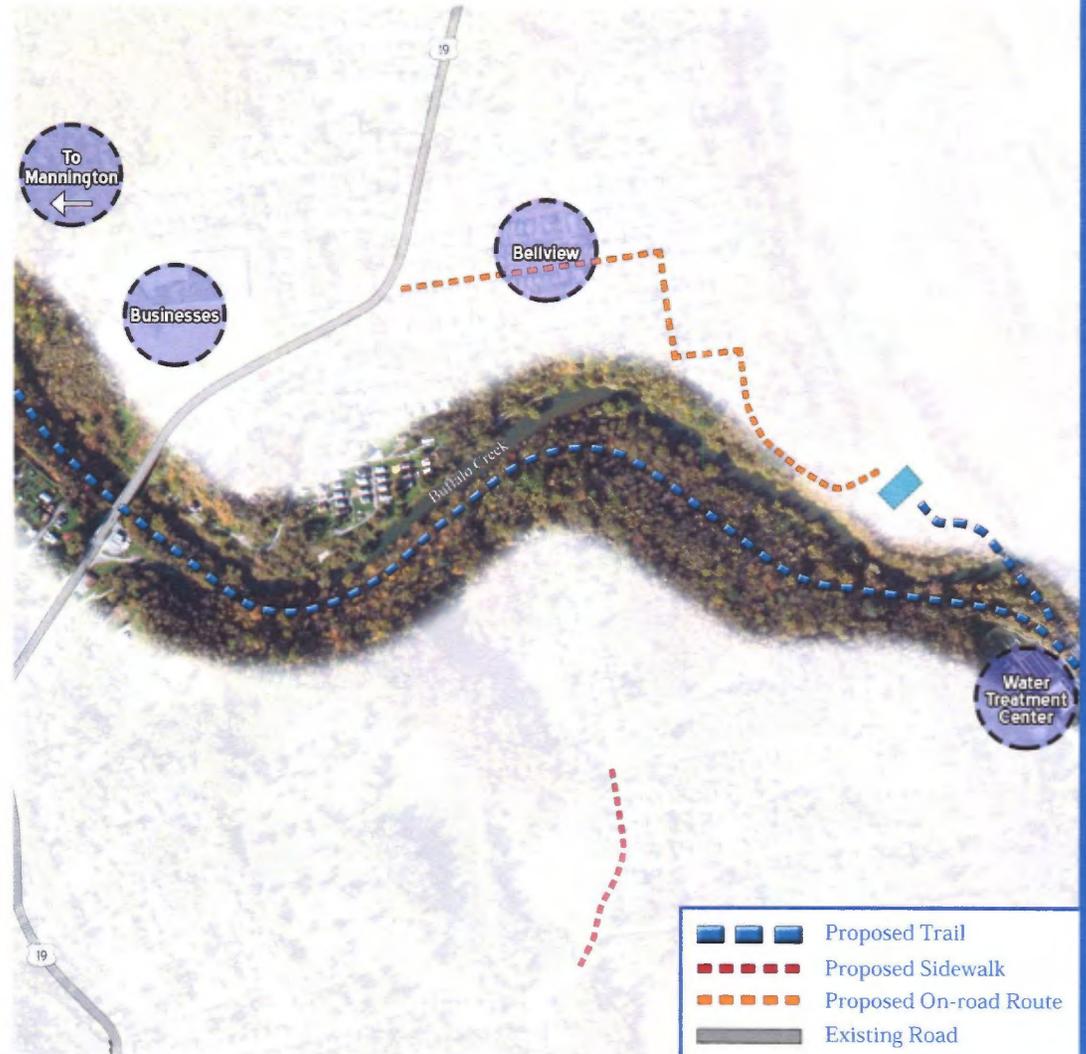
- Work with the municipalities affected by the trail
- Phase construction in sections to obtain overall plan
- Crusher run trail from Mon River terminus to Mannington (approximately 15 Mi)

### Funding Opportunities:

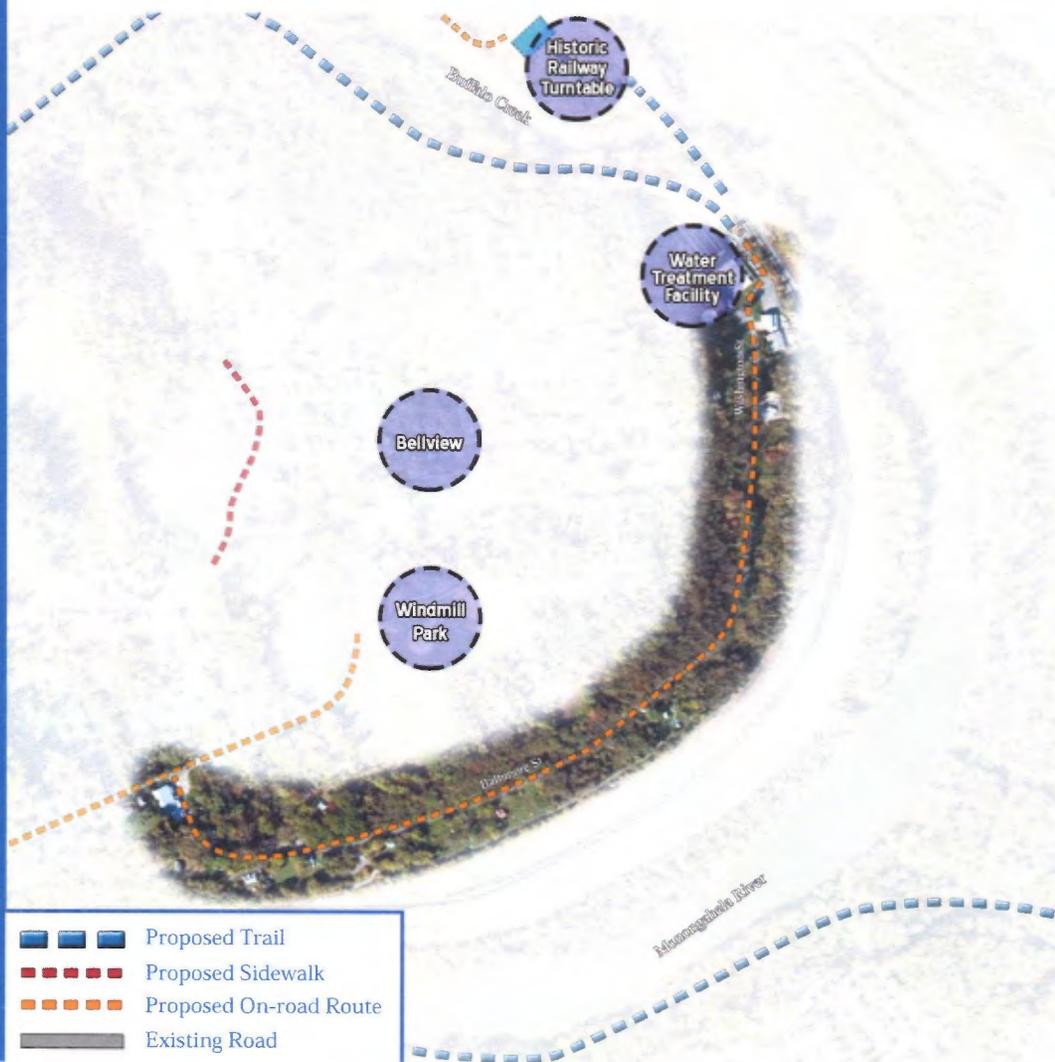
- Recreational Trails Program (RTP)
- Transportation Alternatives Program (TA)
- Surface Transportation Program (STP)
- Transportation Enhancement Activities (TE)

# Fairmont, WV Connectivity Plan

## MARION COUNTY CONNECTOR TRAIL



# Fairmont, WV Connectivity Plan



**BALTIMORE ST (MCCT)**



## Project Focus:

- Connecting the future Marion County Connector Trail to the City of Fairmont along Baltimore St and Washington St with an on-road route. This route will connect to the beginning of the proposed crusher run MCCT and work its way past the water treatment facility along Washington St where it meets Baltimore St to eventually connect to the proposed on-road route on Ogden St.

## Project Priority:

- A: This relatively inexpensive connection has a high priority because it will bring future users of the MCCT and other residents of Marion County into the downtown area of Fairmont. This project should come after the first section of the MCCT is completed toward Mannington.

## Project Elements:

- Work closely with the water treatment facility to define area for trail along property
- Provide proper pavement markings
- Provide signage to designate route and aware motorist of potential trail users

## Funding Opportunities:

- Surface Transportation Program (STP)
- Recreational Trails Program (RTP)
- Transportation Alternatives Program (TAP)



**Project Focus:**

- Creating a historic destination and trailhead for trail users of the proposed Marion County Connector trail and users of the proposed North Central Connector trail. This area has potential to become a major attraction in the City of Fairmont. Historic cars can come in and be showcased along the old railway turntable and boat access could be created on Buffalo Creek to become part of the water trails along the Monongahela River. This trailhead would also allow residents of Bellview access to the city via the unused side of the existing trestle. Shown in the image above.

**Project Priority:**

- B: This project carries low priority due to its reliance of other more extensive projects. This area could also be designed as a park and historic site and be planned to accept access from the future MCCT via the existing trestle or a new pedestrian bridge on Buffalo Creek.

**Project Elements:**

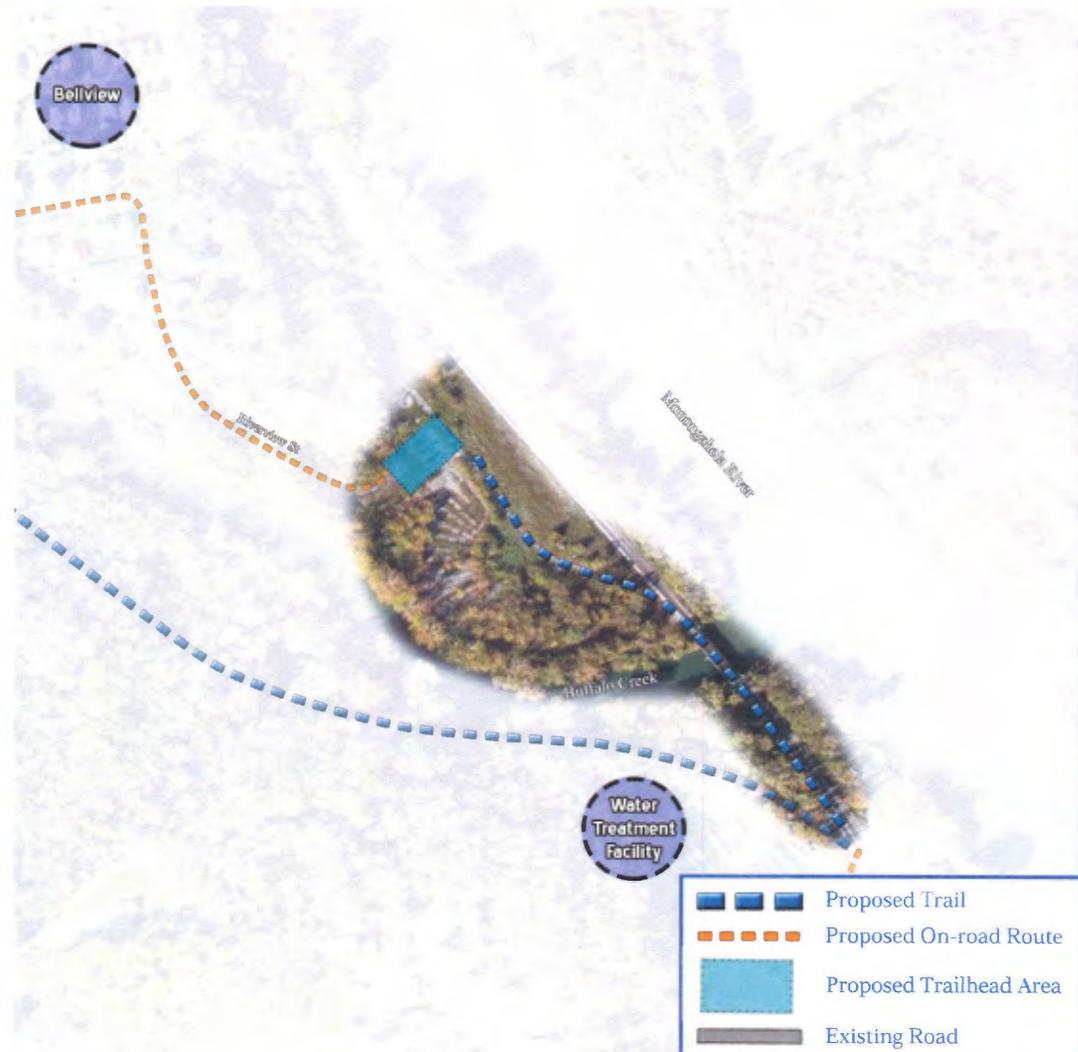
- Work closely with CSX to gain access to pedestrian use across their unused side of the trestle
- Potential for other property owners to be involved within the area of the abandoned railway turntable
- Pavilions, kiosk and historic markers for turntable trailhead
- Signage along U.S. 19 to promote historic site

**Funding Opportunities:**

- Recreational Trails Program (RTP)
- Transportation Enhancement Activities (TE)

THE B&O RAILWAY TURNTABLE

# Fairmont, WV Connectivity Plan



# Fairmont, WV Connectivity Plan



OGDEN AVE TO WINDMILL PARK



## Project Focus:

- To connect Windmill Park to downtown Fairmont through the use of an on-road route along Ogden Ave. This on-road route also becomes part of the MCCT through the connection at Baltimore St. Following the completion of previous projects in this section, Bellview residents can access the park by foot or bicycle as well as residents from other municipalities throughout the county.

## Project Priority:

- B: This project should be completed in the near future. This can be done due to minimal expense and ease of completion. Marking this as part of Fairmont's trail network would open up potential park users from downtown to access the park.

## Project Elements:

- Provide proper signage and pavement markers from downtown
- Promote route on trailhead signage and display at Windmill Park

## Funding Opportunities:

- Surface Transportation Program (STP)
- Recreational Trails Program (RTP)
- Transportation Alternatives Program (TAP)

\* Funding information can be found on pages 48-49\*

# Fairmont, WV Connectivity Plan



## Project Focus:

- To extend the sidewalk along Maple Ave to Fitzgerald Ave. Currently the sidewalk stops at the back entrance to Windmill Park. This would provide a safer access route to the neighborhood north of Windmill Park.

## Project Priority:

- D: Because of lower traffic loads along this portion of Maple Ave this project should be a low priority. After completion of projects that make a larger community impact, this project should be considered to promote increased access to the Park.

## Project Elements:

- Construct a sidewalk along Maple Ave (approximately .20 Mi)
- Check ROW's and work with adjacent property owners

## Funding Opportunities:

- Surface Transportation Program (STP)
- Transportation Enhancement Activities (TE)
- Transportation Alternatives Program (TAP)

MAPLE AVE SIDEWALK



# Fairmont, WV Connectivity Plan



**BELLVIEW CONNECTOR**



## Project Focus:

- To create an on-road route to the proposed historic railway turntable to connect the neighborhood of Bellview to the trailhead. This trailhead as discussed earlier in this section, will also act as a connection to the proposed Marion County Connector and North Central Connector. It will allow the Bellview community access to the City of Fairmont and areas throughout the region.

## Project Priority:

- D: This project gets a low priority because it relies on the success and creation of the historic railway turntable trailhead as well as the MCCT.

## Project Elements:

- Clear overgrowth on Riverview St and install proper signage
- Provide signage and proper pavement markings on Buffalo Ave, Franklin Ave and Bellview Ave.

## Funding Opportunities:

- Surface Transportation Program (STP)
- Recreational Trails Program (RTP)
- Transportation Alternatives Program (TAP)

\* Funding information can be found on pages 48-49\*

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# Fairmont, WV Connectivity Plan



## Palatine & East Side

Palatine & East Side is one of Fairmont's oldest neighborhoods and is overall very well connected at the pedestrian level. Many of the streets in this area already have sidewalks and seem to be connected to parks and local businesses. Because of this, the plan will mostly focus on the final parts of the North Central Connector Trail in this section.

After completion of the on-road route from the downtown loop across the Million Dollar Bridge, the NCCT will make its way down to Palatine Park, where the recently completed park accommodates a shared-use path with its 10ft wide sidewalk along the riverside. From the park it heads north on an old railway bed below the county building until it reaches a drainage area where it will climb yet another old railway bed to meet Windfield St. At this point the trail will become an on the road route along Windfield until it reaches the existing trailhead where the Marion County Trail (Metrail) begins.

Like prior sections, the projects in this section will be prioritized based on the criteria mention on page 6. For this we have prepared detailed project sheets that highlight the proposed project areas and there role in the overall plan. These projects can also be found on the Project Matrix following the Table of Contents page located in the front of this booklet.

Below is a list of projects covered in this section:

- Pg 36 - North Central Connector Phase IV
- Pg 37 - North Central Connector Phase V & Speedway
- Pg 38 - East Marion Connector

# Fairmont, WV Connectivity Plan



## Project Focus:

- Extending the North Central Connector Trail from the on the road route on Million Dollar Bridge to the drainage way that comes from Morgantown Ave. This link starts as a trail that works its way below the Million Dollar Bridge across Water St and onto Palatine Park. From Palatine Park the proposed trail will utilize an old railway bed below the county building until it continues up the drainage way (NCCT Phase V).

## Project Priority:

- A: This is a high priority project due to the immediate impact this missing link would have on the greater Fairmont area. This should come after the NCCT Phase III project through town.

## Project Elements:

- Build a trail that would run below the Million Dollar Bridge and meet Water St
- Install a crosswalk on Water St with proper signage to warn motorists
- Provide markings and proper signage on newly finished sidewalk in Palatine Park (shown above)
- Clear old railway bed along river and install trail surface

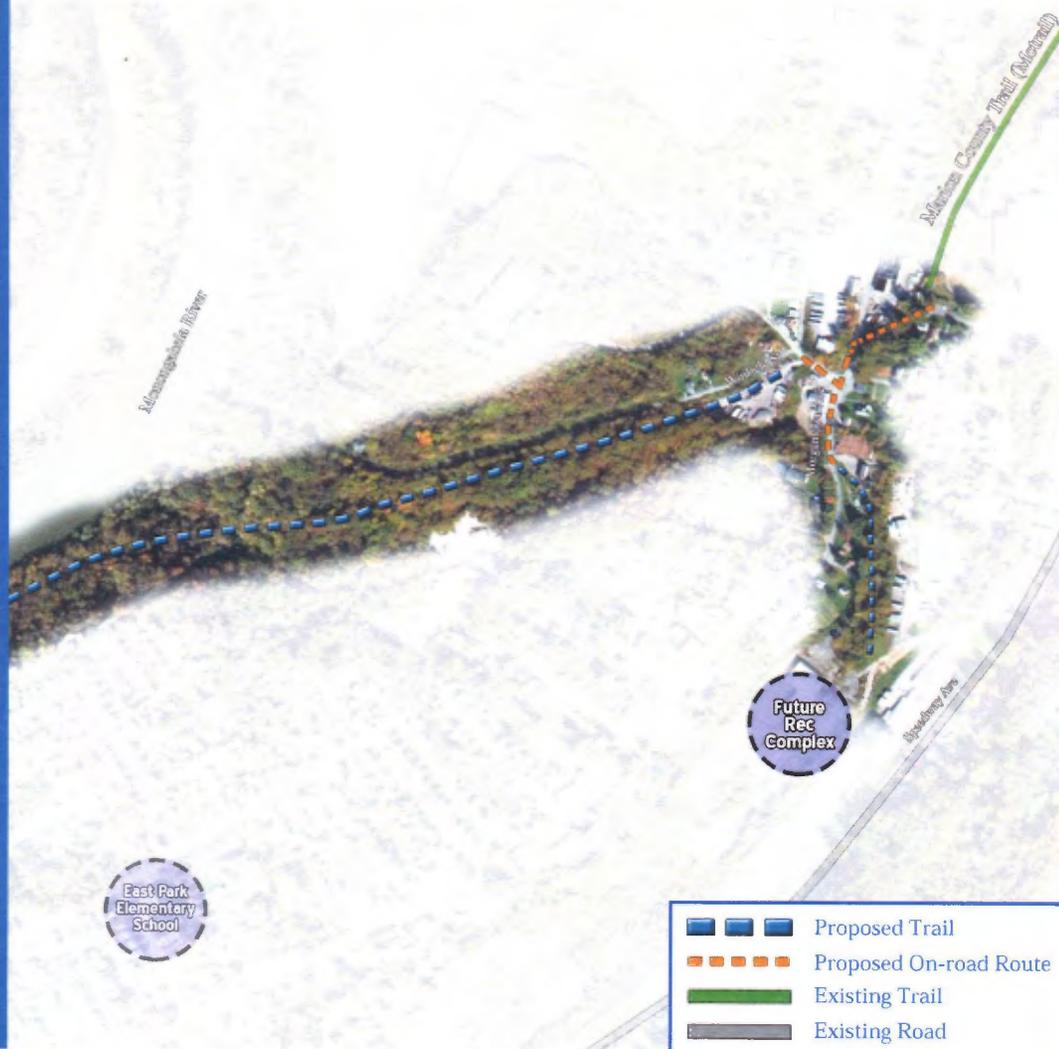
## Funding Opportunities:

- Surface Transportation Program (STP)
- Transportation Enhancement Activities (TE)
- Transportation Alternatives Program (TAP)

## NCCT CONNECTOR PHASE IV



# Fairmont, WV Connectivity Plan



NCCT CONNECTOR PHASE V & SPEEDWAY



## Project Focus:

- NCCT Phase V will be the last phase in the NCCT network. Once completed this will connect Clarkshurg to Morgantown with Fairmont directly in the middle. Phase V runs along an abandoned railway bed through the drainage way to meet Winfield St. The trail then becomes an on the road route along Winfield and crosses Morgantown Ave to continue up Winfield to the existing trailhead at the Marion County Trail. Another connection involved with this project is creating a spur trail that runs along Morgantown Ave and becomes a trail to reach the proposed recreational complex location on Speedway Ave. This will allow residents throughout Fairmont to bike or walk to the future recreational complex.

## Project Priority:

- A: This is a high priority project. Completing this section will finish the NCCT and allows residents in Harrison and Monongahela counties to have access to Fairmont via rail trail, making the City of Fairmont the center destination along the trail. The spur connection shown on this page should come after completion of Phase V and be established as part of the recreational complex early in the design phase.

## Project Elements:

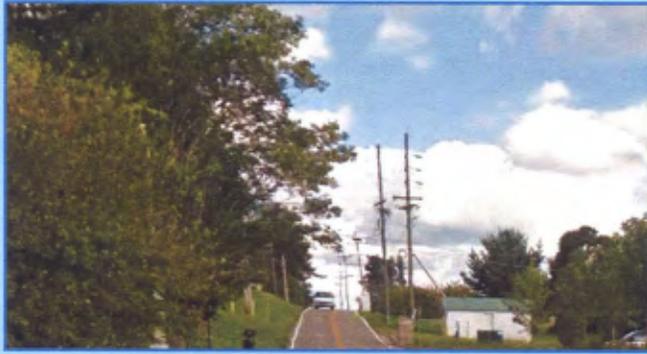
- Clear old railway bed for trail
- Build necessary bridges to cross small stream along drainage way
- Work with property owners along drainage way
- Crosswalk and signage on Morgantown Ave
- On-road route along Winfield up to existing trailhead

## Funding Opportunities:

- Surface Transportation Program (STP)
- Recreational Trails Program (RTP)
- Transportation Alternatives Program (TAP)

\* Funding information can be found on pages 48-49\*

# Fairmont, WV Connectivity Plan



## Project Focus:

- Establishing a connection to the East Marion Park by way of an on-road route along State St and City View Terrace.

## Project Priority:

- C: Low priority, but could be completed easily. This connection would extend the Gateway Connector Trail along State St and City View Terrace to East Marion Park. This short link would require minimal funding to provide signage and proper pavement markings.

## Project Elements:

- Provide signage where the Gateway Connector Trail meets State St.
- Place pavement markings and signage to show route to East Marion Park.

## Funding Opportunities:

- Surface Transportation Program (STP)
- Transportation Enhancement Activities (TE)
- Transportation Alternatives Program (TAP)

## EAST MARION CONNECTOR



# Fairmont, WV Connectivity Plan



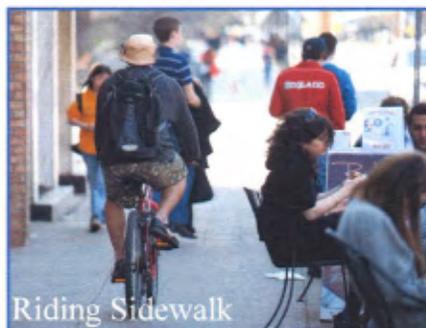
Bicycle Lane



Share the Road



Multi-use Path



Riding Sidewalk



Protected Bicycle Lane



Painted Bike Lane

## Bicycle Facilities

**Bike Lanes** - an on-street right-of-way assigned to bicyclists. They are designated by a lane stripe, pavement markings, and signage. Striped bicycle lanes are intended to promote an orderly flow of traffic by establishing specific areas reserved for bicyclists. Typically, the solid stripe of the bicycle lane is either dropped or dashed prior to and through intersections, to allow for both cyclists and motorist turning movements.

**Protected Bike Lane** - This is a bike lane that is separated from motorized vehicle traffic by a row of parked cars, a curb, or some other physical separation.

**Shared-Use Path** - Shared-Use Paths are paths that are physically separated from motorized vehicle traffic by an open space or barrier. Shared-Use Paths can be located within the road right-of-way, within an independent right-of-way, or accommodated in another way such as within parkland. They are shared by multiple users including pedestrians, skaters, wheel chair users, and bicyclists. The surface type is a critical component of multi-use paths. Generally, two types of surface treatments are used: crusher fines or hard surface pavement. Although crusher fines can make a reasonable surface in good conditions, it is not suitable for all applications. Depending on the anticipated use and its location, one surface treatment may prove to be preferred over the other.

**Sidewalks** - Sidewalks may be useful as bicycle facilities when road right of way is restricted, road has heavy traffic, high speeds, or high volumes of trucks. Bicyclists should not exceed 10 mph and should travel in direction of vehicle traffic.

**Shared Roadway** - This is any roadway upon which a bicycle lane is not designated, is not a bicycle boulevard, and that may be legally used by bicyclists regardless of whether such a facility is specifically designated as a bicycle route. Shared roadways can be described in three ways: shared lane, wide curb lane, and paved shoulder.

SOURCE connecting cedar park (5-2)

## Painted Bicycle Lane



Properly marked lanes and signage provides cyclists safe passage along roadway.



Filling the lane completely creates visual contrast that reinforces the separation of uses.

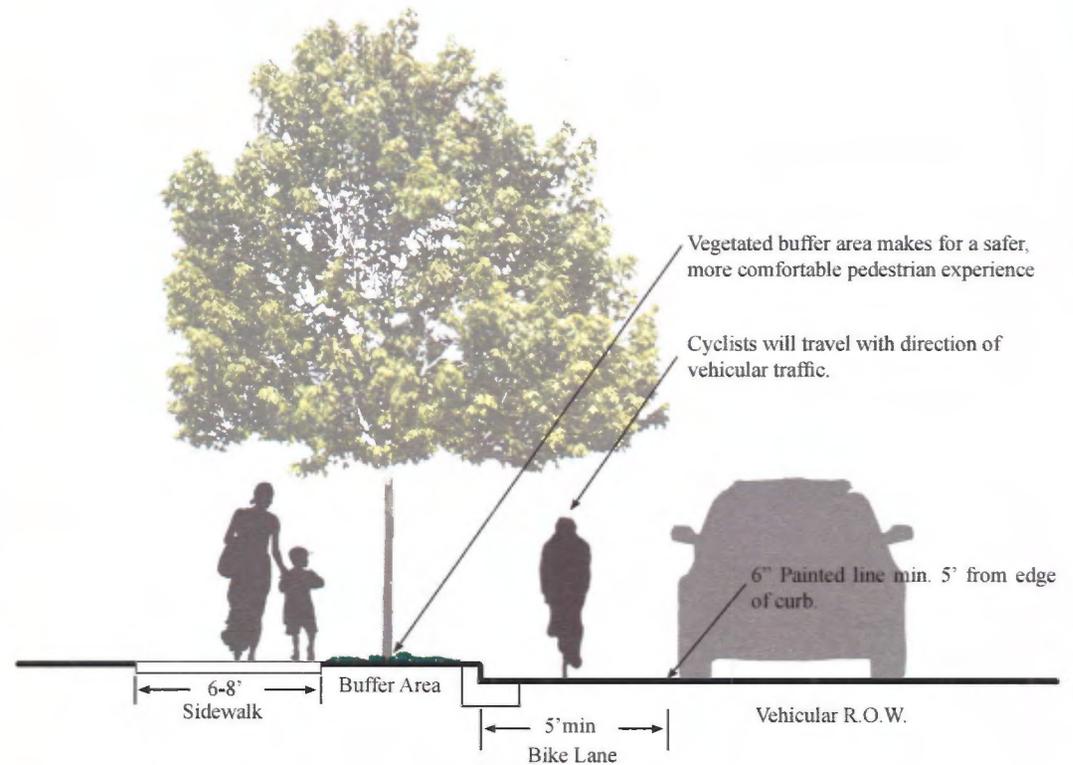


Bike lanes should be between active traffic lane and shoulder of road.



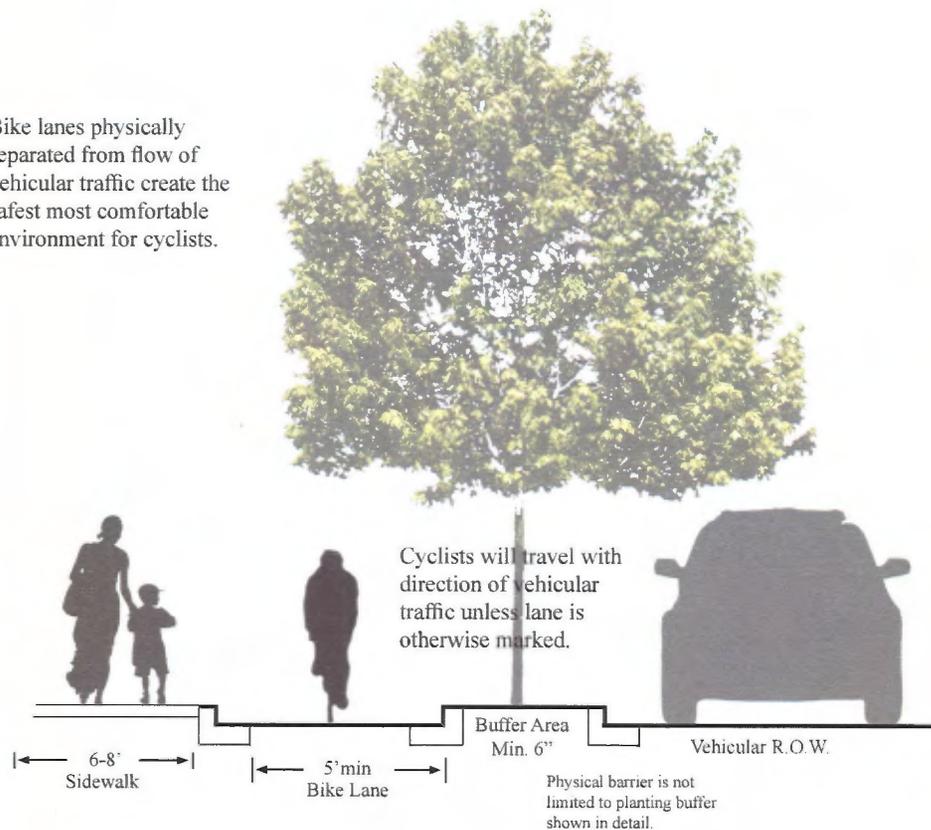
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# Fairmont, WV Connectivity Plan



# Fairmont, WV Connectivity Plan

Bike lanes physically separated from flow of vehicular traffic create the safest most comfortable environment for cyclists.



## Shared-Use Path



If budget and space constraints allow, creating a bike lane that is physically separated from vehicular flow is the ideal option.

Creating a bike lane between the parallel parking lane and the sidewalk creates a visual and physical separation from vehicular traffic.



Placing plastic delineators between cars and bike lane is another way to visually reinforce the separation.

# Fairmont, WV Connectivity Plan

## Share the Road



Often times, especially in rural areas, the most feasible option for creating bicycle access is to designate a roadway "Share the Road". When a road is designated as such, cyclists and motorists have equal access and right to use the road.

**Rules of share the road:**

- Same laws that apply to motorists apply to cyclists.
- Obey all traffic control devices.
- Use hand signals to indicate stops and turns to other users.
- Wear a helmet.
- Always ride on right in same direction as traffic.
- Use furthest right lane that heads to your destination.
- Ride in straight line.
- Wear brightly colored clothing that provides contrast.

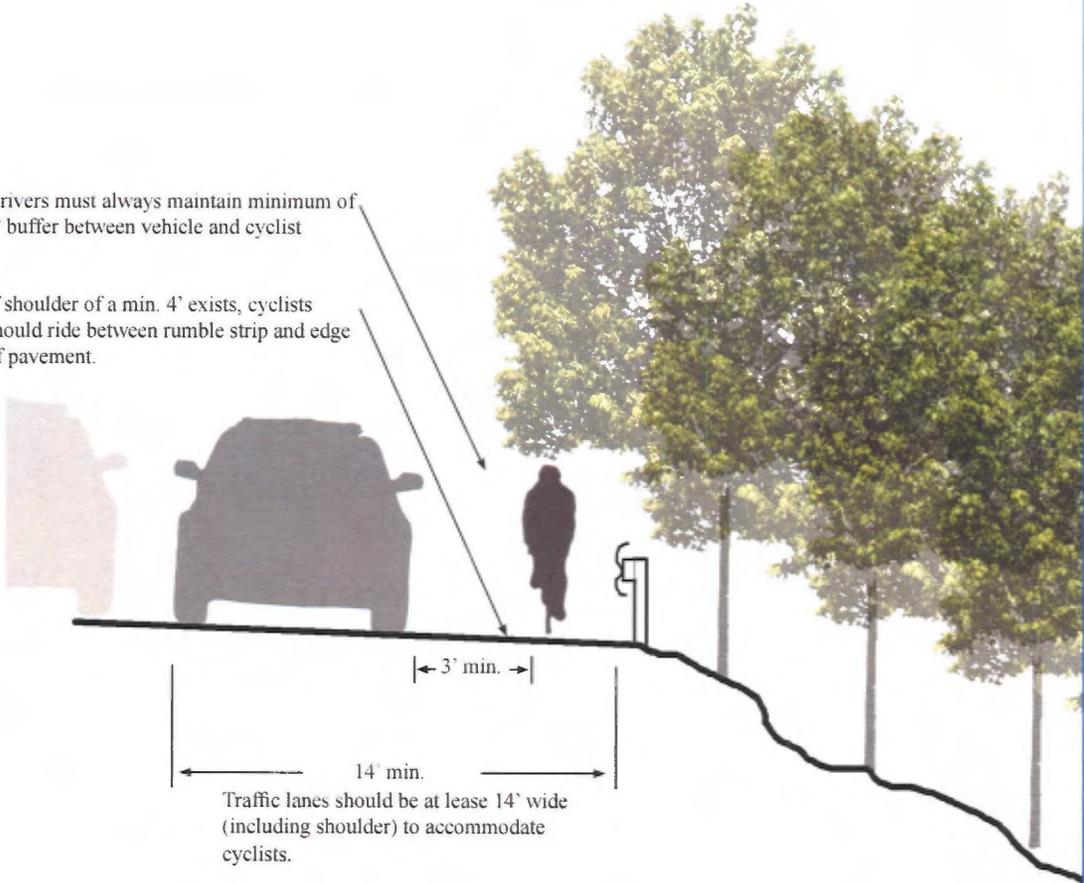


Ensuring proper marking and signage on a designated road is imperative to both the cyclists' and motorists' safety and full understanding of their traveling environment.



Drivers must always maintain minimum of 3' buffer between vehicle and cyclist

If shoulder of a min. 4' exists, cyclists should ride between rumble strip and edge of pavement.



Traffic lanes should be at least 14' wide (including shoulder) to accommodate cyclists.

# Fairmont, WV Connectivity Plan



## Mixed-Use Trail



It is important that multi-use trails are physically separated from motorized vehicle traffic by an open space or barrier. They can be located within the road right of way, an independent right of way, or accommodated by other means such as in a park. They are shared by multiple users which makes them an attractive option as a main pedestrian thoroughfare.

Because multi-use trails are typically heavily used so the material chosen should be long lasting with relatively low maintenance. Signage indicating right of way and street crossing should be implemented to ensure pedestrian safety.



# Fairmont, WV Connectivity Plan

## Crusher Fine Trail

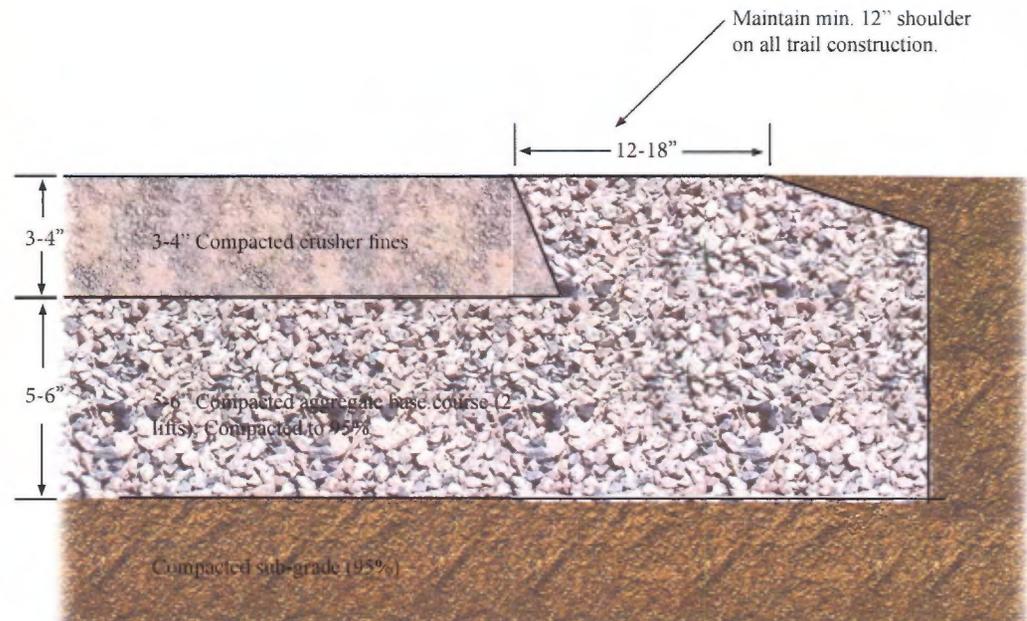


### Physical and Chemical Characteristics of Crusher Fines

Crusher fines are not to be confused with gravel, road base, or other rock products. It consists of small particles of crushed rock that when moistened and compacted, creates a solid, hard surface. If done correctly, an installed crusher fines trail will be a firm, low maintenance trail that is usable even when wet.

### Three characteristics make crusher fines useful for trail surfaces

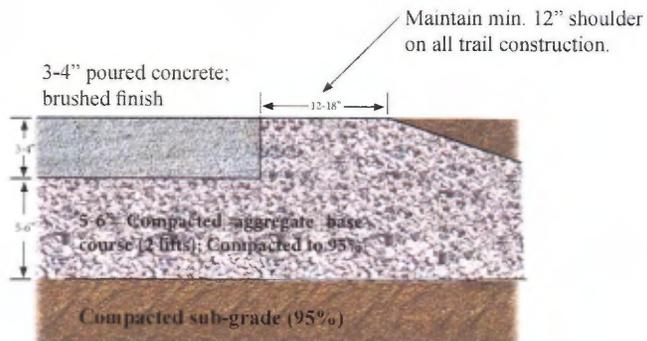
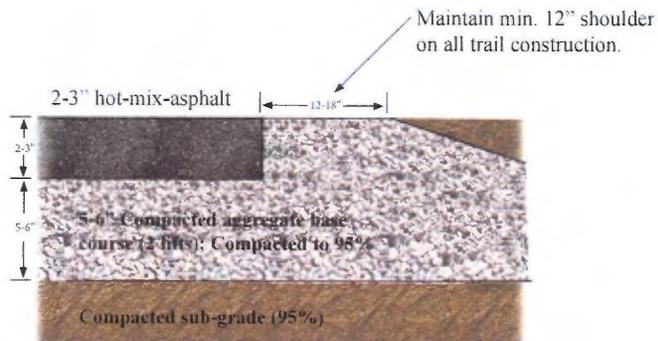
1. The rock must be crushed into irregular and angular particles. These particles interlock to form desired solid state.
2. The more variety in particle size, the tighter the matrix. The smaller particles will fill the gaps left by the larger particles and improve the overall strength.
3. The crushed rock must contain the original binders that formed the original rock. These small particles act as cement in the interlocking matrix of particles. After being moistened and compacted it creates a very hard, viable surface for trails.



Particle sizes are the main way that crusher fines are defined. A "3/8 minus" mix will contain particles with a diameter no larger than 3/8". The ideal mixture is one that contains enough small particles to fill the voids left by the larger particles.

Particle shape also plays a role in the integrity of the surface. Particles that contain angular rocks are more likely to form a strong surface. Particles that contain mostly chipped or rounded rocks should be avoided, as they are not as structurally sound.

# Fairmont, WV Connectivity Plan



## Asphalt & Concrete Surface Trails



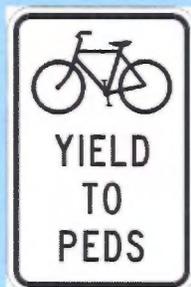
Paving with asphalt offers a durable, versatile trail surface at a moderate price. It is ideal for biking and skating, though bike speed may intimidate some pedestrian users.



Concrete paved trails offers the most durable and long lasting trail surface. It also is one of the most expensive to implement.



## Typical Signage



# Fairmont, WV Connectivity Plan



RS-17



RS-17a



RS-17b



MS-9

Sign image from the Manual of Traffic Signs and Signals Edition 2009  
The sign image copyright Edward G. Moseley. All rights reserved.



WS-4a



# Funding Opportunities

## Surface Transportation Program (STP)

The Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

### Relevant Eligible Activities

- Bicycle lanes on-road
- Bicycle and/or pedestrian plans
- Bicycle Parking
- Curb cuts and ramps
- Crosswalks (new or retrofit)
- Recreational trails
- Shared use paths / transportation trails
- Sidewalks (new or retrofit)
- Signed Bicycle or pedestrian routes
- Trail bridges

## Highway Safety Improvement Program (HSIP)

The Moving Ahead for Progress in the 21st Century Act (MAP-21) went into effect on October 1, 2012. It continued the Highway Safety Improvement Program (HSIP) as a core Federal-aid program. The goal of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

### Relevant Eligible Activities

- Bicycle lanes on-road
- Curb cuts and ramps
- Crosswalks (new or retrofit)
- Recreational trails
- Shared use paths / transportation trails
- Sidewalks (new or retrofit)
- Signed Bicycle or pedestrian routes
- Trail bridges

## Transportation Alternatives Program (TAP)

The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation, recreational trail program projects, safe routes to school projects, and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

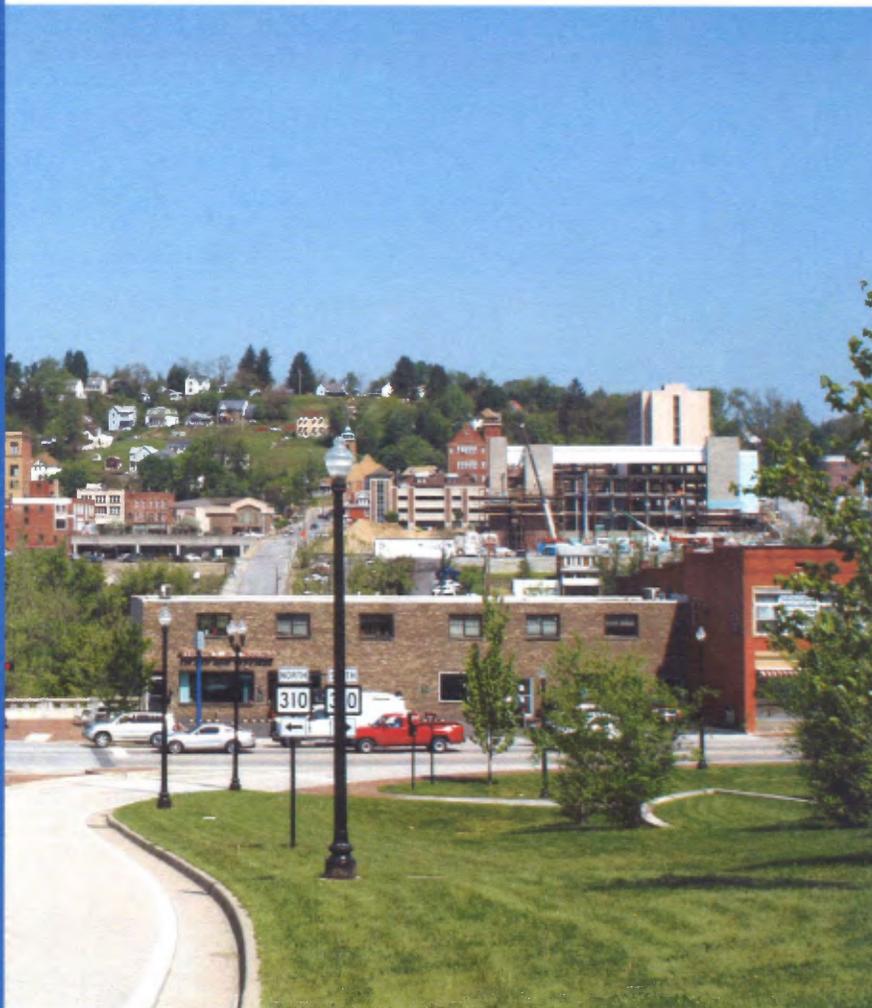
### Relevant Eligible Activities

- Bicycle lanes on-road
- Curb cuts and ramps
- Crosswalks (new or retrofit)
- Recreational trails
- Shared use paths / transportation trails
- Sidewalks (new or retrofit)
- Signed Bicycle or pedestrian routes
- Trail bridges

# Fairmont, WV Connectivity Plan



# Fairmont, WV Connectivity Plan



## Funding Opportunities

### Transportation Enhancement Activities (TE)

The Transportation Enhancement (TE) activities offered funding opportunities to help expand transportation choices and enhance the transportation experience through 12 eligible TE activities related to surface transportation, including pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, and environmental mitigation. TE projects must relate to surface transportation and must qualify under one or more of the 12 eligible categories. See Program Brief and Presentation.

#### Relevant Eligible Activities

- Bicycle lanes on-road
- Bicycle Parking
- Curb cuts and ramps
- Crosswalks (new or retrofit)
- Trail bridges
- Recreational trails
- Shared use paths / transportation trails
- Sidewalks (new or retrofit)
- Signed Bicycle or pedestrian routes

### Recreational Trails Program (RTP)

The Recreational Trails Program (RTP) provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non motorized and motorized recreational trail uses. The RTP is an assistance program of the Department of Transportation's Federal Highway Administration (FHWA). Federal transportation funds benefit recreation including hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

#### Relevant Eligible Activities

- Curb cuts and ramps
- Crosswalks (new or retrofit)
- Recreational trails
- Shared use paths / transportation trails
- Sidewalks (new or retrofit)
- Trail bridges

### Safe Routes To School (SRTS)

The purpose of the Federal Safe Routes to School (SRTS) Program is to empower communities to make walking and bicycling to school a safe and routine activity once again. The Program makes funding available for a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school.

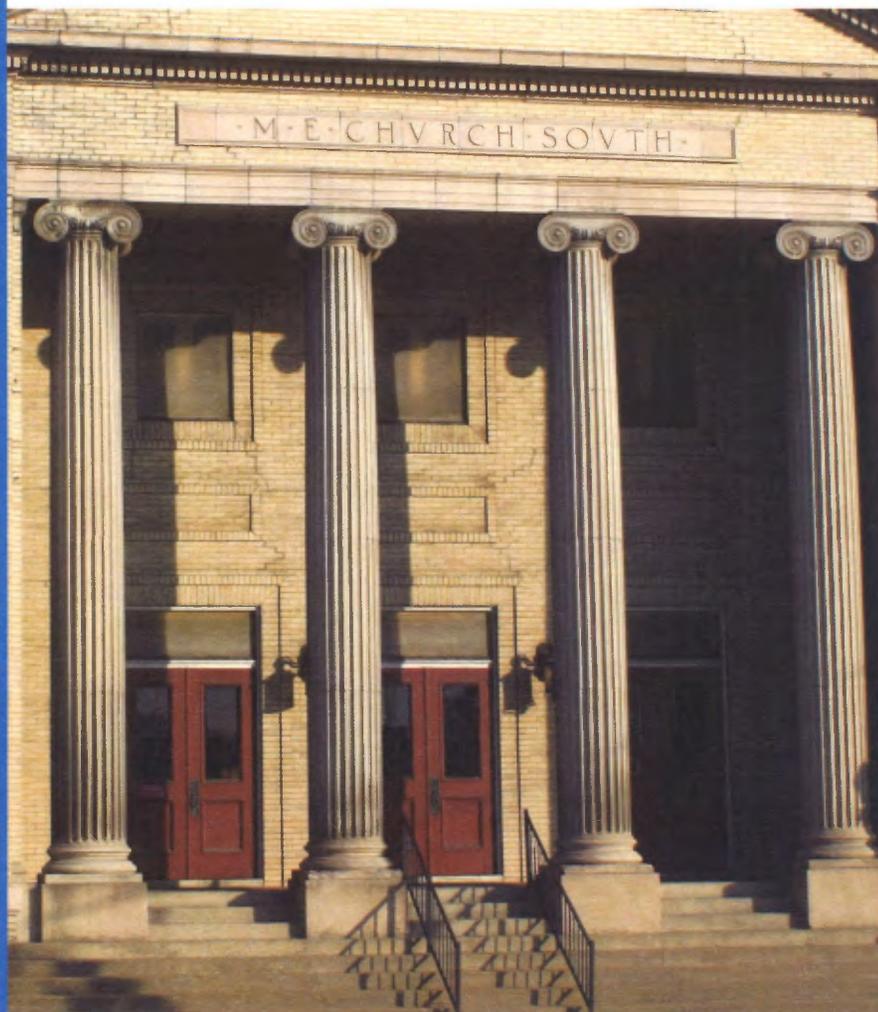
#### Relevant Eligible Activities

- Bicycle lanes on-road
- Bicycle Parking
- Curb cuts and ramps
- Crosswalks (new or retrofit)
- Shared use paths / transportation trails
- Sidewalks (new or retrofit)
- Signed Bicycle or pedestrian routes
- Trail bridges

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# Fairmont, WV Connectivity Plan



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Funding Provided By:  
Growing Healthy Communities Program



[www.thrashereng.com](http://www.thrashereng.com)  
304-624-4108





# FAIRMONT CONNECTIVITY PLAN RAPID HEALTH IMPACT ASSESSMENT

Conducted January- June, 2014



West Virginia University

SCHOOL OF PUBLIC HEALTH  
HEALTH RESEARCH CENTER

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*Funding for this project was provided by the Association of State and Territorial Health Officials (ASTHO) in conjunction with the Center for Disease Control and Prevention (CDC).*

*We would like to acknowledge the collaborative efforts of Main Street Fairmont and the 12:30 Group, the City of Fairmont Planning Department, Thrasher Engineering, and the WV Bureau for Public Health.*

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## Executive Summary

The purpose of this rapid Health Impact Assessment (HIA) is to facilitate the integration of health into decision-making, especially where it relates to implementation of projects outlined in Fairmont's Connectivity Plan. It is geared towards local and state government leaders, planning officials, school leadership, health departments, and citizens. This HIA report provides background information about the Connectivity Plan and HIA conducted between January and June of 2014. Additionally, this report outlines the steps involved in conducting HIA, background data and literature about the relationship between the built environment and public health. Data collection methods and specific neighborhood results and recommendations are presented to facilitate decision-making processes among stakeholders.

## Introduction

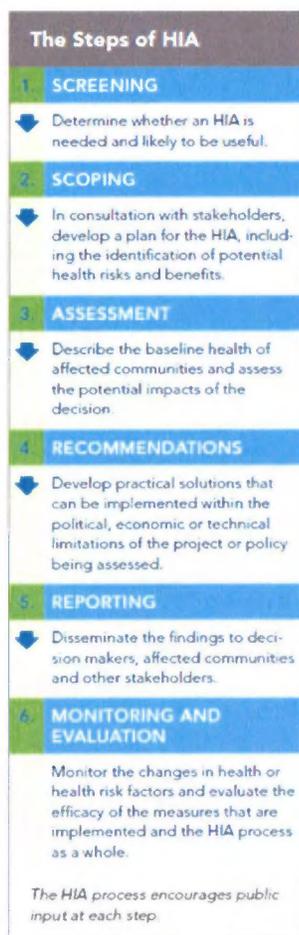


Figure 1 The Steps of HIA  
(Source: [healthimpactproject.org](http://healthimpactproject.org))

The City of Fairmont, West Virginia was awarded a Growing Healthy Communities Grant by the West Virginia Development Office in January 2014. This grant enabled Main Street Fairmont to contract with Thrasher Engineering to develop a bicycle and pedestrian connectivity plan ("Connectivity Plan") to facilitate non-motorized movement in, around, and through the City by residents and visitors. The West Virginia University Health Research Center (HRC) was awarded a grant by the Association of State and Territorial Health Organizations (ASTHO) to conduct a rapid HIA from January to June, 2014. This HIA, the findings of which are reported in this document, provides the City of Fairmont and Main Street Fairmont supplemental information about the potential health impact of projects in the Connectivity Plan. The HIA was conducted using the steps outlined by the Health Impact Project: Screening, Scoping, Assessment, Recommendations, Reporting, and Monitoring and Evaluation (See Figure 1 for additional information about each of these steps).

Based on information from scientific literature about the health impact of connectivity and active transportation, this HIA report makes recommendations using community input collected by the HRC HIA team ("HIA team") during the HIA period. Input was solicited about the potential health impact of numerous types of projects and activities on walking and biking to downtown, schools, and parks. Summary and neighborhood-specific information was integrated with the Connectivity Plan to serve as a decision-making tool for policy leaders in Fairmont to determine which projects to prioritize moving forward (available: [www.healthimpactproject.org](http://www.healthimpactproject.org)).

## Literature Review

Physical activity is vital for physical and mental health.<sup>1</sup> Achieving population-level increases in physical activity, especially among the previously sedentary, may have significant public health impacts in reducing chronic disease and unburdening healthcare systems.<sup>2,3</sup> The preponderance of evidence<sup>1,4-11</sup> suggests that different characteristics of the built environment – how, where, and what infrastructure is built – are associated with leisure and transportation physical activity. From an ecological perspective,<sup>12</sup> population-level interventions to increase physical activity should be multi-level and multi-disciplinary in changing the environments with which residents interact daily in their homes, neighborhoods, and cities (e.g., work, school, parks, roads). Further, policies and plans that affect the social, physical, natural, and built environments must integrate health as a factor in allocating resources to have the desired outcome on four areas of active living in the population: recreation, transportation, occupation, and household.<sup>13</sup>

Bicycling and walking are key components of Healthy People 2020, specifically increasing the proportion of short trips made by one of these modes.<sup>14</sup> Planning has a key role to play in encouraging bicycling and walking in that planning guides how the built environment is structured. Factors unique to each of these modes that can be incorporated into built environment decisions have been assessed extensively. Bicycling studies suggest that infrastructure/engineering (i.e., dedicated cycle routes or paths, separation of cycling from other traffic), planning/zoning (i.e., high population density, short trip distance, proximity of a cycle path or green space) and projects/promotions for children (i.e., Safe Routes to Schools [SRTS]) are significantly positively associated with cycling for transportation or leisure.<sup>15</sup> Conversely, traffic danger, long trip distance, steep inclines and distance from cycle paths are negatively associated with cycling.<sup>15</sup> A review of built environment literature revealed significant associations among walking and four of 10 Smart Growth Principles (<http://www.smartgrowth.org/network.php>). These findings suggest that walking is associated with having a range of housing choices for all income levels, encouraging mixed land use, development toward existing communities/encouraging infill, and promoting compact building design to encourage higher population density.<sup>16</sup> Thus, when incorporated into the policy and planning processes, these principles may have a profound effect on how we evaluate plans, the health impact of these plans, and how we develop new or redevelop existing communities.

Significant impacts of inactivity are felt in West Virginia, a health disparate population<sup>14</sup> characterized by geographic isolation, high rates of poverty, limited access to health care, and an older population.<sup>17,18</sup> The prevalence of inactivity among adults in WV is 35% higher than the national rate (31% vs 22.9%),<sup>19,20</sup> with rates highest among 55-64 year olds (36%) and those over 65 years old (40.3%). Correspondingly, rates of diabetes (12% vs 9.5%), obesity (32.4% vs 27.8%), cardiovascular disease (6.0% vs 4.1%), and poor health status (25.1% vs 16.9%) outpace national rates.<sup>19,21</sup> Based on the evidence, integrating health into planning decisions will likely result in significant population-level physical activity changes over time.

## Primary HIA Data Collection

To identify potential health impact of connectivity improvements in the Fairmont area and to gauge parents' perceptions regarding their children walking and biking to local schools, parks, and downtown areas, the HIA team solicited community input from three sources:

1. Parents of children in Fairmont Schools (Jayenne Elementary, East Park Elementary, Watson Elementary, West Fairmont Middle School, and Fairmont Senior High School);
2. Community members who live within the city limits; and
3. Faculty, staff, and students at Fairmont State University.

Feedback from these sources was collected using an online survey in SurveyMonkey that included original questions, validated instruments,<sup>22-24</sup> and modifications of other instruments<sup>[1,2]</sup> to identify the impact that numerous potential improvements would have on walking and biking to downtown and allowing their children to walk or bike to school and their nearest park. Results from each neighborhood and Fairmont State University, as well as recommendations based on these findings, are provided in the HIA Neighborhood Analysis section below. The SurveyMonkey link was advertised through postcards sent home with school children, several community Facebook pages, and through the Fairmont State University email listserv.

## Results

We received complete survey responses from 205 Fairmont residents, 70.3% of whom were female. The average age of respondents was  $37.0 \pm 15.7$  years and 37.1% met physical activity guidelines. *Results suggest there is pent-up demand, interest, and ability to be physically active in a fairly large catchment area:* 86.1% were willing to walk up to two miles "to get somewhere, such as a mall, post office, work, or other place;" likewise, 75.4% were willing to bike up to five miles to get somewhere and 57.6% owned a bike. Roughly half (52.4%) reported never walking or biking to downtown but 79.2% would be willing to. Less than half agreed or strongly agreed that they walk less than they would like to because of traffic (47.1%) or crime (36.7%) in their neighborhood.

Fifty-seven respondents had children in one of the Fairmont City schools, spanning all grade levels from pre-kindergarten to 12. Nearly all of the children (93.1%) owned a bike; and 29.8% of the children achieved 60 minutes of physical activity per day. Only 25% reported they would never be comfortable allowing their child to walk or bike to school without an adult, with

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<sup>1</sup>National Center for Safe Routes to School Parent Survey, available at <http://www.saferoutesinfo.org/program-tools/evaluation-parent-survey>.

<sup>2</sup> *Active Where?* Parent Survey, available at [http://sallis.ucsd.edu/measure\\_activewhere.html](http://sallis.ucsd.edu/measure_activewhere.html).

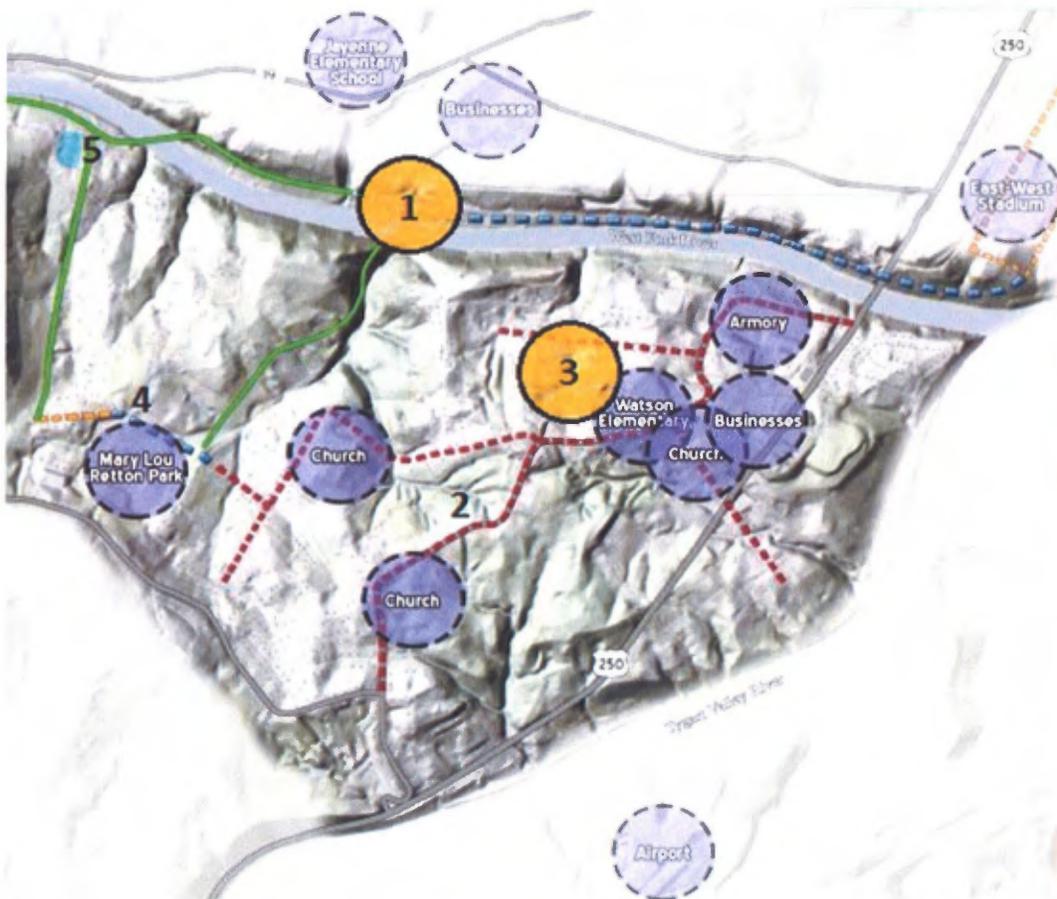
7th, 8th, and 9th grades the most commonly chosen grade at which parents would be willing to let their child walk or bike to school without an adult.

Each respondent was asked to provide their address or intersection near which they lived, what school their children attended, and their nearest park. This information was used to categorize respondents by each of the neighborhoods identified within the Connectivity Plan and the method for organizing the neighborhood analysis presented in the following sections.

## **HIA Neighborhood Analysis**

HIA survey respondent location information was used to classify each response into one of the five neighborhoods identified in the Connectivity Plan. The following neighborhood sections review Thrasher Engineering's Connectivity Plan projects, neighborhood-specific results from the HIA community input survey, and make HIA recommendations. Recommendations are based on best practices from scientific literature about the health impact of connectivity and active transportation and Fairmont community input. All Connectivity Plan projects are numbered with HIA recommended projects highlighted to add additional geographic context.

## Watson Neighborhood



Source: Thrasher Connectivity Report

### Key Connectivity Plan Projects

Project Name	Approx. Location on the Map	Priority Scale & Description: (A-D)* *As described in Thrasher Engineering's Connectivity Report
<b>Watson Neighborhood</b>		
<b>North Central Connector Trail (NCCT)</b>	1	<b>A:</b> Project has a strong immediate impact to community wellbeing and economic opportunities
<b>Mary Lou Retton Dr. Sidewalk Connection</b>	2	<b>A:</b> Project has a strong immediate impact to community wellbeing and economic opportunities
<b>Watson Elementary Safe Routes to School (SRTS)</b>	3	<b>B:</b> Project is easily feasible and would impact most people within related neighborhood, but may rely on another project's completion
<b>West Fork River Trail to Watson Neighborhood Connector</b>	4	<b>C:</b> Project may have challenges, relies on another project to be completed first or acts as a recreational amenity rather than a need to make a safer connection
<b>West Fork River Trailhead Improvements</b>	5	<b>B:</b> Project is easily feasible and would impact most people within related neighborhood, but may rely on another project's completion

## HIA Findings

We had 12 respondents from the Watson Neighborhood discuss the impact that numerous potential improvements would have on walking and biking to downtown Fairmont. Ten respondents (90.9%) said they would walk or bike to downtown Fairmont. The top three improvements respondents identified to help them increase active transport in this neighborhood were:

- 1) Improving or building new sidewalks, pathways, or bike lanes (91.7%)
- 2) Improving the safety of intersections and crossings (91.7%)
- 3) Improving the terrain barriers (stairs, bridges). (91.7%)

We had 10 residents with children who responded about schools in the Watson Neighborhood. Key findings about schools included:

- Only one respondent indicated his/her child usually walked to school.
- One-third responded that their children had asked them for permission to walk to or from school
- Only 20% of respondents indicated their children achieved 60 minutes or more of physical activity each day.
- All respondents indicated that “Having other kids to walk or bike to school with” would increase their willingness to let their children walk or bike.
- Several other issues were tied at 90% of respondents who said it would increase their willingness to let children walk or bike:
  - 1) Improving or building new sidewalks, pathways, or bike lanes;
  - 2) Reducing the speed of traffic along routes;
  - 3) Reducing the amount of traffic volume along routes;
  - 4) Improving the safety of intersections and crosswalks; and
  - 5) Improving the terrain barriers (stairs, bridges).

Eight respondents discussed their utilization and access to the park nearest to their place of residence (Mary Lou Retton Park). Important information from these items includes:

- Only 25% of respondents indicated they walked or biked to the nearest park.
- Residents indicated a number of factors that would increase their willingness to walk/bike to the local park.
  - 1) Reducing the distance required to walk/bike (100%)
  - 2) Improving the safety of intersections and crosswalks (100%)
  - 3) Improving the terrain barriers such as stairs and bridges (100%)

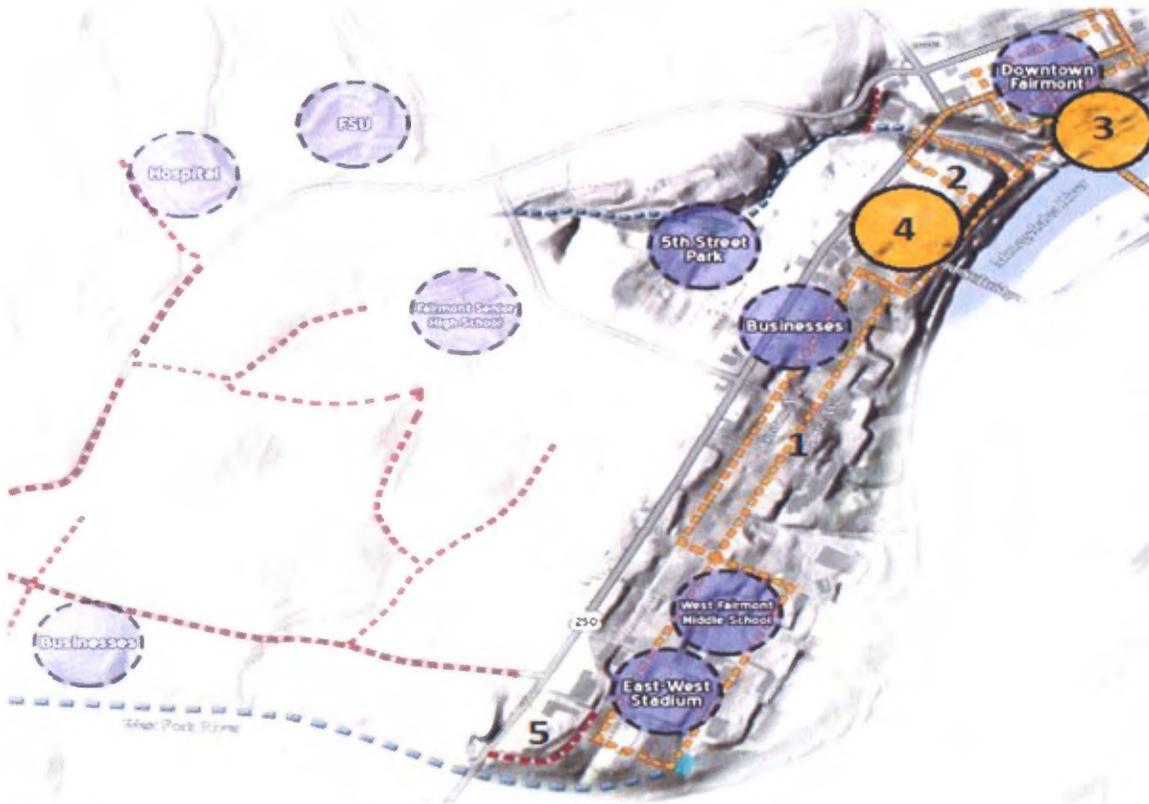
## Recommendations

All five recommendations in the Connectivity Plan are targeted to areas identified by residents as important considerations for active transportation for adults to access downtown, for children to access schools, and for children and adults to access local parks. Based on the survey results, it is difficult to prioritize any one of these projects over the others. The trail and sidewalk connections will make access to downtown much easier, and based on these

responses will make adults much more likely to walk or bike downtown. Additionally, the infrastructure improvements and SRTS projects highlighted around Watson Elementary could have an immediate impact on the number of parents who encourage or allow their children to walk or bike to the school. Based on the potential health benefits of these proposals outlined in the introduction, we believe all of the recommendations presented would have a positive health impact. In terms of priority, fit, and future health impact the following two seem to have the greatest potential:

- 1) Watson Elementary SRTS
- 2) North Central Connector Trail

## Beltline & Downtown



Source: Thrasher Connectivity Report

### Key Connectivity Plan Projects

Project Name	Approx. Location on the Map	Priority Scale & Description: (A-D)* *As described in Thrasher Engineering's Connectivity Report
<b>Beltline &amp; Downtown</b>		
North Central Connector Trail Phase II	1	<b>A:</b> Project has a strong immediate impact to community wellbeing and economic opportunities
North Central Connector Trail Phase III	2	<b>A:</b> Project has a strong immediate impact to community wellbeing and economic opportunities
Downtown Loop Route	3	<b>B:</b> Project is easily feasible and would impact most people within related neighborhood, but may rely on another projects completion
Coal Run Greenway	4	<b>C:</b> Project may have challenges, relies on another project to be completed first or acts as a recreational amenity rather than a need to make a safer connection
Beverly Rd. Sidewalk	5	<b>D:</b> Project has low impact on majority of neighborhood population or acts as a secondary connection to a higher priority project

## HIA Findings

We had 31 respondents from the Beltline/Downtown area discuss the impact that numerous potential improvements would have on walking and biking to downtown Fairmont. This area is closest to the Downtown business district. Not surprisingly, nearly all (96.8%) said they would walk or bike to downtown Fairmont. *Many issues important in other neighborhoods, notably traffic volume and speed as well as intersections and crossings were rated much lower in importance among Beltline/Downtown respondents.* Over 90% of respondents identified two key improvements to help them increase active transport:

- 1) Improving downtown (more or different types of events, businesses, etc) (96.7%);
- 2) Improving or building new sidewalks, pathways, or bike lanes (90.3%)

We had eight residents with children who responded about schools in the Beltline/Downtown area. Key information includes:

- Two (25%) respondents indicated their child usually walked to or from school.
- Two responded their child had asked them for permission to walk to or from school.
- Only two children achieved 60 minutes or more of physical activity each day.
- Respondents in the downtown area identified potential positive influences on walking or biking to school at a much lower rate than most other neighborhoods. The two highest rated changes were:
  - Reducing violence or crime (75%), and
  - Improving the safety of crossings and intersections (75%).

Seven respondents discussed their utilization and access to the park nearest their place of residence. Two (28.6%) indicated they walked or biked to the nearest park. Key factors that would increase their likelihood of walking or biking to the local park included:

- 1) Reducing violence or crime (100%),
- 2) Improving the park (updating/adding new equipment, lighting etc.) (85.7%),
- 3) Improving or building new sidewalks, pathways, or bike lanes (71.4%), and
- 4) Improving the safety of intersections and crossings (71.4%).

## Recommendations

The North Central Connector Trail phases have important implications for other neighborhoods and access to downtown, so they should be considered priorities within other pieces of the Connectivity Plan. In agreement with findings reported in December, 2013 by Dr. Amy Sidwell, Assistant Professor of Health & Physical Education at Fairmont State University, in "City of Fairmont Beltline Loop Health Impact Assessment," the poor condition of sidewalks is an impediment to being active in this area of Fairmont. Similarly, when looking at the feedback from citizens in the Beltline/Downtown area in the current project, some of the most important considerations have to do with additional pedestrian walkways or biking lanes and having more destinations and access to things to do downtown. The two projects that most seem to fit these descriptions and have potential to have a positive health impact are:

1. Downtown Loop Route Improvements
2. Coal Run Greenway

We additionally recommend the city look into issues of violence and safety from crime in the downtown area, as this was highly rated by respondents in our survey and in Dr. Sidwell's work in 2013. This issue also seems to be related to parks in the downtown area. Respondents suggested infrastructure repair/improvements to local parks would influence their use and promote active transit to the parks.

## Country Club / West Side / Fairmont State University



Source: Thrasher Connectivity Report

### Key Connectivity Plan Projects

Project Name	Approx. Location on the Map	Priority Scale & Description: (A-D)* *As described in Thrasher Engineering's Connectivity Report
<b>Country Club &amp; West Side</b>		
<b>Locust Ave Sidewalks</b>	1	<b>A:</b> Project has a strong immediate impact to community wellbeing and economic opportunities
<b>Country Club Road</b>	2	<b>A:</b> Project has a strong immediate impact to community wellbeing and economic opportunities
<b>West Side Connector</b>	3	<b>B:</b> Project is easily feasible and would impact most people within related neighborhood, but may rely on another project's completion
<b>Jayenne and Country Club Rd</b>	4	<b>B:</b> Project is easily feasible and would impact most people within related neighborhood, but may rely on another project's completion
<b>Coleman Ave and Sunset Dr.</b>	5	<b>D:</b> Project has low impact on majority of neighborhood population or acts as a secondary connection to a higher priority project
<b>Barry St. Sidewalks</b>	6	<b>D:</b> Project has low impact on majority of neighborhood population or acts as a secondary connection to a higher priority project
<b>Bell Run Road Sidewalks</b>	7	<b>D:</b> Project has low impact on majority of neighborhood population or acts as a secondary connection to a higher priority project

## HIA Findings

### Fairmont State University

We had 129 respondents who were affiliated with Fairmont State University and answered our survey questions related to active transit to and around campus. Roughly one-fifth reported commuting to Fairmont State by walking (16.5%) or bicycling (1.9%) and 81.2% indicated the potential that they would walk or bike to/from FSU in the future. Respondents reported the following improvements would make them more likely to walk or bike:

- Improving or building new sidewalks, pathways, or bike lanes (93.9%),
- Transportation incentives offered by FSU (such as bike share or free/reduced cost to park for infrequent drivers) (75.5%),
- Improving the lighting (71.9%),
- Improving the terrain (stairs, bridges etc) (69.9%),
- Improving the safety of intersections and crossings (69.5%), and
- Reducing violence or crime (67.0%).

### West Side/Country Club

We also had 55 respondents from the West Side/Country Club neighborhood area discuss the impact that numerous potential improvements would have on walking and biking to downtown Fairmont. Four-fifths (80%) said they would walk or bike to downtown Fairmont. There were three improvements that roughly 90% of the respondents indicated would help increase their willingness/ability to walk downtown:

1. Improved sidewalks, pathways, or bike lanes (96.4%);
2. Improving downtown (More or different types of events, businesses, etc.) (92.7%); and
3. Improving the terrain barriers (stairs, bridges) (89.1%).

We had nine residents with children who responded about schools in the West Side/Country Club neighborhood. Nearly half of respondents (44.7%) indicated their children achieved 60 minutes or more of physical activity each day.

- Zero respondents indicated their child usually walked to school in the morning, but two respondents indicated their child usually walked home from school in the afternoon. One-third, however, responded that their children had asked them for permission to walk to or from school.
- Two potential changes would result in 100% of respondents being more likely to allow their children to walk or bike to school:
  - Improving or building new sidewalks, pathways, or bike lanes, and
  - Reducing the speed of traffic along school routes.

Three respondents discussed their utilization and access to the park nearest their place of residence. Only one indicated they walked or biked to the nearest park. Residents indicated seven factors that would make 100% of them more interested or able to walk or bike to the closest park:

- 1) Improved or new sidewalks, pathways, or bike lanes;
- 2) Reducing the speed of traffic along the route;

- 3) Reducing the amount of traffic volume along the route;
- 4) Having adults to walk or bike with to the park;
- 5) Improving the safety of intersections and crossings;
- 6) Improving the lighting; and
- 7) Reducing violence or crime.

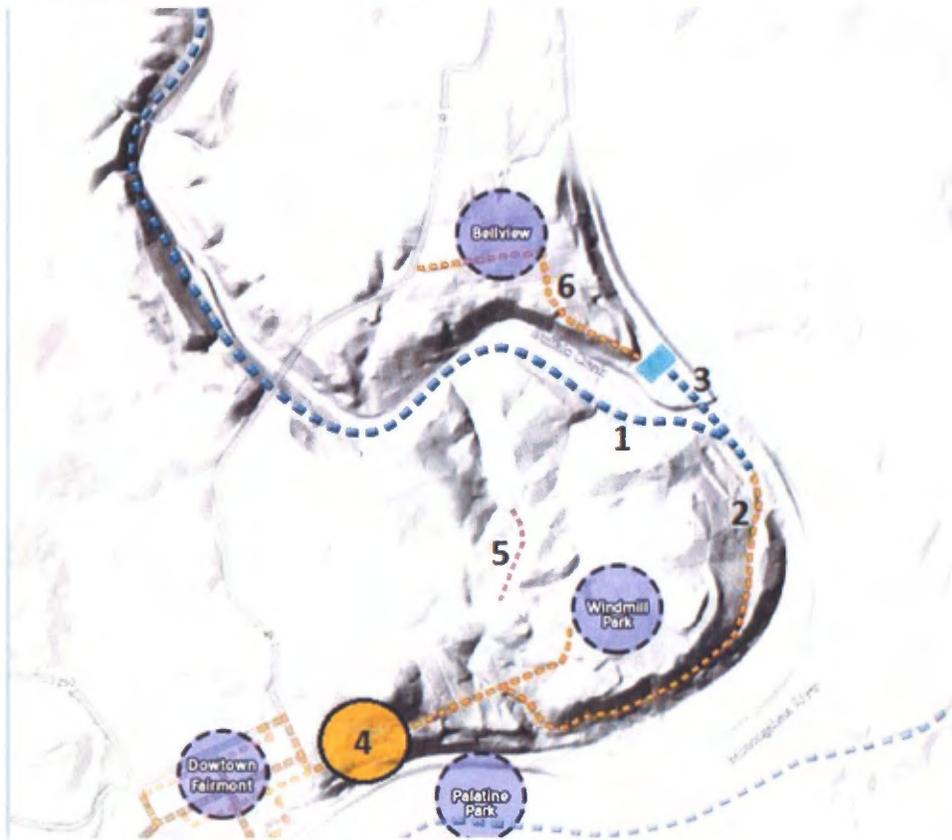
## **Recommendations**

The potential projects listed in the Connectivity Plan for this neighborhood are all centered on sidewalk connectivity and several also discuss traffic volume and speed. Because the projects build on one another, health impact prioritization is similar to the project prioritization of the Connectivity Plan. The four highest priority projects are:

1. Locust Avenue Sidewalks
2. Country Club Road Connector
3. West Side Connector
4. Jayenne and Country Club Road (We believe extra priority from a health impact assessment could be placed on this suggestion as it would enable more active transit ability for school children, none of whom were reported to walk or bike to school)

Additionally, this is the second neighborhood that suggested improving the businesses, events, and other opportunities downtown which would significantly increase the likelihood of walking or biking to the city. This highlights the important connection between health and economic development. The city should also consider the large number of issues related to walking and biking to parks reported by respondents. There are obviously significant barriers to the usage of these locations. FSU also has a unique opportunity to impact walking and cycling to and from campus through policy change that it may want to explore.

## Windmill Park & Bellview



Source: Thrasher Connectivity Report

## Key Connectivity Plan Projects

Project Name	Approx. Location on the Map	Priority Scale & Description: (A-D)* *As described in Thrasher Engineering's Connectivity Report
<b>Windmill Park &amp; Bellview</b>		
<b>Marion County Connector Trail</b>	1	<b>A:</b> Project has a strong immediate impact to community wellbeing and economic opportunities
<b>Baltimore Road</b>	2	<b>A:</b> Project has a strong immediate impact to community wellbeing and economic opportunities
<b>B&amp;O Railway Turntable</b>	3	<b>B:</b> Project is easily feasible and would impact most people within related neighborhood, but may rely on another project's completion
<b>Ogden Ave. to Windmill Park</b>	4	<b>B:</b> Project is easily feasible and would impact most people within related neighborhood, but may rely on another project's completion
<b>Maple Ave. Sidewalk</b>	5	<b>D:</b> Project has low impact on majority of neighborhood population or acts as a secondary connection to a higher priority project
<b>Bellview Connector</b>	6	<b>D:</b> Project has low impact on majority of neighborhood population or acts as a secondary connection to a higher priority project

## HIA Findings

We had only 5 respondents from the Windmill Park/Bellview neighborhood area discuss the impact that numerous potential improvements would have on walking and biking to downtown Fairmont. Three (60%) respondents said they would walk or bike to downtown Fairmont. All five respondents said improving or building new sidewalks, pathways, or bike lanes would make them more likely or able to walk downtown. In addition, 80% of respondents (four of five) indicated the following improvements as important:

- Reducing the distance you would have to walk or bike,
  - Improving the safety of intersections or crossings,
  - Improving the lighting,
  - Reducing violence or crime, and
  - Improving downtown (more or different types of events, businesses, etc).
- Only one resident with children responded about schools in the West Side/Country Club neighborhood. This respondent indicated a lengthy car commute to the school both ways, so we will not report on the school recommendations.
  - Also, only one respondent answered questions about park access. (S)he indicated (s)he did not currently walk or bike, but indicated almost everything would make him/her more likely to walk or bike there alone or with children.

## Recommendations

We did not receive a high enough response from this neighborhood to adequately assess needs related to schools or parks, but there is some indication from all respondents that distance is a considerable issue for walking and biking to destinations. Because of the distance issues and the responses to the walking downtown portion of our survey, the highest priority from a health impact assessment view would seem to be the connector between Ogden Avenue and Windmill Park.

## Palatine & East Side



Source: Thrasher Connectivity Report

## Key Connectivity Plan Projects

Project Name	Approx. Location on the Map	Priority Scale & Description: (A-D)* *As described in Thrasher Engineering's Connectivity Report
<b>Palatine &amp; East Side</b>		
<b>North Central Connector Phase IV</b>	1	<b>A:</b> Project has a strong immediate impact to community wellbeing and economic opportunities
<b>North Central Connector Phase V &amp; Speedway</b>	2	<b>A:</b> Project has a strong immediate impact to community wellbeing and economic opportunities
<b>East Marion Connector</b>	3	<b>C:</b> Project may have challenges, relies on another project to be completed first or acts as a recreational amenity rather than a need to make a safer connection

## Findings from Survey

We had 34 respondents from the Palatine/East Side neighborhood area discuss the impact that numerous potential improvements would have on walking and biking to downtown Fairmont. Roughly three-quarters respondents (73.5%) said they would walk or bike to downtown Fairmont. Only two improvements were rated by more than 75% of respondents as making them more likely to walk or bike downtown:

1. Improving downtown (more or different types of events, businesses, etc) (82.4%); and
2. Improving or building new sidewalks, pathways, or bike lanes (79.4%)

We had 21 residents with children who responded about schools in the Palatine/East Side Neighborhood; 33.3% indicated their children achieved 60 minutes or more of physical activity each day. Zero respondents indicated their child usually walked to or from school, and only 14.3% responded that their children had asked them for permission to walk to or from school. Over 75% of respondents in the Palatine/East Side area rated three potential improvements that would make them more likely to allow their children to walk or bike to school:

1. Improving safety of intersections and crossings (85.7%)
2. Improving or building new sidewalks, pathways, or bike lanes (81.0%)
3. Reducing violence or crime (76.2%)

Eighteen respondents discussed their utilization and access to the park nearest their place of residence. One-third indicated they already walked or biked to the nearest park. Respondents did not rate a single item above 70% in increasing their willingness or ability to walk or bike to the nearest park.

## Recommendations

Palatine and East Side residents seemed the least likely to indicate they would increase walking to destinations because of potential improvements, although one-third of respondents were already walking to the nearest park. Likewise, these residents seem to be the least likely to indicate they would increase walking if improvements were made. The Connectivity Report recommendations largely focus on trail-based improvements that are significant to the City as a whole, but less pertinent to this particular neighborhood. There is one area we want to highlight as a recommendation. This is the fourth community to rate improving downtown as an important factor in their willingness to walk or bike there from the neighborhood. This may indicate the necessity for economic development in the downtown area, perhaps coupled with special events or incentives to get people walking or biking such as an Open Streets event (<http://openstreetsproject.org/>) that the City and Main Street should consider collaborating on.

## Step Five of the HIA Process: Monitoring and Evaluation

The objective of the monitoring portion of the HIA process is to track the impacts of the HIA on the decision-making process and the decision itself, as well as the impacts of the decision(s) on determinants of health and adoption of active transportation. Essential monitoring tasks include: (1) tracking adoption of recommendations (e.g. whether and to what extent recommendations in the Connectivity Plan/ HIA were implemented), (2) monitoring of decision making processes in the case that an HIA recommendation was considered but adopted with mitigations, and (3) monitoring of health outcomes including secondary data sources discussed in the literature review section above and outlined in Table 1.

In the short-term, process measures including the adoption of Connectivity Plan projects, project funding, and policy changes, can be tracked to evaluate progress towards specified goals. Additionally, primary data collection using corridor car, pedestrian, and cyclist counting techniques; community input and pedestrian/cyclist user intercept surveys; linear mileage of new or improved sidewalks, bicycle lanes, and trails; and other techniques can be used to evaluate the influence of project implementation. Longer term secondary data sources will inform the influence of projects and policies on population health and adoption of active transportation.

*Table 1: County-Level Health Behavior and Outcome Measures accessible via <http://www.cdc.gov/diabetes/atlas/countydata/atlas.html>*

Metric	Source
<b>Adult obesity</b> (percent of adults that report a BMI >= 30)	National Center for Chronic Disease Prevention and Health Promotion, Division of Diabetes Translation
<b>Physical inactivity</b> (percent of adults that report no leisure time physical activity)	National Center for Chronic Disease Prevention and Health Promotion, Division of Diabetes Translation
<b>Diabetes</b> (percent of adults aged 20 and above with diagnosed diabetes)	National Center for Chronic Disease Prevention and Health Promotion, Division of Diabetes Translation

In addition to county-level data shown in Table 1, City-level pedestrian and cyclist commuting data from the U.S. Census Bureau's American Community Survey (<http://www.census.gov/acs/www/>) and crash data maintained by the WV Department of Transportation could be utilized to evaluate commuting rates, number of pedestrian and cyclist crashes and associated injuries, mortalities, and costs.

## Conclusion

Through in-person and survey stakeholder engagement the HIA team was able to integrate health as a factor in prioritizing projects in the Fairmont Bicycle and Pedestrian Connectivity Plan. We ascertained that a combination of *Engineering, Encouragement, and Enforcement* activities (three of five “E”s, along with Evaluation and Education, used in SRTS projects) would positively impact walking and cycling for transportation to schools, parks, and downtown.

Community feedback suggests that *engineering* improvements to the built environment - specifically sidewalks, paths, and/or bike lanes, and intersection improvements - would be most likely to positively impact walking or bicycling to downtown, schools, and parks. Over half of survey respondents were willing to walk up to one mile to get places, and the vast majority (86.1%) were willing to walk up to two miles and ride their bicycles up to five miles (75.4%) to get places (i.e., for transportation), suggesting pent-up demand for projects outlined in the Connectivity Plan. These ranges - 2 miles for walking and 5 miles for cycling - should guide the types of engineering improvements in the Connectivity Plan around the key “nodes” in the City. Thus, sidewalks, intersection improvements, or walking trails should prioritize a radius of one-to-two miles from schools, parks, and downtown, whereas cycling infrastructure improvements could be focused on connecting up to five miles from these key destinations. A key step the City may take in the immediate term is to pass a Complete Streets ordinance to ensure the City redesigns their streets to accommodate all types of users (cyclists, pedestrians, transit users, older citizens, and those with disabilities).

*Encouragement*, through events, promotions, and improvements to parks and downtown, was also consistently endorsed across neighborhoods as an important factor in walking or bicycling to these destinations. This supports the necessity of economic development in the downtown area, investment in parks, and conducting promotions or events as methods to simultaneously improve economic, health, and quality of life outcomes for the residents of Fairmont. The City and Main Street should strongly consider how to simultaneously foster health and economic development in Fairmont.

Lastly, police *enforcement* to reduce violence and crime was consistently rated by parents as an improvement that would lead them to be more likely to let their children walk or bike to schools and parks. The City and school district should collaborate on enforcement initiatives to encourage walking or cycling to school, especially at middle schools - the grade level when most parents indicated they would be willing to let their children walk or bike to school. Similarly, the addition of crossing guards, a potential SRTS intervention activity, was among the top three most endorsed potential activities that would lead parents to allow children to walk or bike to school.

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## **BAD Buildings**

**July 8, 2015**

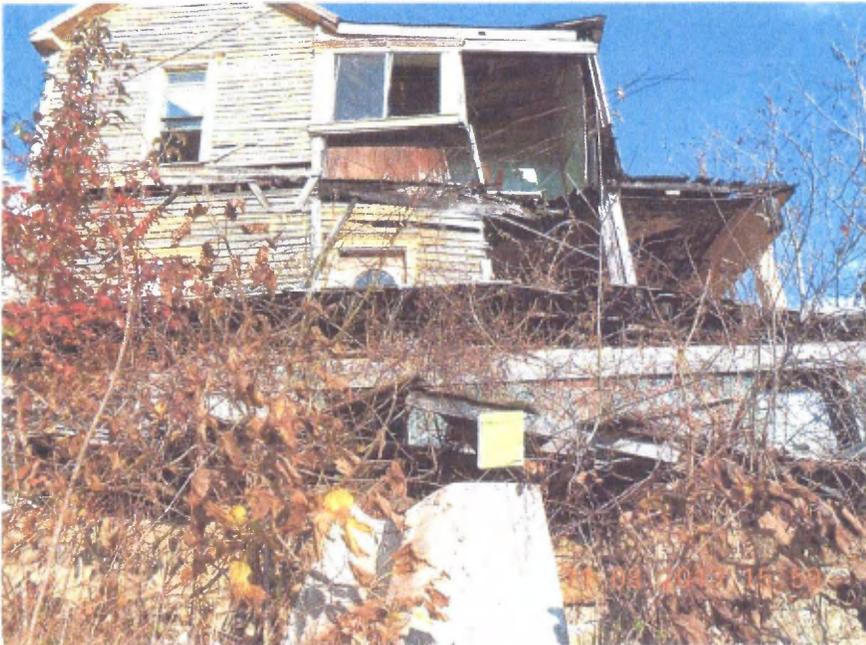
### **Goals:**

1. Prioritize demolition list
  - a. Establish a sub-committee of 5 members
  - b. Review adopted resolution for guidance
  - c. Set objective for use of funds
    - i. 50% Gateways
    - ii. 50% Neighborhoods
  - d. Prepare modified resolution for Council if needed
  - e. Prioritize demolition list
  - f. Communicate priorities to Council/FCDP/MSF
2. Determine mechanics of demolition program
  - a. Temporary Program Manager
    - i. Hired in Planning Department
    - ii. Manage/co-ordinate Bad Buildings Program with Committee, URA, and MSF
    - iii. Manage Registration of Vacant Buildings
    - iv. Coordinate efforts of MSF in their application of ABC Grant
  - b. URA to oversee program
    - i. Funding
    - ii. Contract for an Assistant Prosecutor
      1. Perform record room/title search
      2. Prosecute code notices in municipal court
      3. Obtain rights of entry
      4. Prepare Liens
      5. Purchase properties
      6. Review/approve plans of Committee
3. Deconstruction
  - a. Possible second sub-committee established
  - b. Committee review of viable properties according to prioritized demolition list
  - c. Review purchased properties at tax sale with interested contractors
  - d. Contacts for deconstruction: Michael Mills Group and Brandon Dennison

## Remove Barriers

This building block of the CITI program focuses on structures that have become too dilapidated to save and the only option is removal. Removal of a dilapidated or BAD (Blighted, abandoned, and dilapidated) building by the City can be complicated and costly to taxpayers. This is why the City makes every effort possible to ensure that owners of these properties comply with the codes and regulations of the City. Steps involved in removing barriers aim to:

1. Educate the public on the enforcement process of dilapidated buildings
2. Provide options that are available to owners of these properties
3. Provide alternatives to demolition such as salvage of materials from these buildings, and
4. Inform the public on updates to priority BAD buildings.



## RESOLUTION

### **A RESOLUTION OF THE COUNCIL OF THE CITY OF FAIRMONT PROVIDING A POLICY REGARDING THE USE OF MUNICIPAL FUNDS TO DEMOLISH DILAPIDATED STRUCTURES AND TO PROVIDE FOR THE REMOVAL OF SLUM AND BLIGHT FROM PRIVATE PROPERTY**

**WHEREAS**, the City of Fairmont has experienced a decline similar to that suffered by many West Virginia communities caused by chronic long-term economic dislocation and the loss of high wage manufacturing jobs over several decades in the last century, which decline is particularly apparent in the oldest areas of the City of Fairmont, including, but not limited to the City's downtown historic center, its former industrial areas, and many of its original residential neighborhoods;

**WHEREAS**, particularly in the areas aforementioned, the economic decline has resulted in a loss of population, reduced property maintenance, and in some instances vacant, abandoned and/or dilapidated structures;

**WHEREAS**, the City of Fairmont, in conjunction with other governmental entities and the private sector, has made considerable efforts to diversify its economy into technology and service based industries in order to avoid the boom/bust economy associated with its former economic base;

**WHEREAS**, the City of Fairmont, in conjunction with other governmental entities and the private sector, has made a considerable effort to revitalize the areas aforementioned;

**WHEREAS**, despite numerous improvement projects, the goal of revitalization and renewal of the City of Fairmont has only been partially realized, and vacant, abandoned and dilapidated structures remain a hindrance and a major impedance to this goal and constitute a serious and growing menace and injurious and inimical to the public health, safety and morals of the City and her citizens;

**WHEREAS**, the Council for the City of Fairmont finds that the expenditure of public funds which have been duly appropriated for the removal of vacant, abandoned and dilapidated structures is necessary and appropriate and in the best interests of the City and its citizens and will foster and promote the public health and safety and further the goal of revitalization and renewal.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY THAT:**

**Section 1. Findings:** The Council finds as the object of this resolution, the following:

(a) That reduced property maintenance, and vacant, abandoned and/or dilapidated structures are a major hindrance and impedance to the goal of revitalization and renewal of the City of Fairmont;

(b) That reduced property maintenance, and vacant, abandoned and/or dilapidated structures constitute a serious menace, and are injurious and inimical to the public health, safety and morals of the City and her citizens; and

(c) That the expenditure of public funds which have been duly appropriated for the removal of vacant, abandoned and dilapidated structures is necessary and in the best interests of the City and its citizens and will foster and promote the public health and safety and further the goal of revitalization and renewal of the City.

**Section 2. Staff Advisory Committee:** (a) There is hereby created an advisory committee to be known as "The Staff Advisory Committee" which committee shall consist of the following members of the City of Fairmont professional staff: the Building Inspector, the Police Chief, the Fire Chief, the Public Works Director, the Director of Planning Development, and the City Manager

(a) The Staff Advisory Committee shall create a system of objective criteria for purposes of rating structures and prioritizing their demolition and removal.

(b) The Staff Advisory Committee shall be and is hereby empowered to adopt and establish rules and regulations as it deems necessary so as to fulfill the purpose for which said committee has been established as hereinbefore set forth; and

(c) Unless sooner dissolved by subsequent resolution, the Staff Advisory Committee shall be dissolved and shall cease to exist, without any further action by Council, upon having fulfilled the purpose for which it is created.

It is the intent of Council by the adoption of this resolution to create an ad hoc advisory committee for the limited purposes herein stated and this resolution should not be construed and there is no intent on the part of Council by the adoption of this resolution to create a permanent or temporary municipal department, office, board or agency.

**Section 3. Conditions:** The City of Fairmont may expend public funds which have been duly appropriated for the demolition and removal of vacant, abandoned and dilapidated structures and the restoration of the premises upon recommendation of the Staff Advisory Committee and following written findings by the committee that:

(a) All appropriate legal remedies which may utilized to impose liability upon the property owner(s) and which are available to the City of Fairmont have been exhausted or otherwise deemed inapplicable or unwarranted;

(b) Prior to the expenditure of funds, the City shall have taken all necessary steps required by law to charge the cost of said demolition, removal and restoration as a lien against the real estate;

(c) All requirements of any applicable law, rule or regulation and all due process requirements have been satisfied;

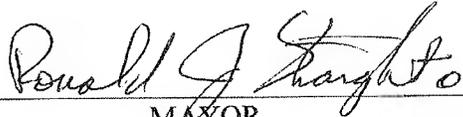
(d) By nature of the structures condition, visibility, obsolescence, and blight concentration it:

1. Poses a public health and safety hazard to the community as a whole;
2. Will by its demolition provide an economic or community-wide development benefit; or
3. Will by its demolition create a beautification impact to the community as a whole; and

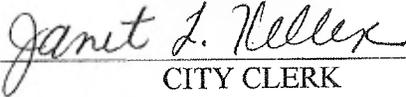
(e) The structure or the parcel of real estate upon which it is situate must be listed on the current dilapidated structures inventory list developed by the City Building Inspection/Code Enforcement Department and have been rated and prioritized by the Staff Advisory Committee.

**Section 4. Expenditures:** All expenditures of public moneys of the City of Fairmont for the removal of vacant, abandoned and dilapidated structures shall have been appropriated in compliance with the provisions of *Article V Financial Procedure* of the Charter of the City of Fairmont, the State of West Virginia Constitution and the West Virginia Code.

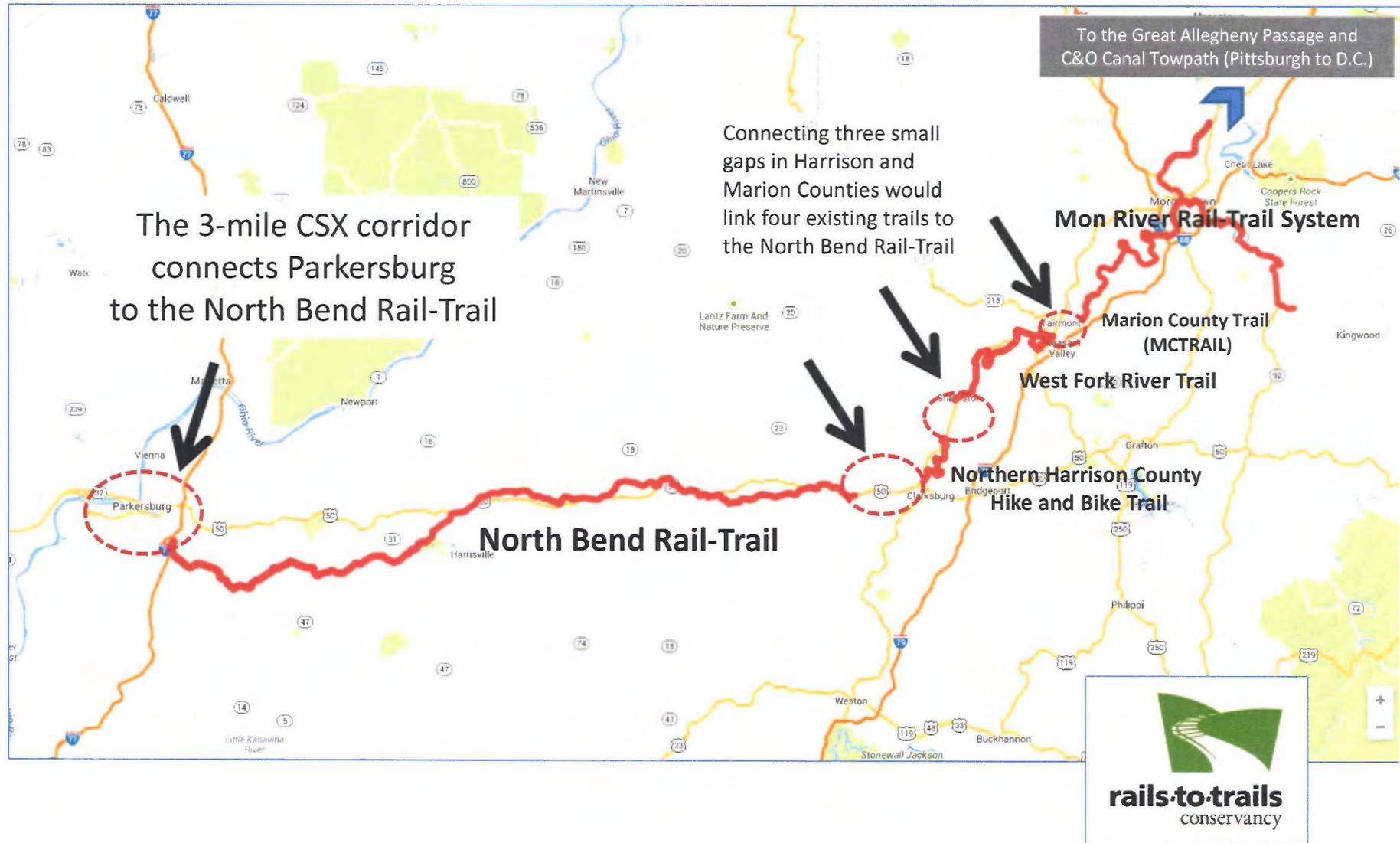
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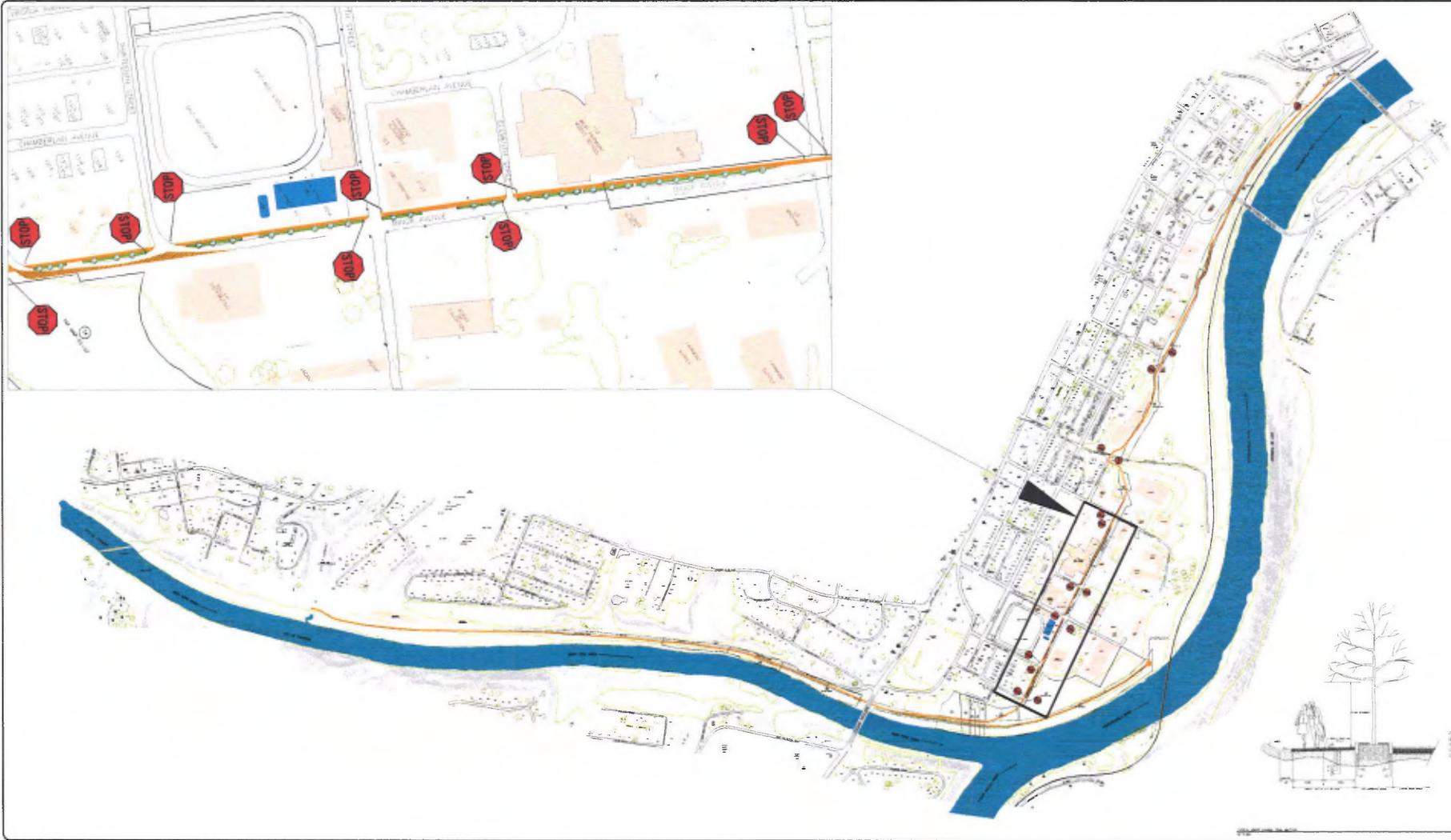
  
\_\_\_\_\_  
MAYOR

ATTEST:

  
\_\_\_\_\_  
CITY CLERK

# An Emerging WV Trail System: 150+ miles of rail-trail – Parkersburg to Morgantown





  
**ALPHA**  
 ARCHITECTURAL  
 1000 10th Street, Suite 100  
 Fairmont, WV 26030  
 Phone: 304-325-1111  
 Fax: 304-325-1112  
 www.alphaarchitect.com

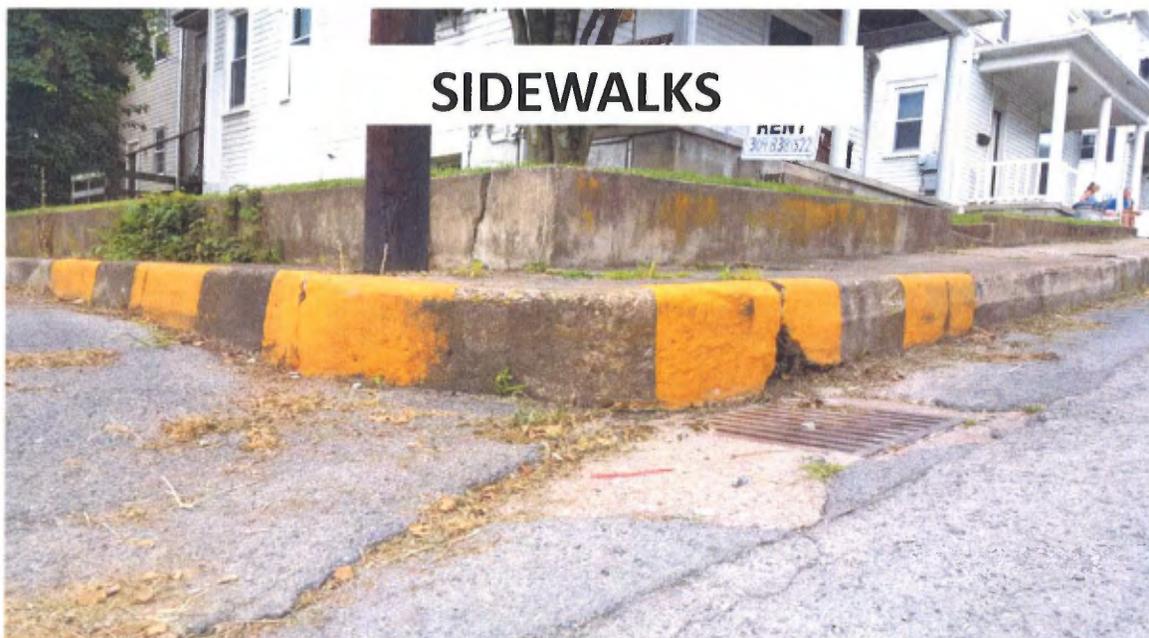
TITLE SHEET  
 SHEET NO. 101  
 OF 101 SHEETS

SITE LAYOUT

**FAIRMONT BELTLINE**  
**CITY OF FAIRMONT**  
 BARBOUR COUNTY, WEST VIRGINIA

1/2" = 1'-0"  
 1/4" = 1'-0"  
 1/8" = 1'-0"  
 1/16" = 1'-0"  
 1/32" = 1'-0"  
 1/64" = 1'-0"  
 1/128" = 1'-0"  
 1/256" = 1'-0"  
 1/512" = 1'-0"  
 1/1024" = 1'-0"  
 1/2048" = 1'-0"  
 1/4096" = 1'-0"  
 1/8192" = 1'-0"  
 1/16384" = 1'-0"  
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# SIDEWALKS



Locust Ave between Rhea and McCoy

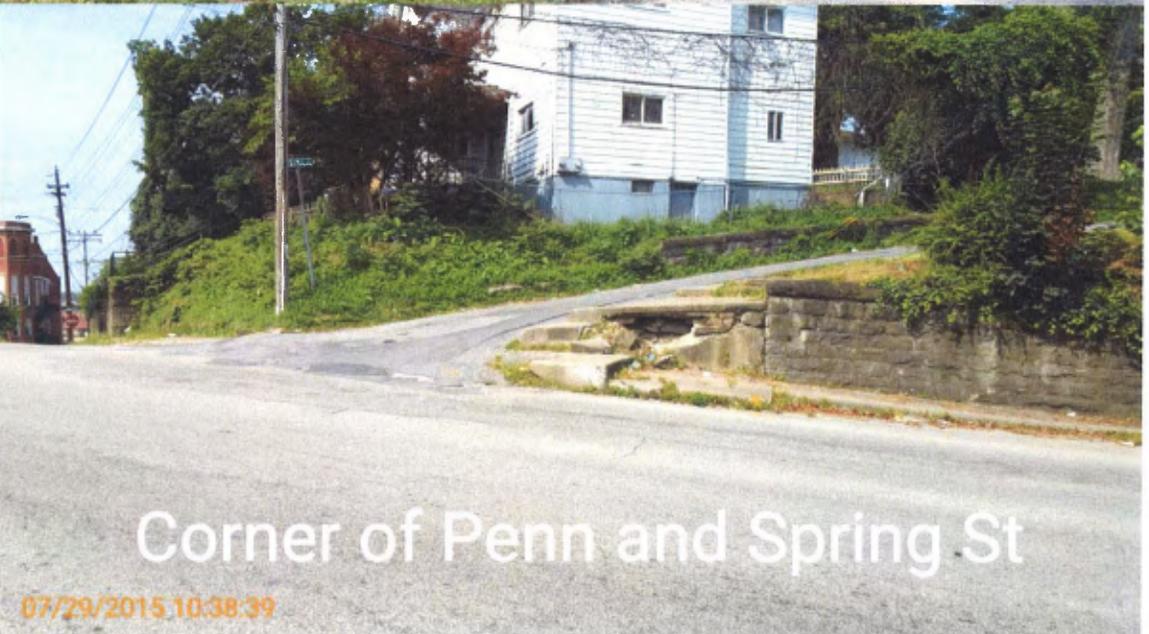


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Corner of 7th and Benoni Ave

07/29/2015 09:51:41



Corner of Penn and Spring St

07/29/2015 10:38:39



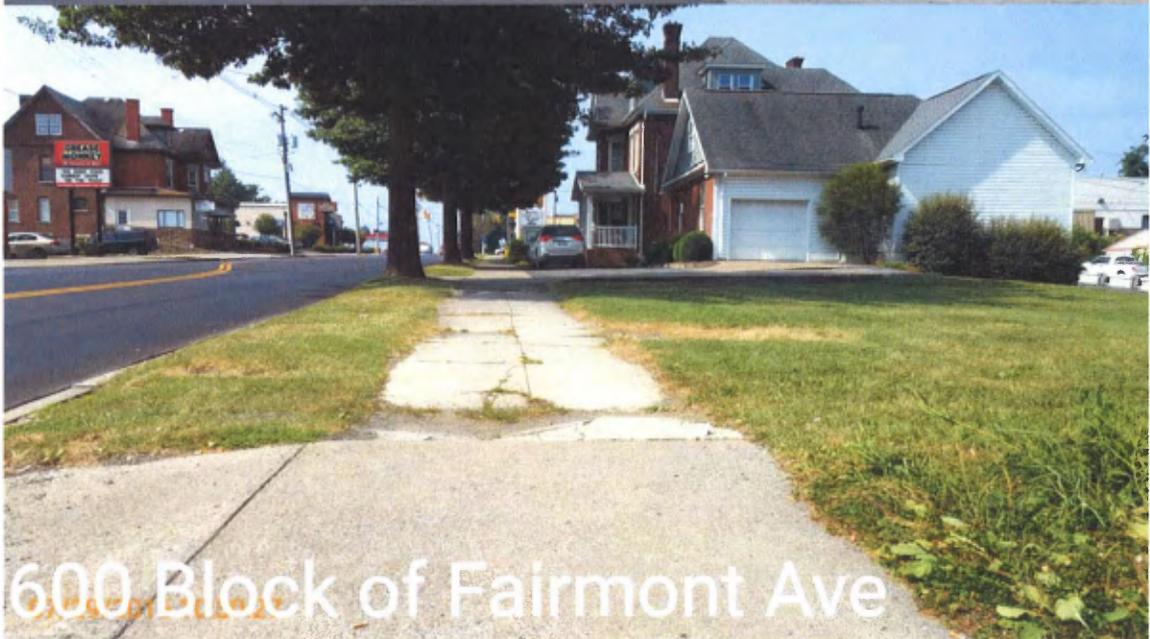
Corner of 7th and Benoni Ave

07/29/2015 09:58:08



5th and Fairmont Ave

07/29/2015 10:05:31



600 Block of Fairmont Ave



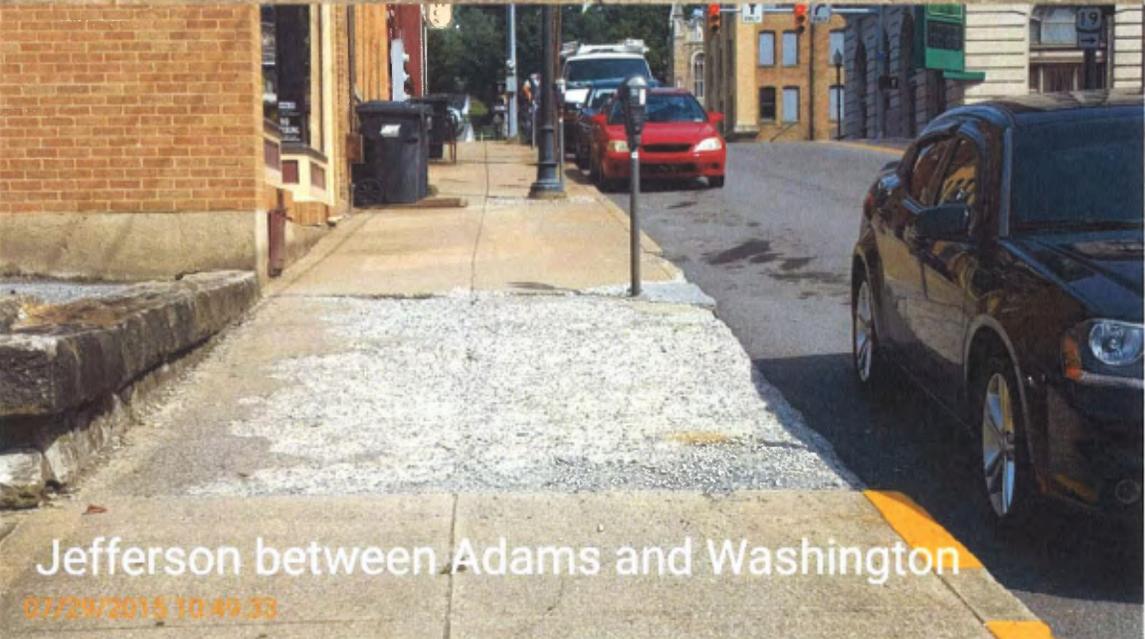
Penn Ave Between Maple and Grafton

07/29/2015 10:37:40



Jefferson between Adams and Washington

07/29/2015 10:49:09



Jefferson between Adams and Washington

07/29/2015 10:49:33

# RHEA TERRACE



# Redevelopment Opportunity Study

**FAIRMONT COKE WORKS**  
FAIRMONT / West Virginia

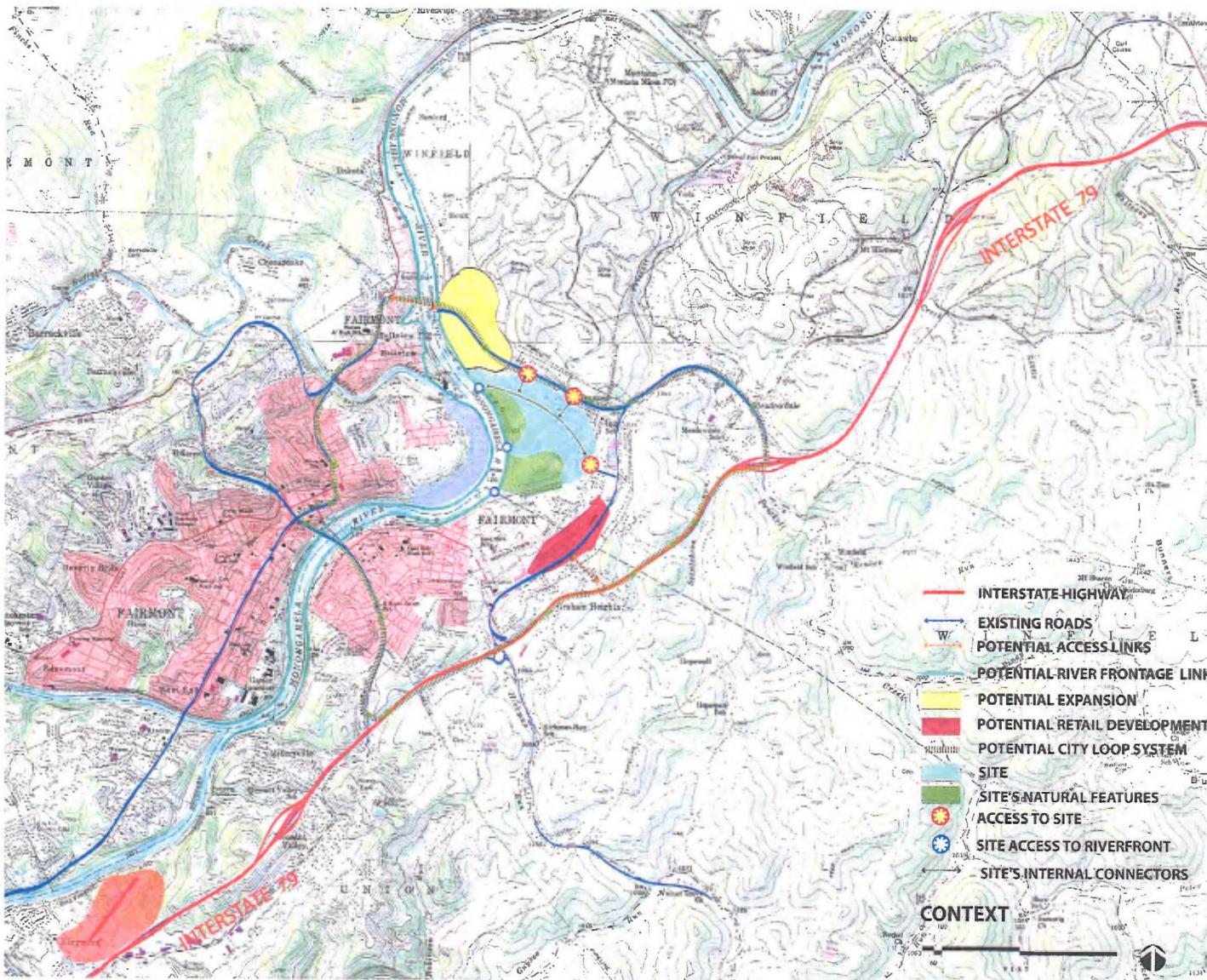


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December 30, 2004





## EXISTING CONDITIONS

### Context

The Fairmont Coke Works Site is located on the old Sharon Steel property just east of the Monongahela River in northeastern Fairmont.

The site is close to the eastern bank of the Monongahela River. Other industrial sites are located along the river north of the site and along Morgantown Avenue to the east.

Most of the City of Fairmont is located south and west of the site on both sides of the river. Downtown Fairmont is on the western side of the river, while substantial commercial and residential development is also located east of the river.

Fairmont Technology Park is located south of Fairmont on Interstate 79. Fairmont State University is located south and west of downtown Fairmont.

Interstate Highway 79 runs east of the city. Two interchanges, the East Fairmont/Prickett's Creek Exit and the Downtown Fairmont Exit, provide access to the site.

A northern beltway around Fairmont has been proposed that would pass north of the site and over the Monongahela River between the Prickett's Creek interchange on I-79 and the Bellview district of Fairmont west of the river.

A major retail center has been proposed for the old Owens Glass Factory site on Speedway Street. This could be linked to redevelopment of the Coke Works site.



#### Site Conditions

The Fairmont Coke Works site, which is just over 100 acres in size, is located between the Monongahela River to the southwest, Suncrest Boulevard to the northeast and Morgantown Avenue to the southeast.

The site is separated from the river by an old railroad right-of-way. A wooded ridgeline runs parallel to the river bank with steep slopes overlooking the river.

The valley floor was the site of the former Sharon Steel Corporation facilities. Extending over 3300 feet from southeast to northwest, and averaging about 1000 feet wide, the valley floor provides over 50 acres of relatively level, easily buildable land.

At the southeastern end, the Sharon Steel site is raised above an existing neighborhood of houses and commercial properties. At the northwestern end, the valley descends into the channel of an un-named tributary leading down to the river.

To the northwest of the project site, across the un-named tributary, is another cleanup site known as Big John or Riley Chemical. This 20 acre site could be considered for future expansion once its cleanup is completed.

#### Site Boundaries

At the beginning of the study, site boundaries were not established by meets and bounds. As part of the scope of services, Terradon was asked to prepare a site survey to confirm site boundaries and site levels.

Aerial photography was completed for the site in May 2003. However, access into the site was not permitted by the cleanup contractors, so no verification of existing conditions was possible.

Based on the aerial photography and data obtained from the City of Fairmont, the base map shown opposite was established to serve as the format for preparing site analysis and development planning studies.



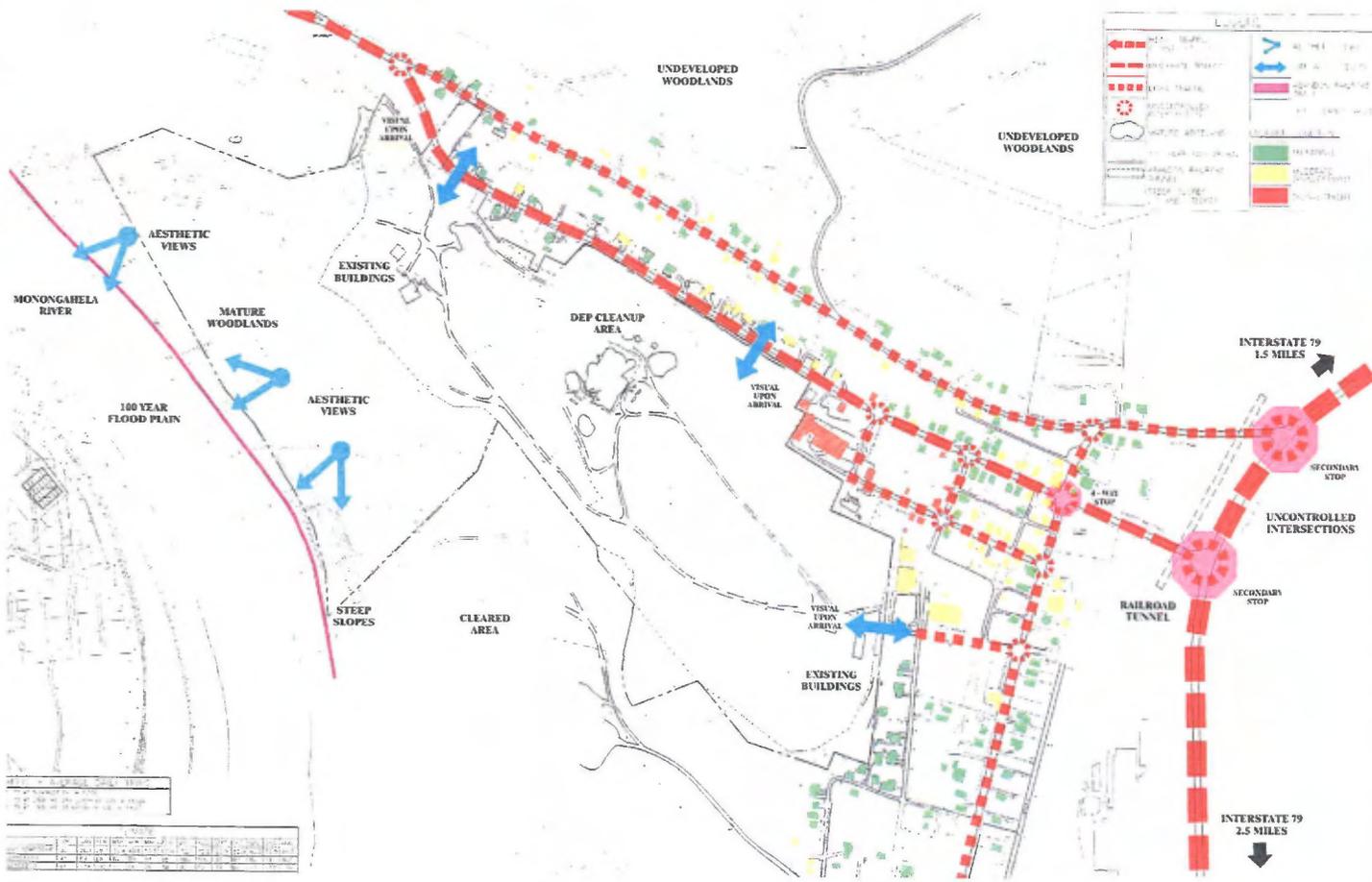
### Site Features

The valley floor is defined by a steep, wooded ridgeline along the river to the southwest, and gentle wooded slopes rising toward a small peak to the northeast. Moderate income, single family houses dot the northern slopes. The overall visual effect is pleasant and secluded.

Most of the contaminated land on the former industrial site has been cleaned and 40 acres in the southeastern part of the site are available for immediate development.

Final cleanup operations are underway at the northwestern end of the valley. It is expected that excavations on the final cleanup area could lower site levels in this area up to 80 feet.





**Site Access**

Access to the site is from Morgantown Avenue on the east and Suncrest Boulevard on the north. Suncrest Boulevard connects to Speedway Street, which leads south toward East Fairmont, and Hoult Road, which leads northwest toward other industrial sites along the river.

Key intersections leading to the site are located where Suncrest Boulevard and Hoult Road meet Speedway Street and Morgantown Avenue.

The site is 1.5 miles from the North Fairmont-Prickett's Creek interchange on I-79 and 2.5 miles from the Downtown Fairmont interchange on I-79 via Speedway Street.

**Adjacent Uses**

Moderate income, single family homes are located on the slopes north of the site along Suncrest Boulevard and Holt Road.

A mix of residential, commercial, church and trucking sites are located east of the project. A large church is located south of the site.

A city park is located just northeast of the site. Nearby is an abandoned railroad tunnel. The railroad right of way is being converted to a "Rail Trail" park that will ultimately go from Fairmont to Morgantown. Planning for the site should include connections to the "Rail Trail" and the city park.



### RV-Sports-Retail-Entertainment Center Concept

The RV-Sports-Retail-Entertainment Center concept explores the potential for a super-regional mixed use recreation complex that would draw mountain sports and RV enthusiasts from across the entire eastern United States.

Based on market research and discussions during the workshop in Fairmont on June 18, 2004, the site is organized around four commercial recreation anchors:

- a large, high quality, full service RV park with recreation center and children's programs;
- an RV super store providing a full range of equipment, supplies and services for RV's, combined with a national chain outdoor sporting goods mega store;
- a four-season water park / winter park offering water slides and wave pools in summer; ice slides and skating in winter;
- a fairgrounds style events center arena capable of seating 4000-5000 people for sports shows, trade shows, craft shows, music and competitions.

The site is organized along an outdoor pedestrian spine that links all the major anchors with shaded, landscaped pedestrian paths and a whitewater stream. Along the spine are scattered support services, retail shops, food services, ponds, and outdoor plazas that encourage interaction between all of the activities.

The project is intended to be a "watch, try and buy" venue in which visitors are encouraged to watch people use sports equipment on the streams and ponds, try out sporting equipment from the outfitter stores, then buy the equipment from the stores.

The RV center and super store is designed to attract outdoorsmen to stock up when they go into the field for hunting and fishing and clean up afterward. The water park and recreation center are designed to attract children and their parents. The events center is designed to attract sports enthusiasts and their families to weekly shows, demonstrations, competitions and entertainment.

Designed for flexibility to meet market interests and long term growth, the initial development capacity is estimated at:

- RV Park: 100-120 spaces and clubhouse on 20-25 acres.
- Waterpark: 30,000 sf indoor space plus outdoor activities on 25-30 acres.
- Events Center: 4000-5000 seats, 80-100,000sf, on 7-8 ac.
- Mixed retail: 100,000 sf on 15-20 acres.
- Shared parking: 3500-4000 spaces on 25-30 acres.



## REFINED RV-SPORTS-RETAIL CENTER CONCEPT

Based on discussions during the workshop in Fairmont on August 19, 2004, the RV-Sports-Retail-Entertainment Center concept was refined to provide more detail and a more realistic basis for making an initial cost estimate and economic analysis.

The refined plan provides a vision and a strategy for attracting tenants and users and developing the project in phases. The site is organized with a central landscaped entry boulevard and shared parking to allow any of the main venues to be built without being dependent upon the other.

The RV park has been refined to fit the riverfront ridgeline in two levels. A themed hotel overlooking the river and the water park has been added to the RV park for more range of comfort and accommodations.

The pedestrian spine has been refined to include a variety of open and covered spaces that cater to outdoor cafes, places for trying out sports equipment, places for teaching sports activities and appreciation for the environment, and places for encouraging people to mix and have fun.

The events center has been given more parking and service area space to accommodate a variety of activities from horse shows and RV shows to craft shows, country music and big screen football bowl game shows.

The 20 acre RV area has been expanded to 160 RV spaces plus a recreation clubhouse.

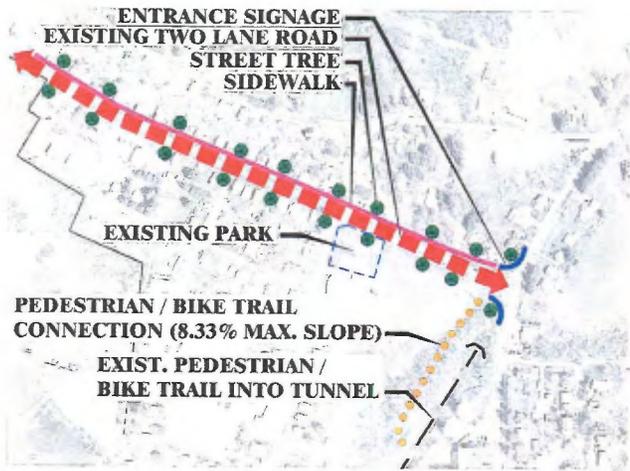
The 9 acre WaterPark / Winter Park site is designed with an enclosed floor area of 16,000 sf which can be expanded.

The 5 acre Hotel site can accommodate 160 keys.

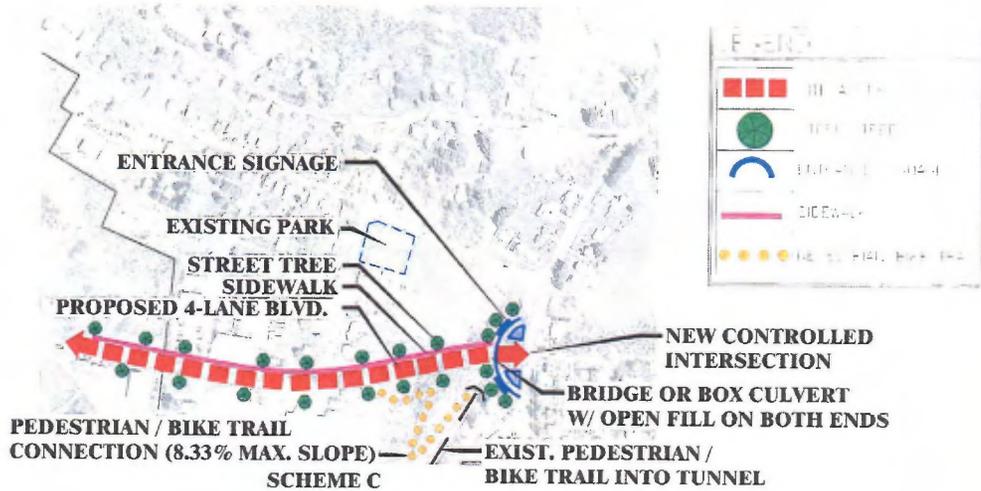
The 18 acre Super-Store retail, food and entertainment complex accommodates over 200,000 sf of floor area, including 3 big box retail showrooms with 40-50,000 sf of floor area on 2 levels.

The 16 acre Events Center site will seat 4000-5000 people in an expandable, column-free, covered space of at least 80,000sf.

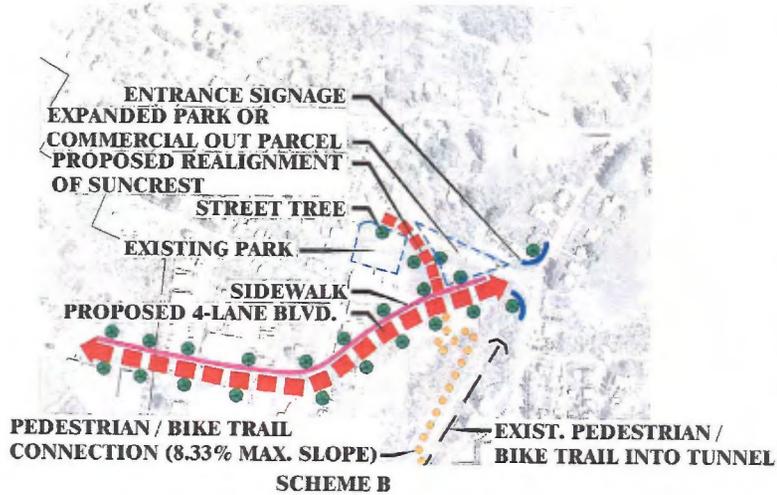
Other organizational options are also possible, including shifting the Waterpark and Hotel site toward the center of the project to allow them to be built in the earlier phases of the project before the final cleanup phase is completed.



SCHEME A



SCHEME C



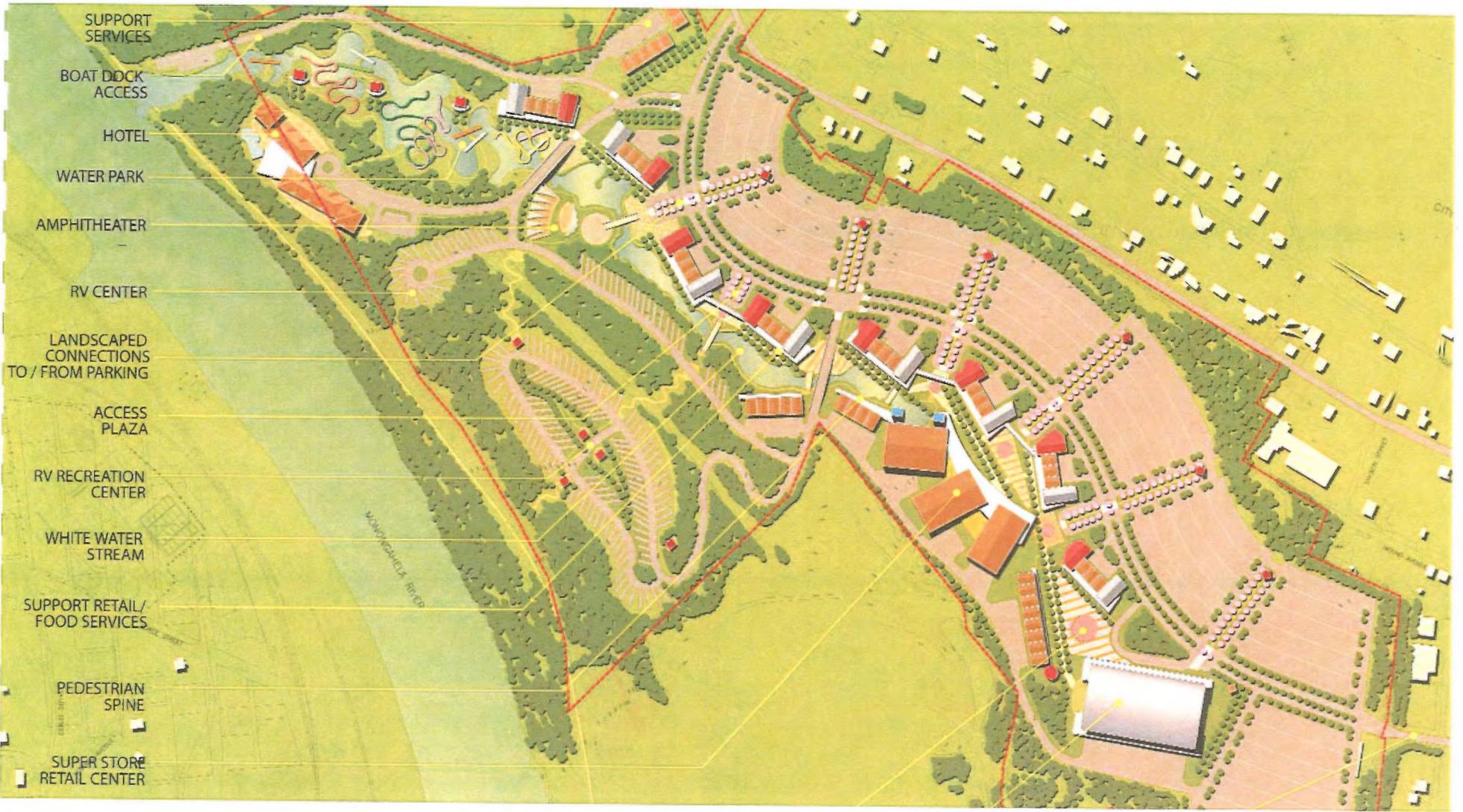
SCHEME B

ALTERNATIVE SITE ACCESS STUDIES

**Scheme A:** This option proposes to upgrade the existing two lane Suncrest Boulevard and its intersection with County Route 73. This option requires the longest roadway upgrade, but does not require any new road construction or land acquisition.

**Scheme B:** This option proposes realignment of Suncrest Boulevard to County Route 73, creating a new four-lane boulevard directed into the site and a spur road connecting back into existing Suncrest Boulevard. This concept creates a dedicated four-lane boulevard onto the site while not having to create a new site access point. Although this concept requires the least roadway improvements, it does not include land acquisition, which might increase costs above Scheme A.

**Scheme C:** This option proposes a new dedicated four-lane boulevard and intersection directly off County Route 73 directly onto the project site. This concept does not disturb the existing intersection of Suncrest Boulevard and County Route 73 intersection. However, land acquisition and a necessary bridge or culvert will make this the most expensive scheme.



SUPPORT SERVICES

BOAT DOCK ACCESS

HOTEL

WATER PARK

AMPHITHEATER

RV CENTER

LANDSCAPED CONNECTIONS TO / FROM PARKING

ACCESS PLAZA

RV RECREATION CENTER

WHITE WATER STREAM

SUPPORT RETAIL / FOOD SERVICES

PEDESTRIAN SPINE

SUPER STORE RETAIL CENTER



*Palatine Master Plan*  
*Fairmont, West Virginia*

January 28, 2015



**TERRADON**  
 Landscape Architecture - Engineering - Surveying  
 P.O. Box 313  
 Hills, West Virginia 25145  
 (304) 756-8281 Fax: 756-1636  
 www.terradon.com



Palatine Park  
Fairmont, West Virginia

**TERRADON Corporation**  
P.O. Box 519  
Nitro, WV 25143  
Phone: (304) 755-8291  
Fax: (304) 755- 2636

**BUDGET ESTIMATE**

Palatine Park

PROJECT NUMBER: 1401-8081-017

BY: SAG

DATE: 1/28/2015

Qty	Unit	Description	Unit Cost	Total
2.75	AC	Erosion & Sediment Controls	\$2,000	\$5,500
2.0	AC	Clearing & Grubbing	\$3,500	\$7,000
1	LS	Earthwork (Cut placed as Fill) (+/- 500 yards)	\$10,000	\$10,000
1.50	AC	Seeding	\$2,500	\$3,750
1	LS	Site Demolition	\$100,000	\$100,000
925	SY	Asphalt Pavement	\$55	\$50,875
4,350	SY	Asphalt Pavement Overlay	\$15	\$65,250
805	LF	Ornamental Fence	\$50	\$40,250
1	LS	Steps and Walls at Tunnel	\$125,000	\$125,000
1	LS	Steps and Walls (Close to Keener Plaza)	\$75,000	\$75,000
1	LS	Steps and Cheek Walls (Market Street)	\$100,000	\$100,000
1,775	SY	Concrete Sidewalk	\$40	\$71,000
3,350	LF	Concrete Curb	\$28	\$93,800
1	LS	Signage - Directional	\$3,500	\$3,500
1	LS	Signage - Interpretative	\$2,500	\$2,500
1	LS	Landscaping	\$125,000	\$125,000
18	EA	Lighting	\$8,500	\$153,000
2	EA	Rain Garden	\$50,000	\$100,000
1	LS	Iconic Gateway Feature	\$100,000	\$100,000
200	LF	Seatwall	\$150	\$30,000
875	LF	Storm	\$35	\$30,625
5	EA	Catch Basin	\$2,500	\$12,500
1	LS	Misc. Site Features	\$25,000	\$25,000
1	LS	End Wall Treatment	\$75,000	\$75,000
			Grand Total:	\$1,404,550

**Attachment 9:**

**A memorandum of understanding (MOU) between the developer/responsible parties and the county or municipality about how the competitive bidding process will be conducted.**

Not Applicable - The City is the applicant and will handle the TIF Project as normal public improvement projects in accordance with all applicable state, federal and local laws.

**Attachment 10: A relocation plan for any displaced persons, businesses or organizations.**

No relocations for any displaced persons, businesses or organizations are anticipated at this time.

**Attachment 11: Proposed changes to zoning ordinances, if any.**

None.

**Attachment 12:** **Appropriate cross-references to any master plan, map, building codes, and municipal ordinance or county orders affected by the project.**

Relevant portions of the City's Comprehensive Plan are provided in Attachment 8 hereto. There are no other cross-references at this time.

**Attachment 13: Notice of Public Hearing provided to West Virginia Development Office and all other local levying bodies within the boundaries of the proposed TIF District.**

Attached hereto are copies of the Notice of Public Hearing provided to the County Commission of Marion County (the "County Commission"), the Marion County Board of Education (the "Board of Education") and the West Virginia Development Office.



# CITY OF FAIRMONT

CITY COUNTY COMPLEX  
P.O. Box 1428  
200 Jackson Street  
Fairmont, West Virginia 26555-1428  
(304) 366-6211  
(304) 366-0228 FAX  
www.fairmontwv.gov

August 12, 2015

VIA E-MAIL AND FIRST CLASS MAIL

Gary Price, Superintendent  
Marion County Board of Education  
200 Gaston Avenue  
Fairmont, West Virginia 26554

Dear Superintendent Price:

Enclosed is a copy of the Notice of Public Hearing relating to proposed tax increment financing for the proposed redevelopment district to be known as the "City of Fairmont Redevelopment District No. 1" (the "TIF District"). The City of Fairmont will be publishing the attached Notice of Public Hearing (the "Notice") in connection with a public hearing regarding a Tax Increment Financing Application (the "Application") for the creation of the TIF District and approval of a project plan setting forth the intended uses of the tax increment financing. As set out in the Notice, the public hearing will be held on Tuesday, August 25, 2015 at 7:00 p.m.

The application materials are available for review at the Office of the Clerk of the City of Fairmont. The Application contains information regarding the proposed TIF District, including a map of the proposed boundaries and the project plan. Please feel free to contact me regarding any questions that you may have related to the Notice, the proposed TIF District or the Application.

Very truly yours,

Janet L. Keller  
Interim City Manager

Enclosures

## **NOTICE OF PUBLIC HEARING**

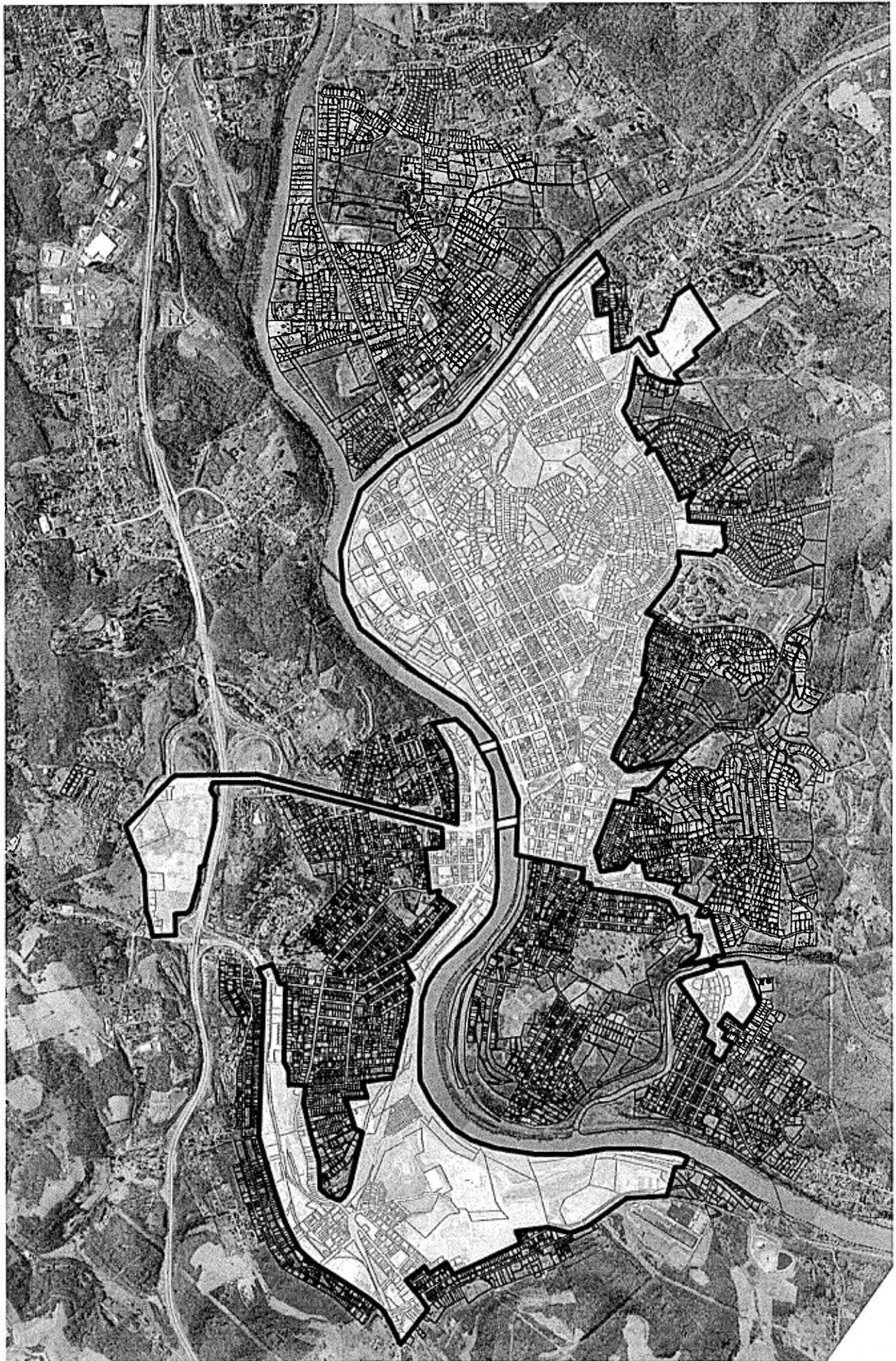
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### **APPLICATION REGARDING CREATION OF THE CITY OF FAIRMONT REDEVELOPMENT DISTRICT NO. 1 AND APPROVAL OF REDEVELOPMENT PROJECT PLAN NO. 1 AND ISSUANCE OF TAX INCREMENT FINANCING OBLIGATIONS**

A public hearing will be held at a regular meeting of the City Council of Fairmont, Marion County, West Virginia (the "City Council"), on August 25, 2015, at 7:00 p.m., in the Council Chambers at the Public Safety Building located at 500 Quincy Street, Fairmont, West Virginia 26554, and at such hearing any person interested may appear and present comments, protests, suggestions and otherwise express their views respecting an application regarding the creation of a development district to be designated as "City of Fairmont Redevelopment District No. 1" (the "TIF District") in Fairmont, Marion County, West Virginia, and the financing of the TIF Projects (as hereinafter defined) as described in a Project Plan for the TIF District to be designated as "Redevelopment Project Plan No. 1" (the "Project Plan"). All comments, protests, suggestions and views shall be heard, and the City Council shall thereafter take such actions as it shall deem proper in the premises regarding the approval, pursuant to Chapter 7, Article 11B of the Code of West Virginia, 1931, as amended (the "Act") respecting the application regarding the creation of the TIF District and the approval of the Project Plan. Following is a brief summary of such matters.

#### **Creation of TIF District**

The proposed TIF District boundaries are depicted on the map below.



### Approval of Project Plan

The City of Fairmont (the "City") proposes a Project Plan for the TIF District to develop/construct/install certain projects (the "TIF Projects") within the TIF District, which TIF Projects may be acquired and constructed in several phases. The TIF Projects include the following public improvements: road, intersection, and public property improvements (including utility relocation, pedestrian ways (sidewalks), curbs, lighting, landscaping, stormwater management, land and right-of-way acquisition, and related infrastructure), demolition and site preparation, and incidental costs and expenses relating to the construction and installation of such public infrastructure improvements and demolition projects, and other related public infrastructure.

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To finance the costs of the TIF Projects, the City Council proposes to issue tax increment revenue bonds or other obligations (the "TIF Obligations") in an amount not to exceed \$15,000,000, with maturities not to exceed 30 years from the date of the creation of the TIF District. The TIF Obligations may be issued from time to time in one or more series. Proceeds of the TIF Obligations are generally planned and expected to be used to (i) finance the costs of the TIF Project, including architectural, engineering, legal and other professional fees and expenses; (ii) fund reserves for the obligations; (iii) fund capitalized interest on the TIF Obligations; and (iv) pay costs of issuance of the TIF Obligations, including relating to the creation of the TIF District and preparation and approval of the Project Plan and related costs. A portion of the TIF Projects may also be paid directly from tax increment revenues.

Further information regarding the proposed TIF District, the Project Plan, the TIF Projects and the TIF Obligations are on file and available for inspection at the office of the City Clerk during regular business hours, located at the County Clerk's office in J. Harper Meredith Building, 200 Jackson Street, Room 312, Fairmont, West Virginia.

Dated: August 11, 2015.

By: /s/ Paula Friend  
Interim City Clerk



# CITY OF FAIRMONT

CITY COUNTY COMPLEX  
P O Box 1428  
200 Jackson Street  
Fairmont, West Virginia 26555 1428  
(304) 366-6211  
(304) 366 0228 FAX  
www.fairmontwv.gov

August 12, 2015

VIA E-MAIL AND FIRST CLASS MAIL

Randy J. Elliott, President  
County Commission of Marion County  
200 Jackson Street  
Fairmont, WV 26654

Dear President Elliott:

Enclosed is a copy of the Notice of Public Hearing relating to proposed tax increment financing for the proposed redevelopment district to be known as the "City of Fairmont Redevelopment District No. 1" (the "TIF District"). The City of Fairmont will be publishing the attached Notice of Public Hearing (the "Notice") in connection with a public hearing regarding a Tax Increment Financing Application (the "Application") for the creation of the TIF District and approval of a project plan setting forth the intended uses of the tax increment financing. As set out in the Notice, the public hearing will be held on Tuesday, August 25, 2015 at 7:00 p.m.

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Janet L. Keller  
Interim City Manager

Enclosures

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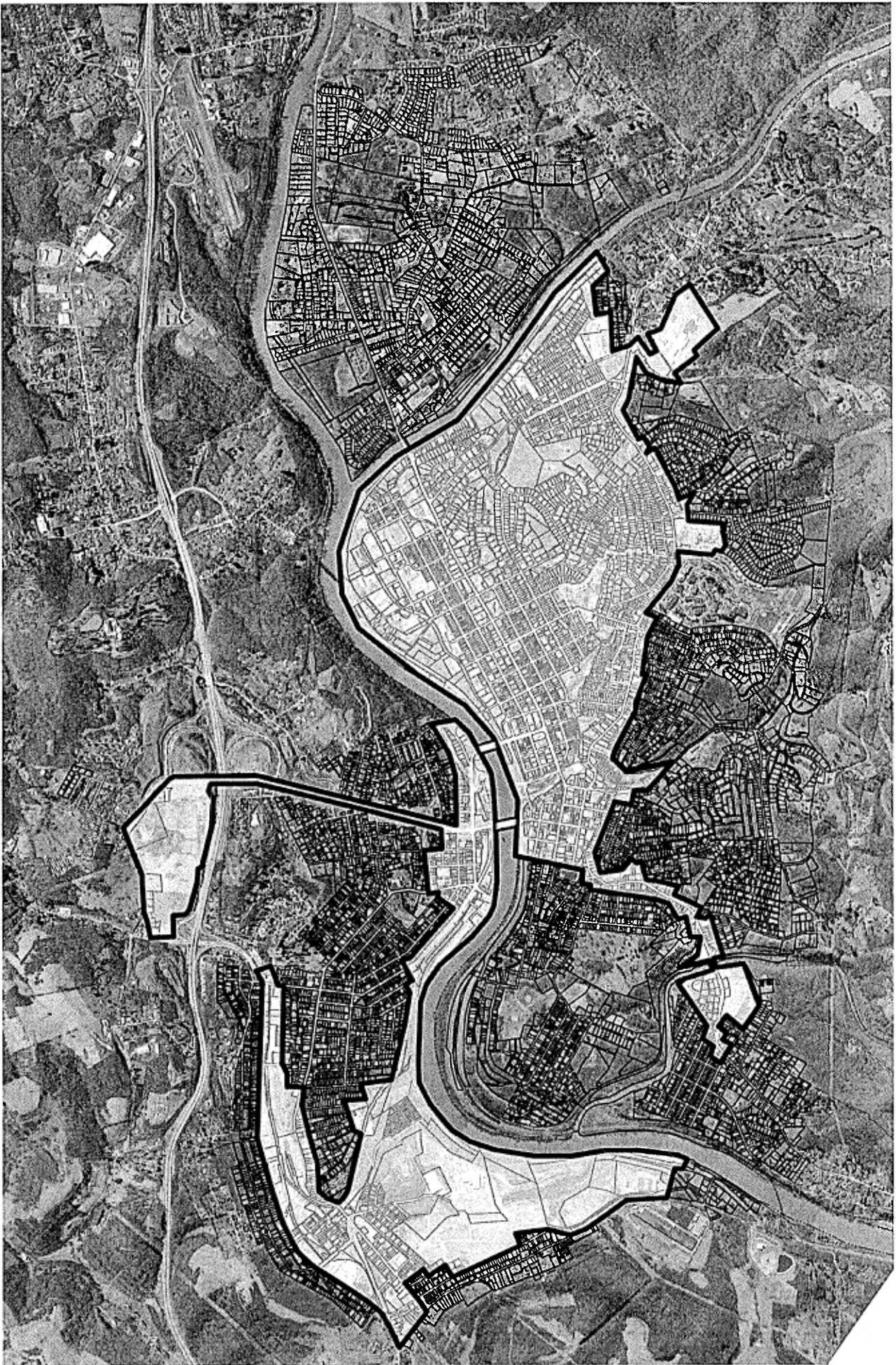
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Dated: August 11, 2015.

By: /s/ Paula Friend  
Interim City Clerk



# CITY OF FAIRMONT

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August 12, 2015

## VIA E-MAIL AND FIRST CLASS MAIL

Keith Burdette, Executive Director  
West Virginia Development Office  
1900 Kanawha Boulevard, East  
Capitol Complex  
Building 6, Room 525  
Charleston, West Virginia 25305

Dear Mr. Burdette:

Enclosed is a copy of the Notice of Public Hearing relating to proposed tax increment financing for the proposed redevelopment district to be known as the "City of Fairmont Redevelopment District No. 1" (the "TIF District"). The City of Fairmont will be publishing the attached Notice of Public Hearing (the "Notice") in connection with a public hearing regarding a Tax Increment Financing Application (the "Application") for the creation of the TIF District and approval of a project plan setting forth the intended uses of the tax increment financing. As set out in the Notice, the public hearing will be held on Tuesday, August 25, 2015 at 7:00 p.m.

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Very truly yours,

Janet L. Keller  
Interim City Manager

Enclosures

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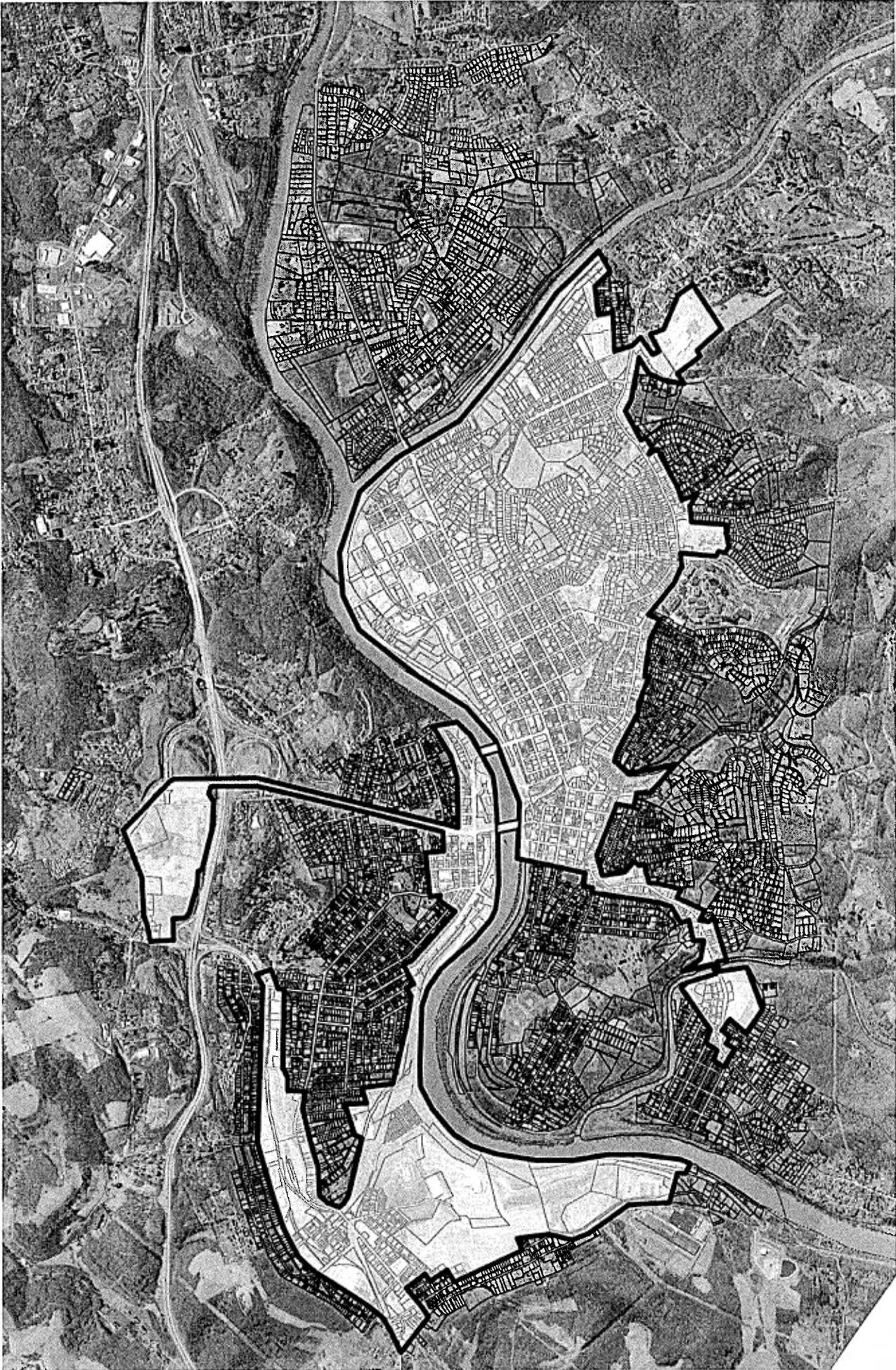
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Dated: August 11, 2015.

By: /s/ Paula Friend  
Interim City Clerk

**Attachment 14:**

**The Board of Education, the County Commission of Marion County or the West Virginia Development Office may request further information, provide guidance or make other formal requests. Any such communications are included with this application.**

Any future correspondence from the Board of Education, the County Commission or the West Virginia Development Office regarding this application or the formation of the TIF District will be provided in this attachment.

**Attachment 15:**

If the project was proposed by an entity other than the county or municipality submitting this application, the following, as applicable, must also be submitted: (a) Certificate of Existence; (b) Certificate of Workers' Compensation Insurance Coverage; (c) Compliance Certificate from Workforce West Virginia; (d) Certificate of Good Standing from State Tax Department; and (e) a certificate from the sheriff of the county in which the district is located regarding local property tax status.

Not Applicable - The TIF Project is being proposed by the City.

**Attachment 16:** Analysis showing the fiscal impact on each local levying body. The analysis will consider the costs incurred by the local levying bodies and how those costs will be offset/funded. Possible costs include the effect on schools, public services, utilities, etc.

**Preliminary Cost/Benefit Analysis**

The tax increment from current levies from the State, the City, Marion County (the “County”) and the Board of Education will be deposited in the TIF Fund. The benefits and costs on levying bodies as a result of current and planned development within the TIF District are highlighted in the table below.

Benefits and Costs	State	City	County	Board of Education
<b>Benefits:</b>				
Excess Levy	No	No	Yes	Yes
B/O taxes	No	Yes	No	No
Jobs / Economic Development	Yes	Yes	Yes	Yes
Sales and Use Tax	Yes	No <sup>(1)</sup>	No	No
Excess Funds <sup>(2)</sup>	Yes	Yes	Yes	Yes
<b>Costs:</b>				
Water / Sewer / Stormwater	No	Yes	No	No
Roads	Yes	Yes	No	No
Fire / Police	No	Yes	No	No
Trash	No	Yes	No	No
Education	No	No	No	No

(1) Under the West Virginia Municipal Home Rule Program, the City has the ability, subject to certain approvals, to implement a municipal sales tax if corresponding reductions are made to municipal business and occupation taxes; however, at this time, the City has not proposed implementing a municipal sales tax.

(2) There will be a benefit to the levying bodies to the extent excess funds are available in the TIF Fund and if such funds are paid to the appropriate levying body. The tax increment will also be distributed to the levying bodies upon the termination of the TIF District.

**School Aid Formula**

The Board of Education current levy is set, statewide, by the Legislature and for tax year 2015 is: Class II: 38.80 cents/\$100; and Class III & IV: 77.60 cents/\$100. Public schools also are funded by the school aid formula that allows a certain dollar amount per pupil. For purposes of the local share calculation in the school aid formula, the aggregate incremental assessed value is not included. As school boards are not charged for the tax increment, the state aid to schools formula makes up the difference. Therefore, the Project Plan does not have a negative effect on funding that is made available to the Board of Education.

**Estimated Increase in Tax Collections from Current Levy Rates after Expiration of the TIF District**

Much of the development in the TIF District is expected to have a life of over 30 years. In addition, the TIF Obligations are projected to be paid off by June 1, 2039. Consequently, the three main property tax levies (Current School, City and County) will revert back to these levying bodies upon the termination of the TIF District. Based on a June 1, 2045 maturity on the TIF Obligations, projected tax collections for fiscal year 2045, when compared to taxes collected for fiscal year 2016, represent an increase of

\$375,111 in taxes paid to the City, \$285,085 to the County, \$582,173 to the Board of Education and \$7,502 to the State.

**Estimated Increase in Tax Collections from Excess Levy Rates**

The County and the Board of Education have excess levies as follows (cents per \$100 valuation, fiscal year ending June 30, 2016):

<b>Tax Year 2015</b>	<b>Class III/IV</b>
County Levy Rate	22.00
School Excess Levy Rate	91.80

The estimated increase in excess levies paid to the Board of Education based on the estimated taxable incremental property value in the TIF District as provided in Section II.B(1) and Section II.G is as follows:

**Estimated Increase in Excess Levy Tax Collections\***

<b>Tax Year</b>	<b>Tax Due Date (April 1)</b>	<b>County (\$)</b>	<b>Board of Education (\$)</b>
2016	2017	32,175	134,258
2017	2018	64,350	268,515
2018	2019	96,525	402,773
2019	2020	128,700	537,030
2020	2021	129,987	542,400
2021	2022	131,287	547,824
2022	2023	132,600	553,303
2023	2024	133,926	558,836
2024	2025	135,265	564,424
2025	2026	136,618	570,068
2026	2027	137,984	575,769
2027	2028	139,364	581,527
2028	2029	140,757	587,342
2029	2030	142,165	593,215
2030	2031	143,587	599,147
2031	2032	145,022	605,139
2032	2033	146,473	611,190
2033	2034	147,937	617,302
2034	2035	149,417	623,475
2035	2036	150,911	629,710
2036	2037	152,420	636,007
2037	2038	153,944	642,367
2038	2039	155,484	648,791
2039	2040	157,038	655,279
2040	2041	158,609	661,831
2041	2042	160,195	668,450
2042	2043	161,797	675,134
2043	2044	163,415	681,886
2044	2045	165,049	688,704

\*Based on the "CALCULATION OF PROJECTED NET PROPERTY TAX INCREMENT" analysis attached to Section II.G – Tax Increment Financing Obligations.

**Attachment 17:** A letter from a bond counsel and/or financial underwriter stating that the proposed project could support tax increment financing bonds, or other obligations, and the terms and conditions of such offering.

Attached hereto is a letter prepared by Piper Jaffray & Co., as Investment Bank/Placement Agent to the City.

August 10, 2015

Eileen Layman, Finance Director  
City of Fairmont  
200 Jackson Street, Suite 301  
Fairmont, WV 26554

Dear Ms. Layman:

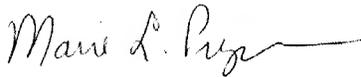
As investment banker for the proposed issuance of tax increment financing obligations "Redevelopment Project Plan No. 1" (the "Project Plan") to be located within the "City of Fairmont Redevelopment District No. 1" (the "TIF District"), we have prepared a preliminary bond structure and a preliminary tax increment analysis for the proposed issuance of approximately \$11,960,000 in tax increment revenue bonds (the "TIF Obligations"), as provided in the TIF Application and planned to be filed with the City Clerk.

Based on projected development in the TIF District and a number of other assumptions, including but not limited to those listed below, the preliminary projection of net property tax increment of the TIF District is sufficient to support the proposed issuance of TIF Obligations.

- **Issuer** – City of Fairmont, West Virginia
- **Par Amount of TIF Obligations** – Approximately \$11,960,000 of TIF Obligations
- **Delivery Date** – On or about August 1, 2016
- **Maturity** – The TIF Obligations were structured with a final maturity on June 1, 2045 or approximately 30 years from the creation of the TIF District. To the extent projected Excess Funds (as defined in Section II.G of the TIF Application) are used to redeem outstanding bonds, it is anticipated that the TIF Obligations could be paid off as early as on June 1, 2039;
- **Interest Rates** – The preliminary interest rate on the TIF Obligations is 6.00% (subject to market conditions at the time of sale of the TIF Obligations);
- **Uses of Funds** – Proceeds of the TIF Obligations include (i) approximately \$10,000,000 to fund the proposed Project, (ii) approximately \$922,600 to fund a Reserve Fund for the TIF Obligations, (iii) approximately \$598,000 to pay capitalized interest on the TIF Obligations to approximately June 1, 2017, and (iv) estimated cost of issuance of \$439,400;
- **Security** – The TIF Obligations are assumed to have a senior lien on the projected net property tax increment of the TIF District, which are deposited into the tax increment fund (the "TIF Fund") for the TIF District;

- **Redemption** – Based on a private placement of the TIF Obligations, the TIF Obligations are planned to be issued in \$100,000 denominations or any integral multiple of \$1,000 in excess thereof and subject to annual mandatory redemption and payment from Excess Funds. The TIF Obligations would likely be subject to optional redemption at any time after the date of issuance (as shown in the preliminary bond structure and tax increment analysis provided in the TIF Application). If the TIF Obligations are publicly marketed, the TIF Obligations would likely be issued in \$5,000 denominations and subject to optional redemption approximately 10 years from the date of issuance of the TIF Obligations.
- **Projection of Net Property Tax Increment** – The projected increase in assessed values of real and personal property of the TIF District is based on a number of assumptions, including development estimates provided by the City on Class IV properties beginning Tax Year 2016. Please see Section II.B.1 and Section II.G of the TIF Application for details.

Sincerely,



Marie L. Prezioso  
Senior Vice President  
Manager of West Virginia Public Finance



Joseph E. Nassif  
Senior Vice President  
Public Finance Investment Banking

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*The information contained herein may include hypothetical interest rates or interest rate savings for a potential refunding. Interest rates used herein take into consideration conditions in today's market and other factual information such as credit rating, geographic location and market sector. Interest rates described herein should not be viewed as rates that Piper Jaffray expects to achieve for you should we be selected to act as your underwriter or placement agent. Information about interest rates and terms for SLGs is based on current publically available information and treasury or agency rates for open-market escrows are based on current market interest rates for these types of credits and should not be seen as costs or rates that Piper Jaffray could achieve for you should we be selected to act as your underwriter or placement agent. More particularized information and analysis may be provided after you have engaged Piper Jaffray as an underwriter or placement agent or under certain other exceptions as describe in the Section 15B of the Exchange Act.*