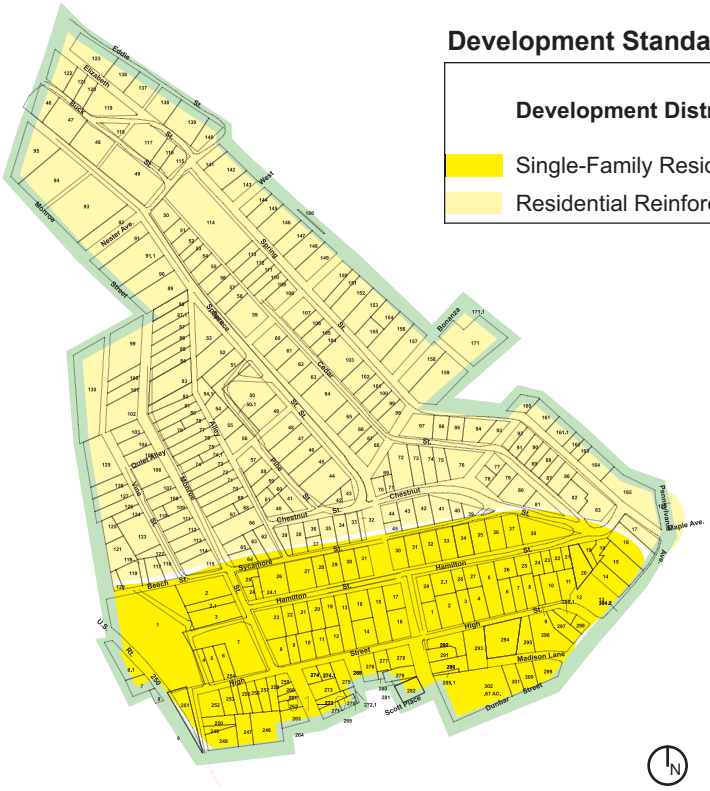
RENAISSANCE STRATEGY

HIGH STREET CHARACTER AREA



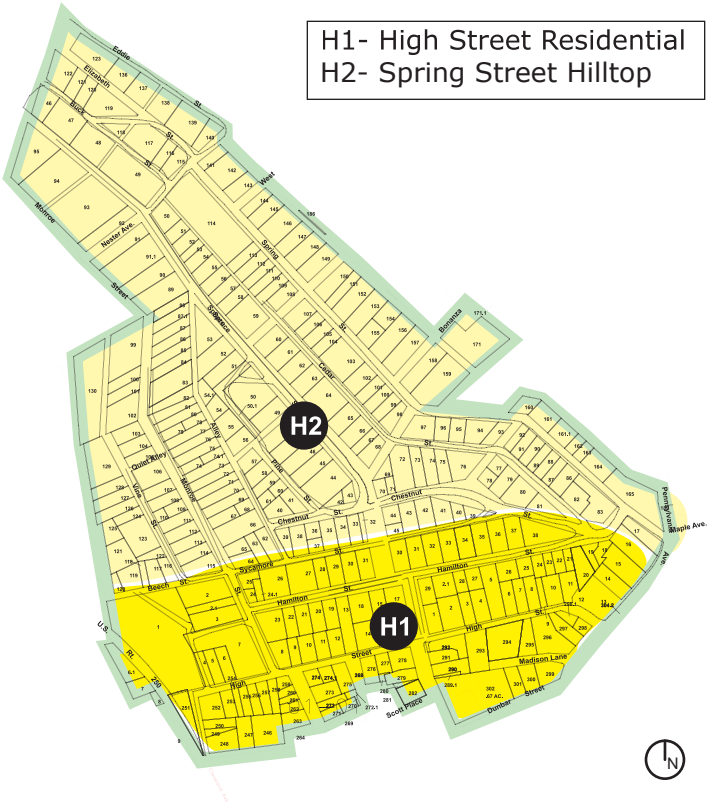
Development Standards

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

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

HIGH STREET CHARACTER AREA PROJECTS

H1- High Street Residential
H2- Spring Street Hilltop



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

4. High Street

Overview

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

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

H1- High Street Residential

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

H2- Spring Street Hilltop

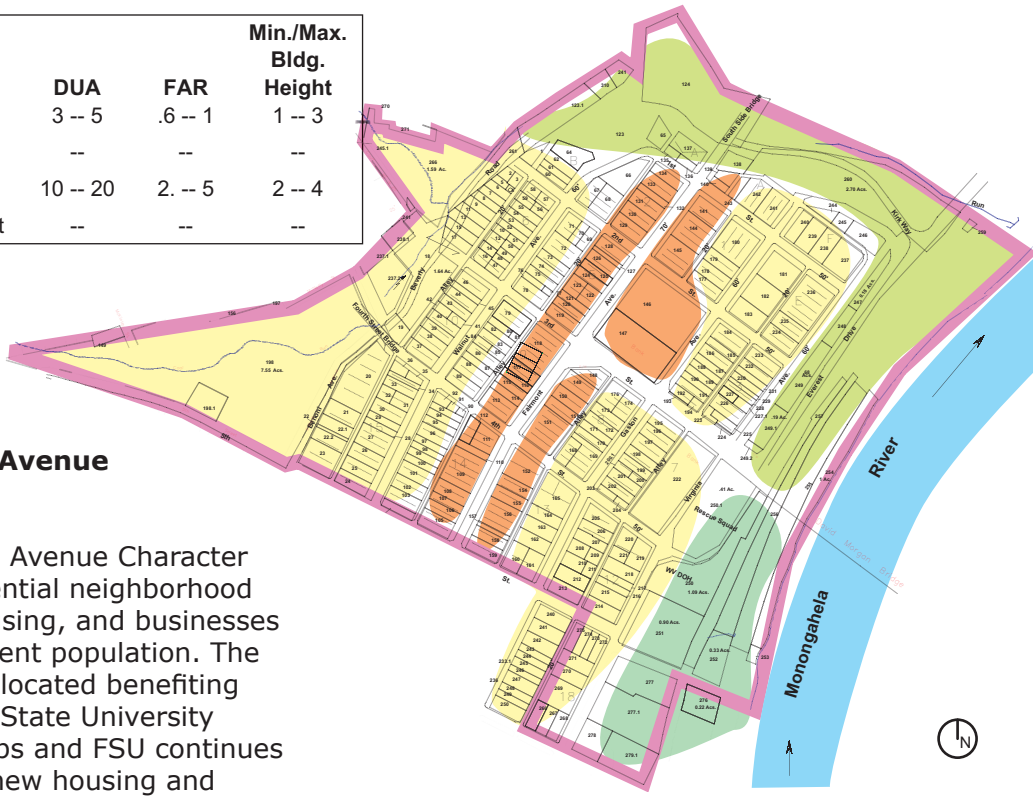
This area is currently low to moderate income housing. Its proximity to downtown makes it appropriate for new infill housing and rehab of blighted or vacant properties. The FRA led by the FCDP and private developers should initiate redevelopment of this area. Reconfiguration and upgrading infrastructure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

RENAISSANCE STRATEGY

THIRD STREET & FAIRMONT AVENUE CHARACTER AREA

Development Standards

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



5. Third Street & Fairmont Avenue Overview

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

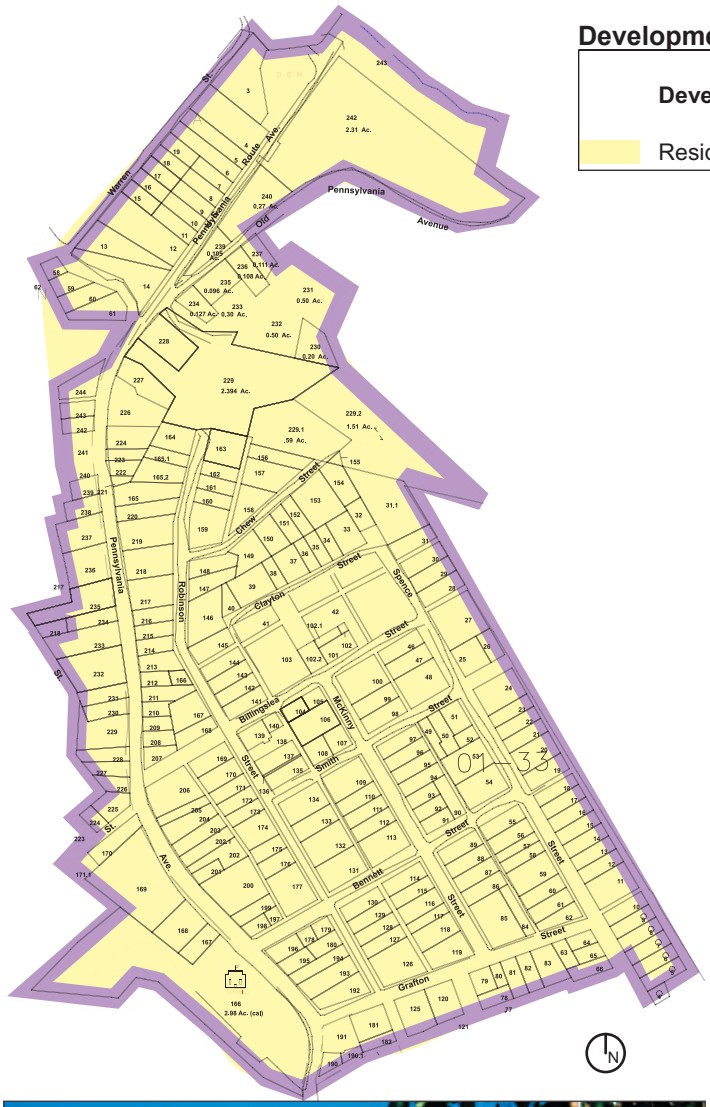
Plans for improving access to FSU via a new Third Street bridge will foster growth and intensify development. The FRA and the City of Fairmont must prepare a long-term strategy for managing automobile oriented commercial growth in the Character Area. Commercial growth should not intrude into well established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

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

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

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

PENNSYLVANIA AVENUE CHARACTER AREA


Pennsylvania
Avenue
Pennsylvania
Robinson
Clarion
Street
Spence
Street
Billingsley
McKinny
Smith
Street
Bennett
Street
Grafton
Street
Street
Ave.
Warren
Route
Ave.
Old
Pennsylvania
Ave.
Street
Street
Street

IV. Approach

APPROACH

A. Partnership

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

B. Land Acquisition Strategy

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

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

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

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

Figure 4-1: Property Acquisition List

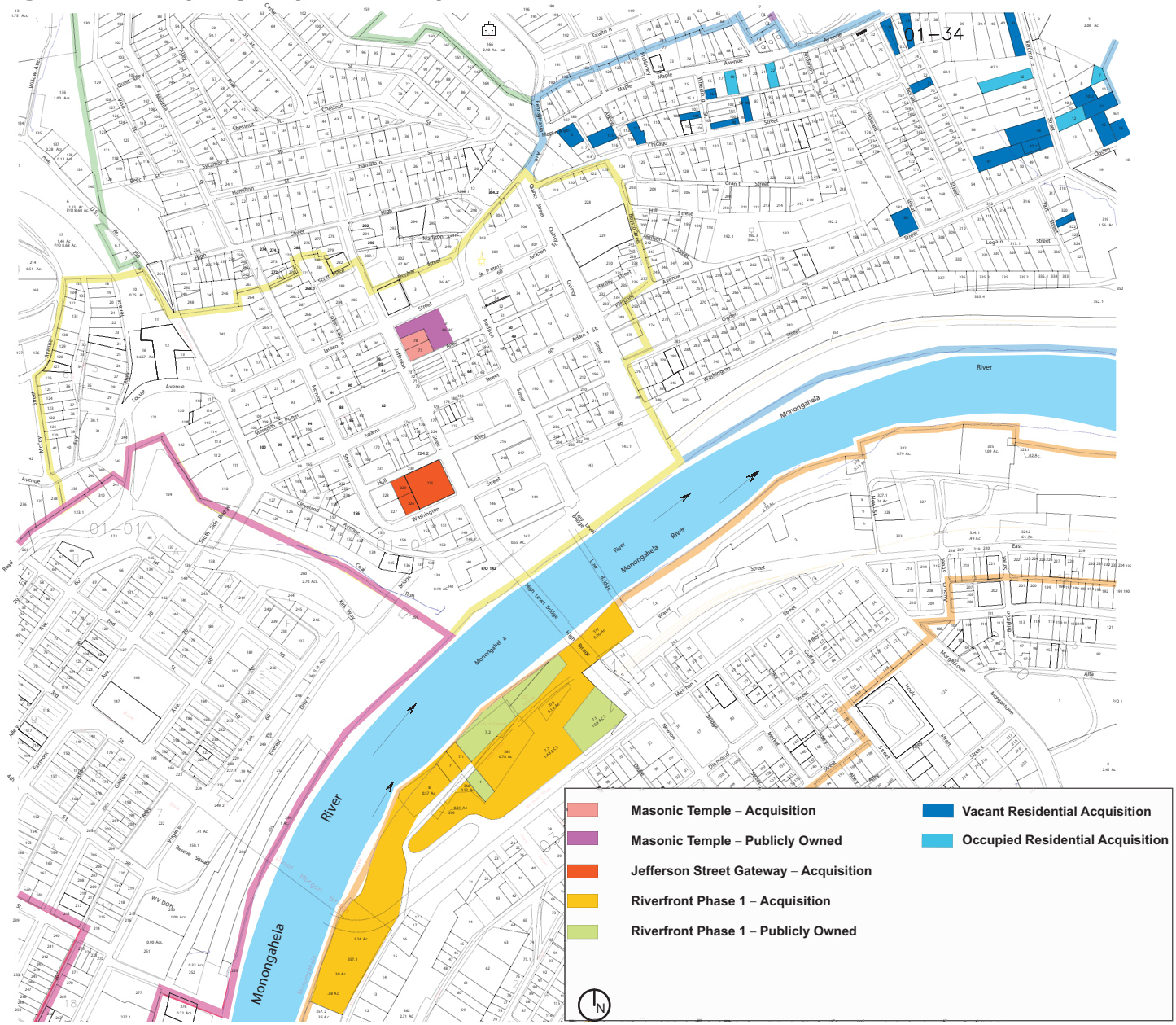
Tax Map	Parcel #	Acres	Status
Masonic Temple			
01-01	77	0.14	Occupied
01-01	78	0.14	Occupied
Jefferson Street Gateway			
01-01	225	0.63	Occupied
01-01	226	0.12	Occupied
01-01	229	0.12	Occupied
Riverfront Phase 1			
03- 07	7.3	1.82	Occupied
03- 07	376	0.14	Vacant
03- 07	377	0.6	Vacant
03- 10	7	0.16	Vacant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

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

4. Provisions for Treatment of Properties within the RA - The prevalence of slum and blight as well as other evidence of disinvestment warranted the formation of the RA. The stated purpose of the FRP is to halt the disinvestment trends and to encourage and facilitate redevelopment within the RA. With these outcomes in mind, the FRA will endeavor to monitor improvements, maintenance and operation of all property within the RA based on the following requirements; (1) has the property owner addressed slum and blight, as it applies to their property, and (2) does the property comply with all applicable local, state, and federal laws, codes, and ordinances. If the owners of properties within the RA do not conform to these requirements and are found to be either sustaining or aggravating slum or blight, the FRA may issue a written request for improvements.

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

Figure 4-2: Property Acquisition Map



APPROACH

Figure 4-3: Overall Scope

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

Figure 4-4: Estimated Investment

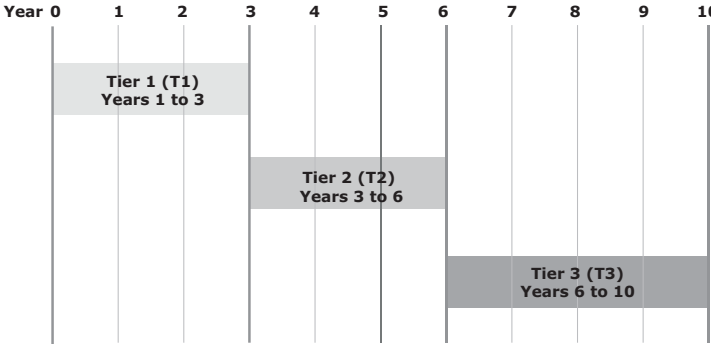
Project Number	Tier / Project Name	Tier 1 Years 1-3	Tier 2 Years 3-6	Tier 3 Years 6-10	Future
Dowtown Character Area					
D1	Deveny Building	$9,523,650			
D2	Fire/Police Station	$5,563,275			
D3	Masonic Temple	$7,551,250			
D4	Jefferson St. Gateway		$7,896,250		
D5	Civic Center			$51,985,975	
Merchants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

C. Timing, Scope and Impact

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

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

Figure 4-5: Timing



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

Figure 4-6: Sources & Uses

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

Figure 4-7: Impact

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

APPROACH

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

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

D. Potential Funding Mechanisms

1. Overview

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

2. Tax Increment Financing (TIF)

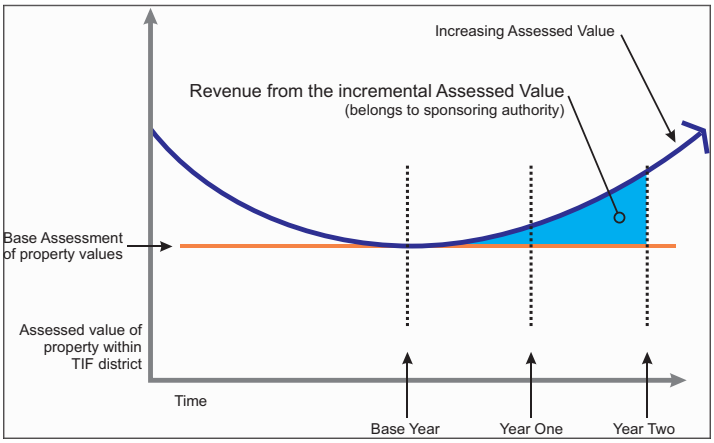
TIF allows increases in property tax associated with qualified economic development and public improvement projects to assist with long-term financing. TIF is a tool that is used to generate money for economic development. TIF allows for re-investment of all new property tax dollars in the defined TIF district from which they came. These "new" revenues – also referred to as "increments" – arise if new development takes place in the TIF district, or if the value of existing properties rises, resulting in increased tax revenues. Figure 4-8 demonstrates how the TIF process works by capturing the increasing property values from the base Assessed Value.

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

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

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

Figure 4-8: Schematic of TIF Assessed Value



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

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

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

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

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

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

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

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

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

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

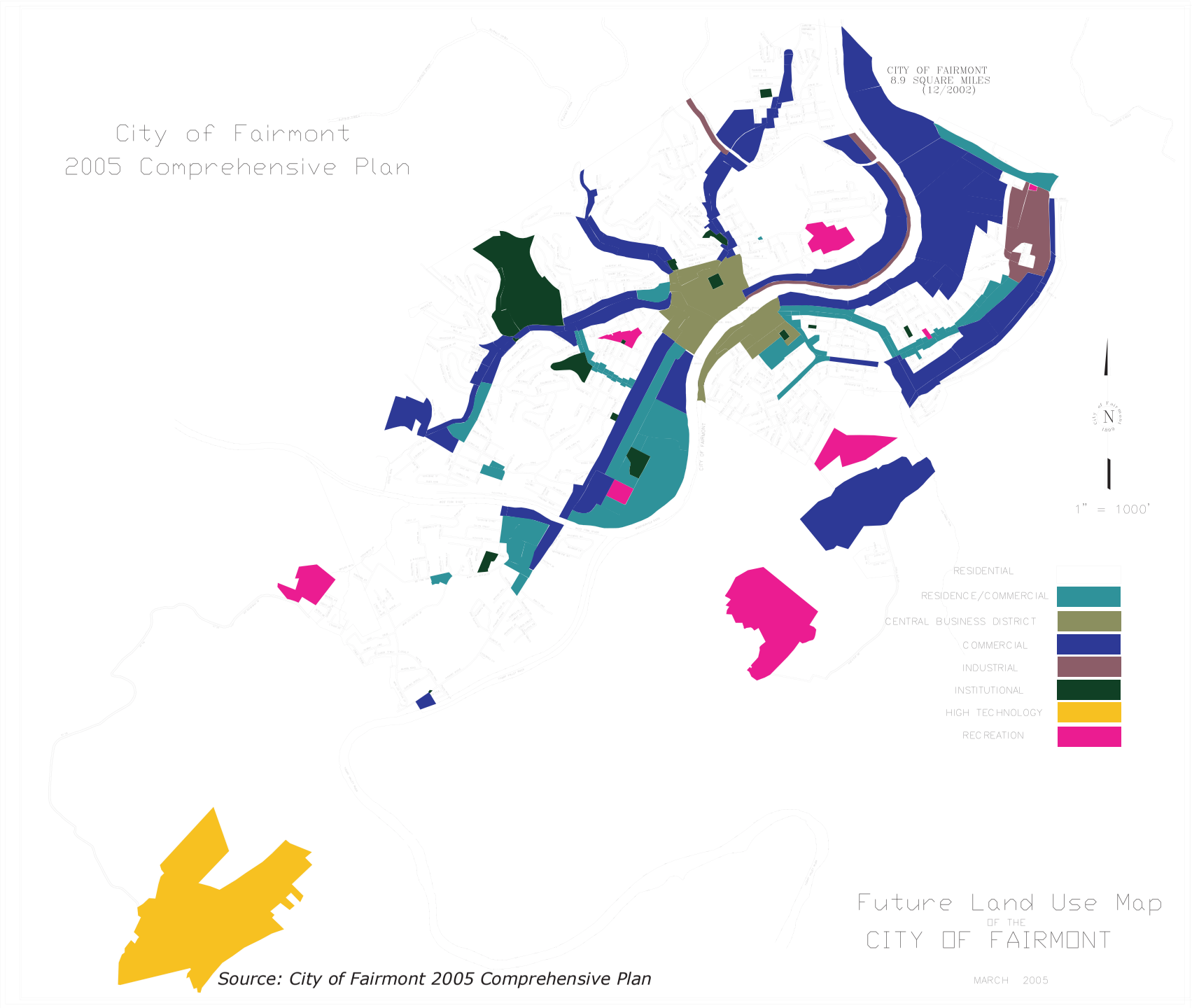
- 20% tax credit for the certified rehabilitation of certified historic structures.
- 10% tax credit for the rehabilitation of non-historic, non-residential buildings built before 1936.

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

E. Procedures for Modifications

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

V. Appendix



Source: City of Fairmont 2005 Comprehensive Plan

URBAN RENEWAL AUTHORITY
BOUNDARY DESCRIPTION

Beginning at a point on the west bank of the Monongahela River, being the northeast corner of Parcel No. 293 of Marion County Tax Map 01–03; thence with the west bank of the said river in a southerly direction a distance of 430 feet, more or less, to a point in the line of said Parcel No. 293; thence in an easterly direction across said river a distance of 800 feet, more or less, to a point in the dividing line between the corporate limits of the City of Fairmont and the Town of Pleasant Valley, said point being in the dividing line of Parcels 276 and 277.1 of Marion County Tax Map 03-10; thence in a northerly direction with the dividing line between Parcels 276 and 277.1 of said tax map a distance of 200 feet, more or less, to a point in the southern right of way line of McKinley Street; thence with the southern right of way line of McKinley Street and with the northern lines of Parcels 277, 278 and 279 of Marion County Tax Map 03-10, a distance of 275, feet, more or less, to a point, being the northeast corner of Parcel 279 of said tax map; thence in a northerly direction crossing McKinley Street and with the western right of way line of Columbia Street and the eastern line of Parcels 274, 273, 272, 271, 270, 269, 268, and 267, of said tax map, crossing Arlington Street and continuing with said right of way line of Columbia Street and the eastern line of Parcel 255 of said tax map, crossing Linden Street, and continuing with the said western right of way line of Columbia Street and the eastern line of Parcel 121, 120, 119.1 and 119 of said tax map, and crossing Mulberry Street, a distance of 740 feet, more or less, to a point in the northern right of way line of Mulberry Street, being the southeast corner of Parcel 118 of said tax map; thence crossing the right of way of Columbia Street and running with the northern right of way line of Mulberry Street and the southern line of Parcel 124 of said tax map, in a southeasterly direction a distance of 140 feet, more or less, to a point in an unnamed alley, being the southeast corner of Parcel 124 of said tax map; thence in a northeasterly direction with the northwest right of way line of said alley and the southeast lines of Parcels 124, 125, 126, 127, 128, 129, 130.1, 130.2, 130.4, 130, 130.3, and 131 of said tax map and crossing Golden Street, a distance of 630 feet, more or less, to a point in the northern right of way line of Golden Street, being in the southern line of Parcel 148 of said tax map; thence with the northern right of way line of Golden Street and said Parcel 148, for a distance of 150 feet, more or less, to a point, being the southeast corner of said Parcel 148 and the southwest corner of Parcel 157 of said tax map; thence in a northerly direction with the division line of said Parcels 148 and 157 and 156 of said tax map, for a distance of 73 feet, more or less, to a point, being the northwest corner of said Parcel 156 and said point also being the northeast corner of Parcel 148 of said tax map; thence with the northern line of said Parcel No. 148, in a northwesterly direction, a distance of120 feet, more or less, to a point, being the southeast corner of Parcel 149 of said tax map; thence with the southeast line of Parcels 149, 150 and 151 of said tax map, in a northeasterly direction crossing the right of way of East Ferry Street a distance of 178 feet, more or less, to a point in the southern line Parcel 175 of Marion County Tax Map 03-07; thence with the northern right of way line of E. Ferry Street in a southeasterly direction for a distance of 60 feet, more or less, to a point, formerly being the southeast corner of Parcel 365 and the southwest corner of Parcel 366 of said tax map, now the West Virginia Department of Highways and a part of the Gateway Connector; thence in an easterly direction crossing the right of way of the Gateway Connector and the right of way of Newton Street a distance of 330 feet, more or less, to a point being the southeast corner of Parcel of 186 of said tax map; thence with the southern line lines of Parcels 186, 188,189 and

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

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

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

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

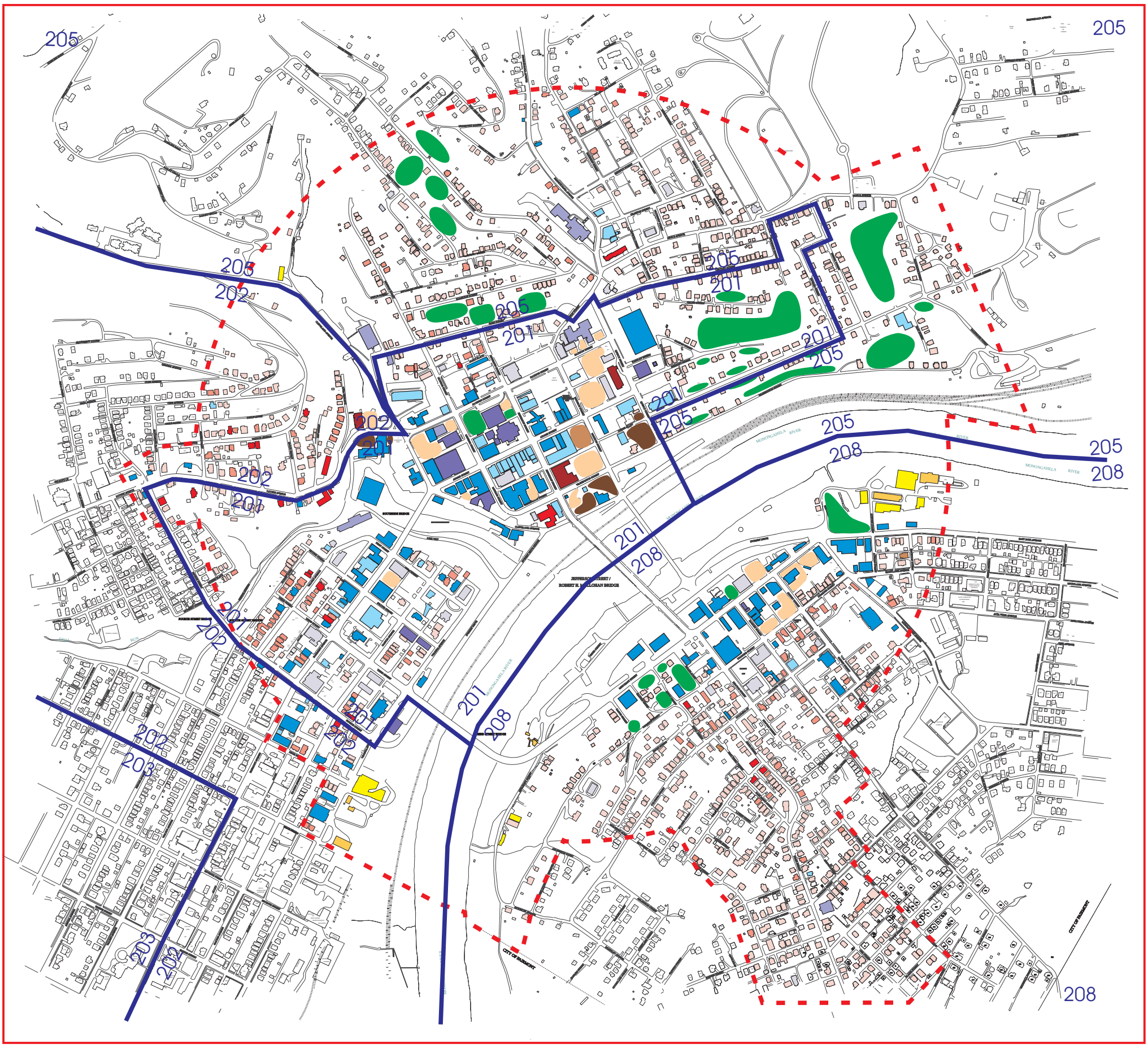
distance of 650 feet, more or less, to a point being the southern corner of Parcel 89 of said tax map; thence crossing the right of way of Monroe Street in a southwesterly direction a distance of 20 feet, more or less, to a point in the southern right of way line of Monroe Street, being the southeast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

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

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

INTERPRETATION OF URBAN RENEWAL AUTHORITY BOUNDARIES

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



Current Land Use

Census Tract Boundary
20X Census Tract Number

- Study Area
- Single Family Residential
- Duplex Residential
- Medium Density Residential
- High Density Residential (15+ units/acre)
- Commercial Office
- Commercial Retail
- Light Industrial
- Heavy Industrial
- Special Use - Not for profit
- Special Use - Education
- Special Use - Governmental
- Parking Lot
- Parking Garage
- Green Space - Park
- Green Space - Open
- Vacant Land

Fairmont, West Virginia

October, 2005

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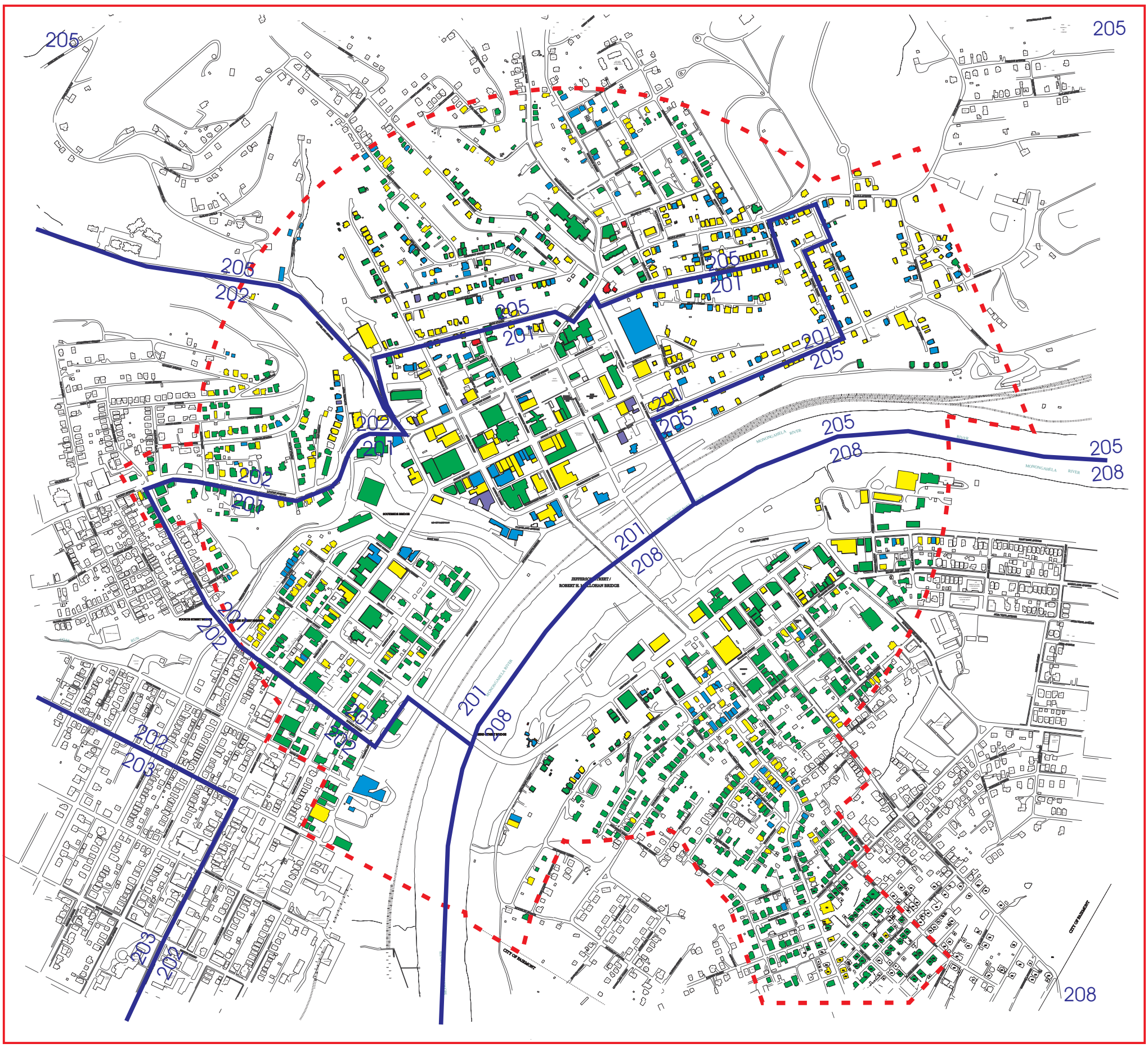

Building Condition

Study Area

Minimal Improvements Required
No rehabilitation needed to superficial improvements including paint and minor repairs

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

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

Questionable Reinvestment

20X Census Tract Boundary
Census Tract Number

N

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Historic Districts Located Within the Renaissance Authority

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

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Renaissance Authority Property Ownership

Property Ownership

- Fairmont Community Development Partnership
- Housing Authority of the City of Fairmont
- Vandalia Heritage Foundation
- State of West Virginia
- City of Fairmont
- Marion County
- Property Leased to the City of Fairmont

Character Areas

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

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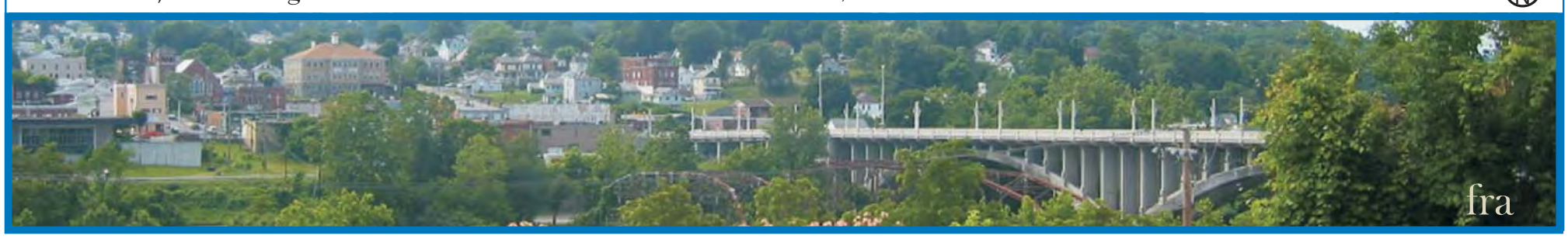

Renaissance Authority Vacant Lots and Surface Parking

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

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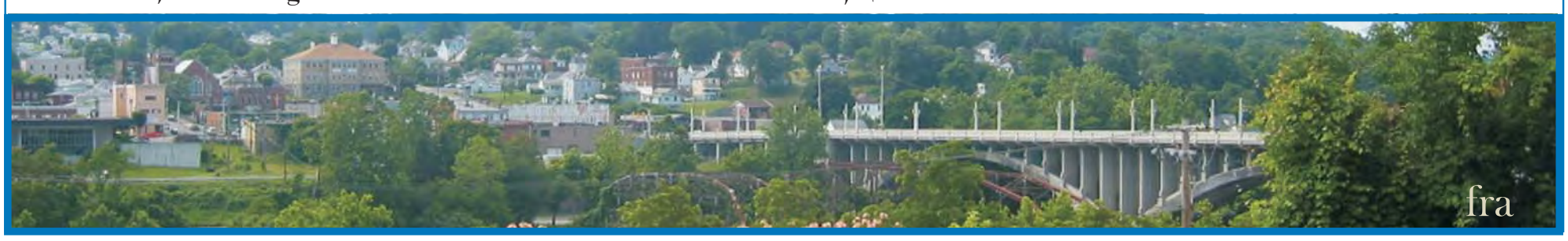

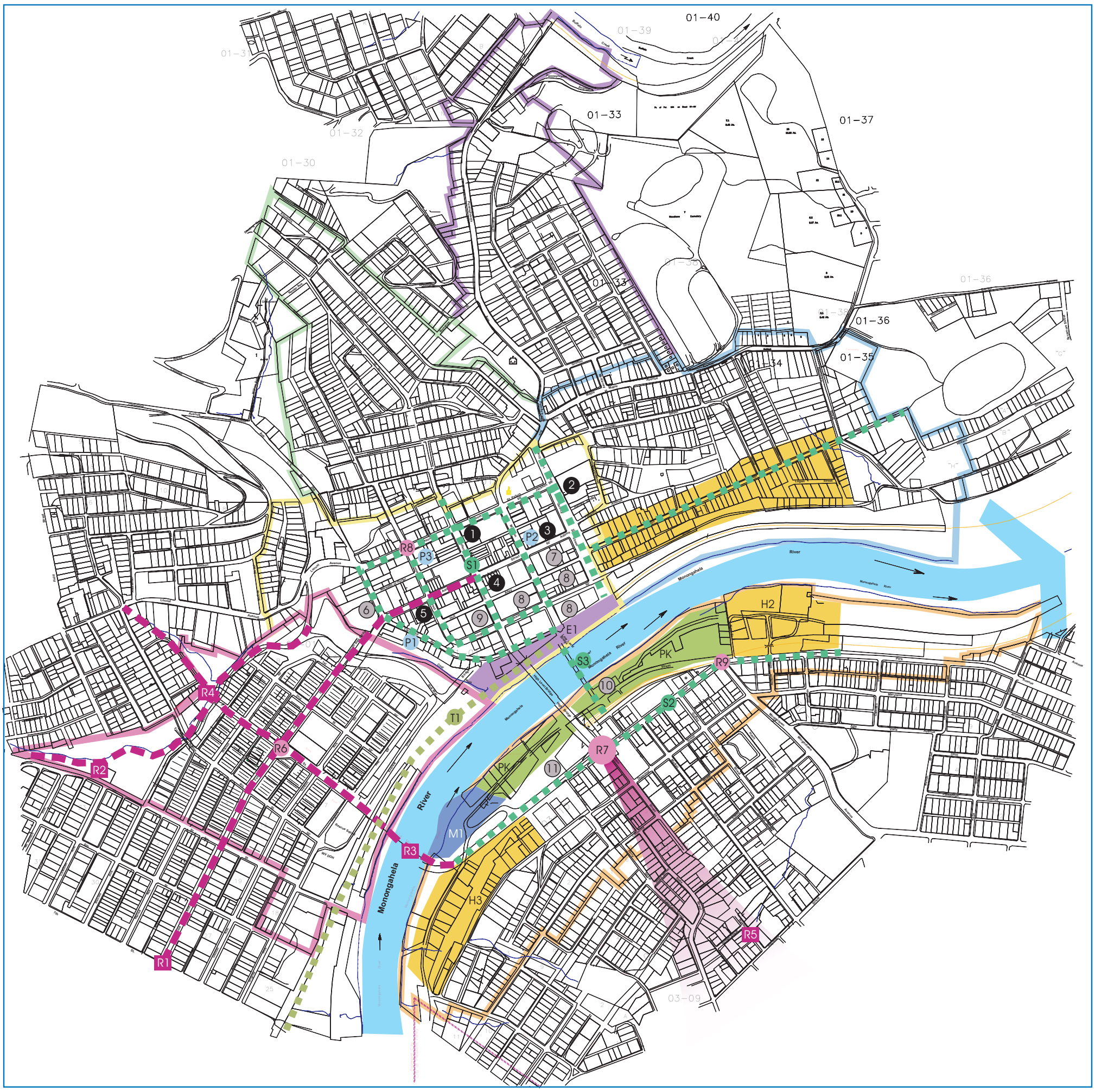

Inventory of Proposed Projects within the RA from Past Studies

Road Improvements

R1 Route 250 Expansion
R2 Coal Run Hollow Parkway
R3 Upgrade David Morgan bridge
R4 Third Street Upgrade and Bridge Project
R5 I-79 Connector

Roundabouts

R6 Roundabout - Fairmont/3rd
R7 Roundabout - Gateway connector
R8 Roundabout - Jackson Street
R9 Roundabout - East Park

Streetscape Enhancements

S1 Downtown streetscape
S2 Merchant Street streetscape
S3 Low level pedestrian bridge

Parking Improvements

P1 Mid-city parking lot upgrade
P2 Adams / Madison Street parking garage
P3 Jackson Street long-term parking

M1 Marina

T1 Rail/Trail in abondoned railway

Entertainment Project

E1 Cleveland Avenue Riverfront

Residential / Mixed-Use Projects

H1 Ogden Avenue residential infill
H2 Old Bauer mixed-use / office / residential
H3 Riverfront residential complex

Parks

Pk Riverfront Palatine Park

Building Reuse

1 Masonic temple reuse
2 Public Safety
3 Elks lodge reuse
4 Murphy building adaptive reuse - Complete
5 Deveney building reuse
6 FBI reuse
7 Adams Street Entertainment / Hotel Complex

New Buildings

8 Visitor's hotel / conference space
9 Performing Arts Center / Parking deck
10 Riverfront Science and Community Center
11 Hotel

Districts

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

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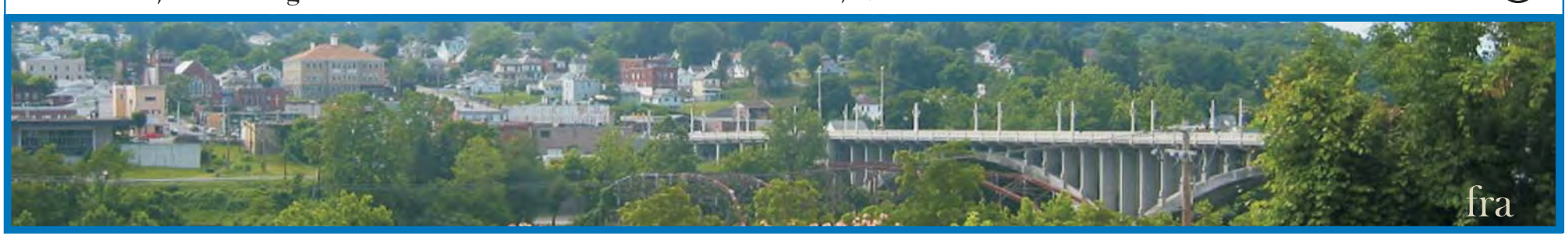

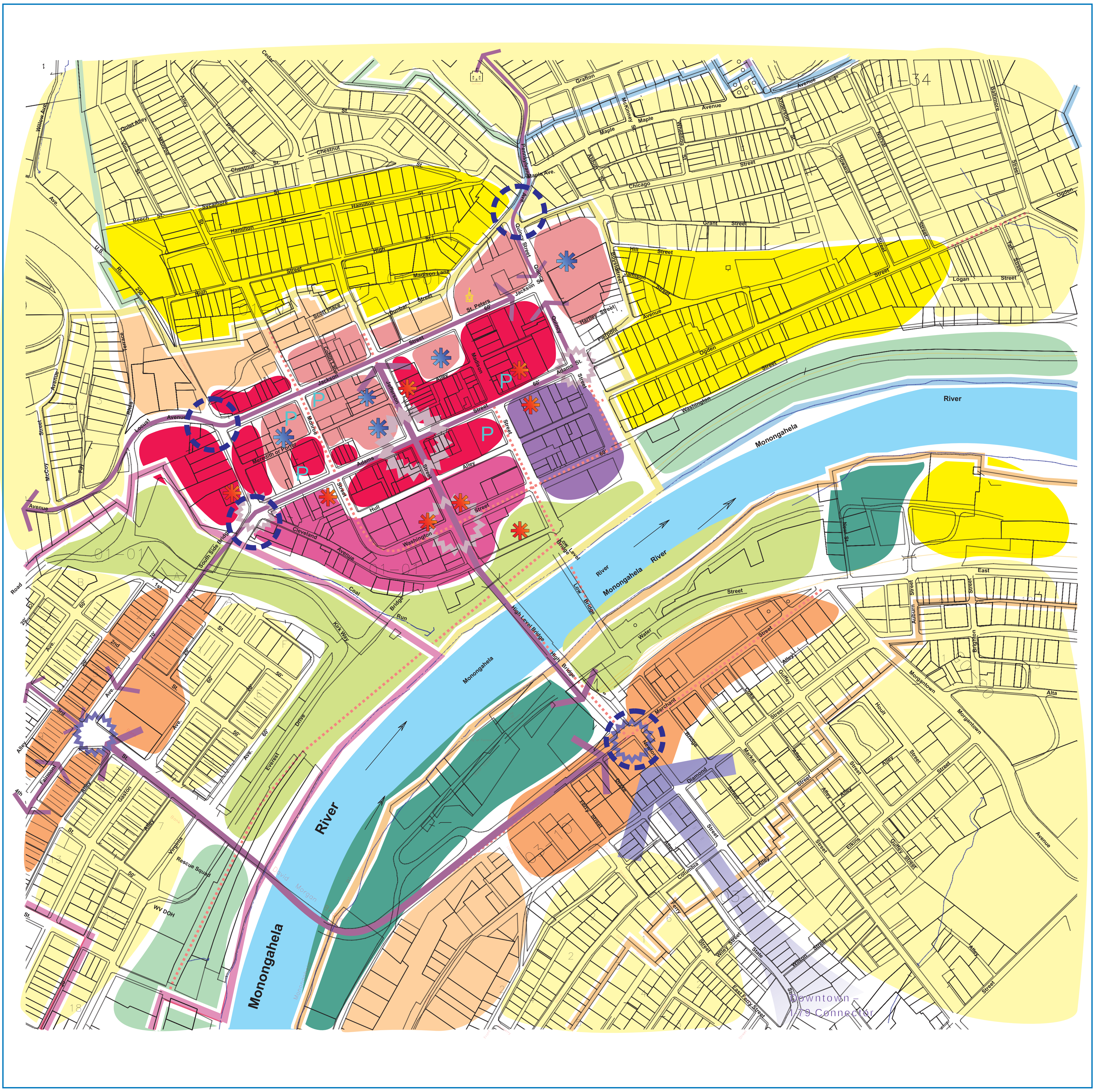

Development Directions

Mixed-Use CBD	Riverfront Landscape Improvement
Downtown Entertainment and Heritage	Mixed-Use Civic & Institutional
Multi-Family Residential Redefinition	Pedestrian Corridors
Single-Family Residential Infill/Redefinition	Key Downtown Streets
Residential Reinforcement	Downtown Gateway
Riverfront Recreation	Prime Pedestrian Intersection
Marina/Commercial	Prime Vehicular Intersection
Mixed-Use Corridor	Downtown Parking
Hotel and Cultural Center	

- Civic/Government Buildings
- Significant Historic Structures

Character Areas

- Riverfront/Merchant Street
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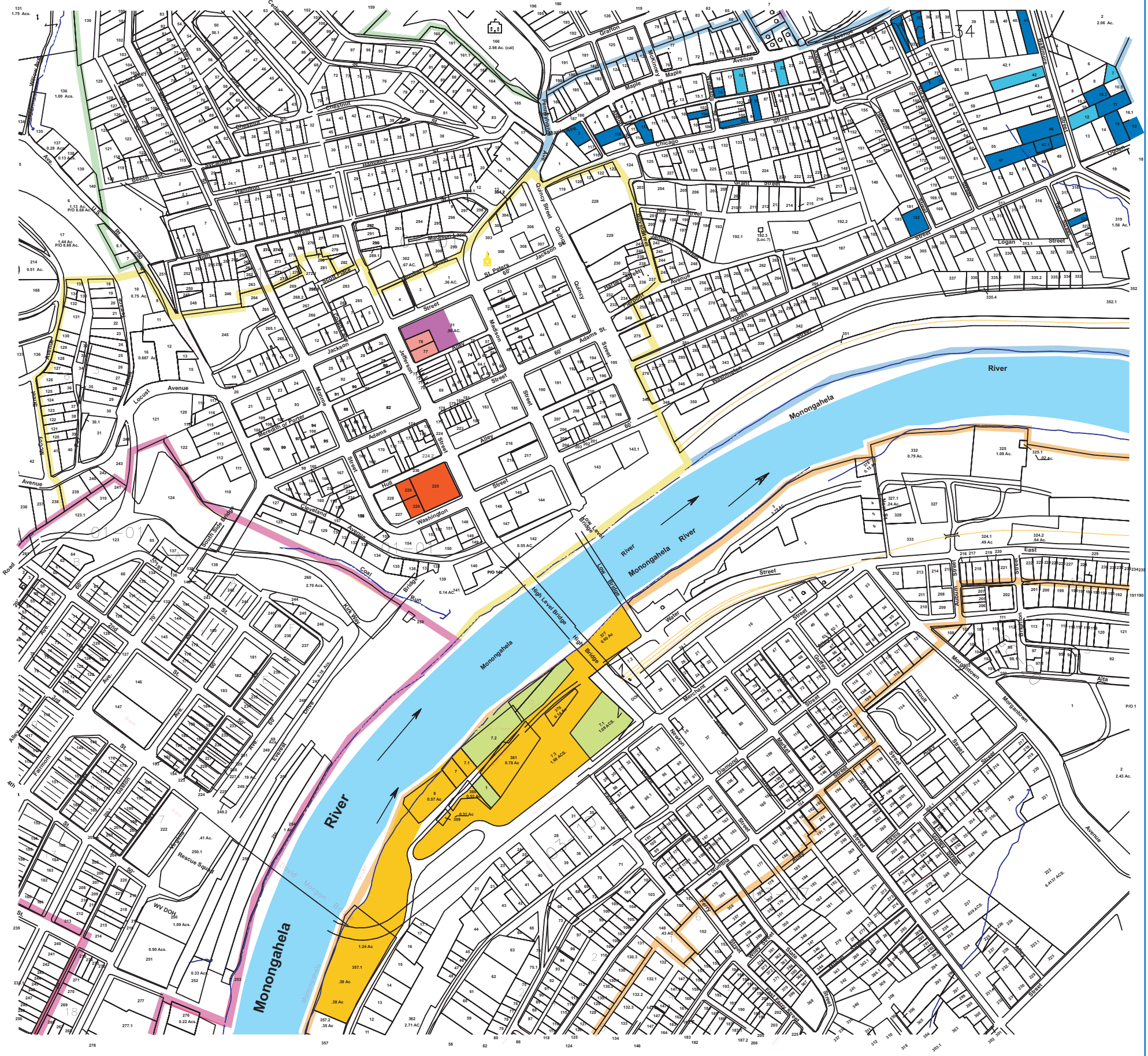

Land Acquisition

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

Character Areas

- Riverfront/Merchant Street
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