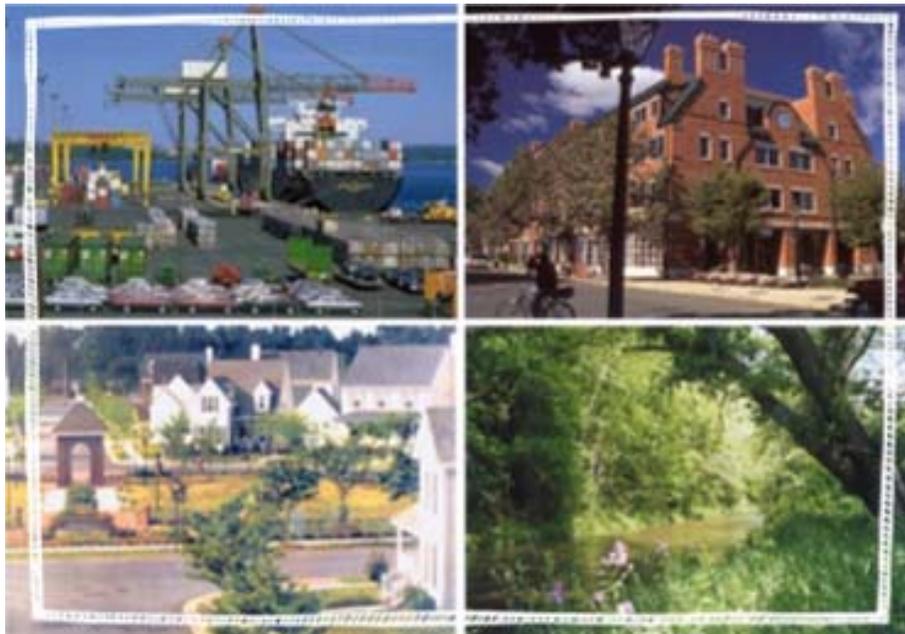


CITY OF WEIRTON 2000 COMPREHENSIVE PLAN

“STRATEGIC PLAN FOR ECONOMIC TRANSITION”



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In Association with :
Trans Associates

***Final Draft
June 2000***

CITY OF WEIRTON, WEST VIRGINIA 2000 COMPREHENSIVE PLAN UPDATE



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This document was made possible with funds provided by:

U.S. Department of Commerce
Economic Development Administration



U.S. Department of Housing and Urban Development



Governor's Community Partnership Grant
Business Development Corporation of the Northern Panhandle

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WEIRTON'S COMPREHENSIVE PLAN: HONORING A LEGACY, CHOOSING A FUTURE

In 1947, the City of Weirton emerged from the joining of Weirton Heights, Marland Heights, and Holliday's Cove, realizing Ernest Weir's dream of creating a city configured to produce steel. While Weir's mill prospered, the people of Weirton took it upon themselves to build a strong and vital community. When the City needed a community center, thousand of dollars were raised through door-to-door subscriptions. At the end of a shift at the mill, workers went right from the factory gate to help raise the framing for what became the Thomas E. Millsop Community Center, while their families brought dinner to them at the worksite. Similarly, groups of citizens kept their family heritage alive by founding an intricate array of ethnic social clubs.

As the 20th Century came to a close, the citizens of Weirton could be proud of what they had accomplished. But in the last twenty years, the community has come face-to-face with difficult challenges emerging from a changing economy. Beset by international competition and technological change, Weirton Steel was forced to downsize and reorganize. When the company couldn't save the mill, the workers stepped forward to organize an ESOP that still provides thousands of high-paying jobs. But the new, smaller Weirton Steel could no longer singularly provide enough jobs and enough tax revenues to guarantee Weirton's prosperity.

In 1997, manufacturing represented half of all employment in Brooke and Hancock counties. (Nationally, manufacturing constitutes 14 percent of all employment.) Weirton's extensive manufacturing sector is completely dominated by steel. Three-quarters of the City's manufacturing employment is in primary metals. An additional 10 percent is in fabricated metals. The experience of the past generation has underscored the danger of this type of concentration. As the steel industry has suffered, the City of Weirton has suffered equally. By developing a more diverse employment base, the City should be able to avoid the "boom-bust" cycle associated with an economic base concentrated in a single durable-goods industry.

Weirton's population change reflects the ongoing economic transformation of the city. By 1998, the City of Weirton was estimated to have a population of 21,206. This represented a 4.1 percent decline from 1990. This drop was not as sharp as the 5.6 percent decline in the Brooke-Hancock-Jefferson region, but was considerably more than the one percent decline experienced by the Pittsburgh metropolitan area.

During this same time-period, the Cleveland and Columbus metropolitan areas grew by 1.8 percent and 9.6 percent respectively.

Given the negative rates of natural increase in the Weirton area, it is reasonable to expect that Weirton's population would be older than the surrounding areas. Even before the population changes of the 1990s, the City of Weirton had a population which had a lower concentration of residents under 24 than the three-county area or any nearby metropolitan areas. Its over-65 population is also larger than any of the surrounding areas. The trends of negative natural increase and steady outmigration during the 1990s suggest that the age gap between Weirton and the surrounding metropolitan areas probably accelerated in the last decade. According to projections from the GeoLytics Census CD database, Weirton is expected to maintain its relatively high concentrations in the over-65 population at least through the first years of the next decade. The fact that the three-county area shows no natural increase has serious implications for Weirton. The population is aging in place and not being replenished by new births or in-migration. As the 21st Century begins, the people of Weirton face a choice.

Should the people of the City continue to place all of their hopes on steel? In order to survive in today's market, steel mills must be smaller and keep a tight focus on the needs of their customers. Even if Weirton Steel meets its expectations for success, jobs will become fewer and the tax base will shrink. If the City continues to rely solely on steel, it's extraordinary community legacy will be slowly whittled away, leaving a smaller city that has to impose higher and higher tax rates to provide fewer and fewer services. In short, Weirton's version of the American dream could come to an end.

But that is not the only choice. Weirton's residents can build a new economic base that keeps a place for steel, but also taps into new kinds of manufacturing and services. How can Weirton move into this 21st Century economy in a way that preserves and honors the proud legacy of Weirton's people? That is what this comprehensive plan is all about.

THREE ALTERNATIVE FUTURES

In order to let the citizens of Weirton consider these choices a planning consultant has been directed to shape three alternative futures for the City. Working closely with the City Development Department and the Comprehensive Plan Committee, and based upon extensive public input from a community survey and a series of ward-based meetings, the following three alternatives have been shaped for Weirton's future:

Future 1. Patch and Mend What is Already Here: This choice has some advantages. It is easy. No one has to change the way they do things. No new public projects or policies are required. Development can happen piecemeal, with minimal attention to quality. But the easy way outcomes with high costs. As steel downsizes, there are fewer and fewer jobs. As employment and incomes drop, the City sees fewer stores and businesses, other than discount operations. As

the tax base shrinks, City government must raise taxes higher and higher, just to make ends meet. Weirton becomes increasingly unaffordable for senior citizens and young families. There are few opportunities for the City's young people.

Future 2. Become the Low-Cost/Low-Wage Location for Business: The low-cost alternative is also a fairly easy target to reach. The City just has to concentrate on being the low-cost location for any industry willing to come to Weirton. This approach can mean rapid growth in jobs and a stable and growing tax base. But the jobs will be low paying. City services must be kept to a minimum to keep taxes down. Weirton will permanently become the kind of place that most young people with any ambition will be forced to leave behind as they seek their fortune.

Future 3. Invest and Grow: Under this plan, the City that was designed only for steel is gradually reconfigured to host a variety of new industries. For example, over the next decade or so, Colliers Way would host a complex of medical-related industries and carefully planned residential developments for senior citizens, working professionals, managers, and information workers and their families. South of U.S. Route 22 on Three Springs Drive, a carefully manicured business and industrial park would feature sophisticated manufacturers and professional services. Down by the Ohio River, the new port area would emerge as a major freight center for rail, truck, and water-based cargo, able to serve the steel mill and other heavy industries that locate in the cleaned up railyard or the Half Moon Industrial Park.

To make sure that it is attractive to new industries and their workers, Weirton would rebuild the quality of life that made it so successful in the first place. But it would do it in a way that responds to the needs of the 21st Century. To the north of U.S. Route 22, Three Springs Drive would become a tree-lined boulevard that provides easy access to regional retail stores like Wal-mart and K-Mart. The intersection of Penco Road and Pennsylvania Avenue would emerge as a village-like shopping area where residents can comfortably walk from nearby homes to such activities as specialty shops, cinemas, parks, and restaurants. Down near the mill, Main Street would become an area for civic life, community celebration, and recreation.

Unlike the other two alternatives, this is not an easy choice. To achieve this future, government and developers must reinforce their commitment to maintaining high quality in all that they do. But, this vision combines bold thinking with a series of simple, manageable steps by which Weirton can slowly regain its prosperity.

Fiscal impact analysis is a tool used by policy makers to evaluate future alternative plans. Two aspects of the City's fiscal condition should be considered when looking at the results of the fiscal impact analysis. First, how does that scenario affect the City's ability to cover expenses? That is, are the revenues generated in line with the costs associated with that scenario? Second, does the change in development patterns change the "fiscal mix" of the City? That is, does the scenario generate a higher level of

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revenues than current conditions? Does the property tax or the municipal service fee become a more productive source of revenue for the City and therefore can be used for more purposes or does it become less productive, and therefore have to be supported or supplemented by other forms of revenue?

The fiscal impact analysis demonstrates that the "Patch and Mend" Alternative generates \$1.4 million in new revenues from property taxes and municipal service fees. It also generates \$2.9 million in new operating expenditures by the City to support the new development. Thus, the property taxes and municipal service fees combine to cover 49 percent of new operating expenditures. This is consistent with existing patterns in Weirton. The "Patch and Mend" scenario keeps the fiscal mix of revenues versus expenditures about where they are now.

However, both the "Low Cost" and "Invest and Grow" scenarios have the potential to change the fiscal mix of the city. The revenues from the municipal service fee and the property tax could offset 64 percent of the expenditures associated with the new growth. However, if the other revenue sources were kept in place, that additional revenue *above* 49 percent of spending would be offset by those other taxes. This would free up revenue from property taxes and municipal service fees to be used for other purposes. For the "Low Cost" scenario, the difference between the expected contribution by property taxes and municipal service fees of 49 percent and the projected contribution of 64 percent means that--assuming all other revenue sources remain in place--\$457,864 of revenue would be available for other uses. Thus, in the case of the "Low Cost" alternative, the build-out would free up \$457,000 annually, which could enable the City to finance a \$4,179,633 bond issue without raising taxes. Thus, at build-out, the growth generated through this scenario could support an additional \$4 million in investment by the City with no increase in tax rates.

The "Preferred Plan" has the most favorable fiscal impact. It generates \$3.4 million in new revenue from property taxes and municipal service fees, while incurring \$4.9 million in new spending. This scenario has the highest tax revenues of all three. Under build-out of this scenario, property taxes and municipal service fees cover 69 percent of new revenues. This exceeds the current 49 percent share by twenty points, freeing up \$986,896 in revenues each year at build-out. The City could use this "freed up" revenue to support \$9 million in new investments without increasing taxes.

As indicated elsewhere in this report, each alternative plan has associated with it key public investments in infrastructure, community projects, etc. The revenue generating potential of each scenario should be compared with the capital costs associated with that scenario. Again, given the limitations of this analysis, a precise comparison is not possible. Nonetheless the analysis does suggest that both the "Low Cost" and "Invest and Grow" scenarios can generate some revenues to support required investments. The new revenues from "Invest and Grow" when coupled with potential new revenues actively secured from federal, state and private sources, should provide the City with the capability of covering much, if not all of the investments required. The next question is which of these scenarios would provide a future for the City most acceptable to its residents. As discussed elsewhere in this report, that issue is a key focus of

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choosing among these alternatives. The results of the fiscal analysis should help clarify the kinds of consequences associated with choosing one of them as a pattern for future development.

WEIRTON’S PREFERRED FUTURE: EMBRACING THE OPPORTUNITY OF THE 21ST CENTURY

Through extensive discussion involving the City Council, the City Development Department, the Comprehensive Planning Committee, and the planning consultant, a preferred future for the City of Weirton emerged. The recommended alternative plan is essentially a balance of the three plan alternatives, focused on economic revitalization and carefully phased to realize economic transition. The 2000 Comprehensive Plan starts by developing assets such as the port and intermodal facilities, which will in turn strengthen existing industries and build incrementally to higher value emerging industries. Over time, these incremental advances will result in a diversified economy with the ability to sustain itself through periods of economic downturns. The foundation of this plan is to make *meaningful incremental changes*, through coordinated public and private investment, which will ultimately result in Weirton becoming a community of distinction in the 21st Century.

To illustrate the type of land uses associated with recommendations made in the 2000 Comprehensive Plan, *conceptual* land use plans were developed by dividing the City into seven discrete, but mutually supporting areas. The following briefly summarizes these areas. These plans are illustrative examples of the type of development that is possible and are intended to establish a general direction, which once agreed upon will provide the basis for zoning modifications. In each case it is the *general concepts* for the areas that matter, not the specific details. Additional study would be required before any specific development projects could go forward. Here’s how the plan envisions each of these seven areas:

- A. *Port and Intermodal District.* The objective of the Port and Intermodal District is to create a world-class transshipment center as the foundation for Weirton’s revitalized economy. The district focuses on a mix of industrial and warehouse/distribution activities centered on a major intermodal facility including water, rail, and surface activities. These new facilities will serve existing industries, such as Weirton Steel, and provide a competitive location advantage for future business and industrial activities. The proposed Intermill Road will play a vital role in this district. To successfully achieve development of this world-class facility, a significant amount of coordination with existing landowners will be required. As many of these commerce activities can be interesting and exciting to view, the district also includes an interpretive waterfront park and a trail network connecting to a community and regional trail system.

- B. *Gateway Trade Center.* The Comprehensive Plan recognizes Main Street as three separate districts: south, civic, and north. The Main Street U.S. Route 22 interchange, located in the southern portion of Main Street, is an important “front door” gateway into the City of Weirton. Consequently, this district is proposed to be significantly “cleaned-up” with a new historic landmark, appropriate reuse of existing buildings, and improved landscaping and signage.

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Because of the area’s immediate relation to the port and intermodal center, the plan calls for complementary development including a distinctive new Trade Center to accommodate spin-off intermodal office and lodging activities and related service-oriented business that support the functions of the intermodal center.

C. *Main Street Development District.* The Main Street Development District uses existing civic functions as the foundation for revitalization. Targeted redevelopment of the district is a response to significant commercial and retail decline and weakened adjoining neighborhoods. Without prudent and focused intervention, Weirton’s downtown and adjoining neighborhoods are likely to experience further decline as Weirton Steel continues to reduce its employment base and new development occurs along Three Springs Drive. The district focuses on key anchor projects that reestablish the role of downtown as the civic and social center of the community by creating a destination district that strengthens existing uses. The guiding principles here involve clustering new and expanded uses that attract people. Suggested uses for consideration include a new Family Center programmed to meet the needs of active family lifestyles; reuse of the People’s Bank as a performing arts facility; creation of an urban park to host Farmers’ Markets and ethnic festivals; and improved dining opportunities at various ethnic restaurants along “Restaurant Row”. Coordinated streetscape and facade improvement programs are essential revitalization components. The downtown is also linked to the port district via the proposed “Trans-shipment Commerce Interpretive Trail” following Harmon Creek. Other recommendations include a community garden to foster a greater sense of community and an expanded public art program as a means to help improve the downtown image. Ultimately, the goal is to enhance the viability of commercial and retail operations downtown and create enhanced opportunity for adjoining neighborhoods and the community at large.

D. *Three Springs Drive/Penco Road District.* The Three Springs Drive/Penco Road District was developed to enhance the area as a retail district serving both City and regional needs. The district is viewed as serving two separate functions. Three Springs Drive supports efficient automobile access and movement. Recommended improvements include clarified secondary access and interconnected parking lots, essentially serving the needs of large footprint regional commercial and retail establishments. In an effort to create a more efficient corridor it is also recommended that Three Springs Drive be realigned with Penco Road. Penco Road is recommended as a neighborhood center that serves the retail, commercial and, to some degree, the civic needs of adjoining neighborhoods and broader community. To be successful, the 2000 Comprehensive Plan recommends tightly clustered people-generating activities and pedestrian-oriented physical and design improvements, such as new street tree plantings and pedestrian-scale lighting. The 2000 Comprehensive Plan also recognizes the prominence of West Virginia Northern Community College.

- E. *Colliers Way District.* The Colliers Way District is a unique place in Weirton, an area which is characterized by large tracts of open space and is available for future development. The 2000 Comprehensive Plan encourages *coordinated* development of this area so that a viable distinct address and market response is achieved. Diverse, mixed-use development is recommended. New uses should build upon the success of the Weirton Medical Center, such as elderly living facilities and related professional office space. A diversity of residential product is envisioned in response to market needs, including small-lot and estate-style single-family homes, townhouses, and apartments. New residential development should include clear and safe pedestrian connections to adjoining neighborhood open space, parks, and surrounding activities. The 2000 Comprehensive Plan also recognizes the unique open space character of the area and encourages new development to respect existing scenic vistas. The area fronting U.S. Route 22 should be developed as office and high density residential, complementing the Three Springs Business & Industrial Park. Rather than piecemeal development of the area, the 2000 Comprehensive recommends that general development patterns be established for the area before new development begins in an effort to create a clearly organized district upon full build-out.
- F. *Pennsylvania Avenue District.* Pennsylvania Avenue is the primary east-west corridor through Weirton characterized by a mix of stand-alone commercial and residential uses. Many of the existing parking lots flow into the roadway, creating safety concerns for both pedestrians and vehicular traffic. The 2000 Comprehensive Plan encourages coordinated redevelopment of commercial activities into “nodes” of activity. The intent is to create neighborhood centers and improve traffic flow with coordinated curb cuts and shared parking lots. The plan also encourages the City to work closely with the West Virginia Department of Highways to include pedestrian amenities, connecting with adjoining neighborhoods, as part of the State’s \$11 million Pennsylvania Avenue improvements program. The net result of such a “partnership” is significant infrastructure improvements at little cost to the City and considerable benefit to residents.
- G. *Colliers Way & Pennsylvania Avenue District.* The Colliers Way and Pennsylvania Avenue intersection was also used to promote the concept of consolidating commercial activities along Pennsylvania Avenue in an effort to reduce vehicle access points along the corridor. At this location there is an opportunity to create a walkable professional/commercial district, connected via enhanced roadway crossings and public realm landscaping. The corner also allows for a signature feature as travelers cross the Pennsylvania-West Virginia state line.

In addition to these specific area recommendations made above, several general recommendations are made for the City. Weirton’s neighborhoods are one of Weirton’s greatest assets to build upon. The 2000 Comprehensive Plan encourages the preservation of these neighborhoods and the revitalization of declining neighborhoods, particularly in the downtown district through increased home ownership and improved enforcement of existing regulations. The 2000 Comprehensive Plan also makes parks and

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recreation recommendations that respond to changing needs and meet the requirements of an aging population and today's youth culture. The natural features that define the Weirton landscape should also be maintained as open space buffers from costly impacts. Finally, the 2000 Comprehensive Plan also encourages the attraction of high-tech business and industry into the Three Springs Business & Industrial Park, creating a significantly diversified economic base for Weirton to be competitive into the 21st Century.

BUILDING FOR THE FUTURE: A NEW START

Weirton will not be transformed overnight. However, through relatively modest commitments made today and dedicated community leadership, the City can achieve the goals outlined here and rebuild within a generation. The community need only embrace a few simple principles summarized by the acronym START: **S**et a Direction, **T**ake Simple Steps, **A**tract New Partners, **R**einvest for Success, and **T**ake the Long-Term View.

Set a Direction: If the community chooses a direction and sticks to it, it can shape a future for itself. If it doesn't set a direction, or doesn't hold to it, Weirton's future will be dictated to it by outside forces.

Take Simple Steps to Get Started: Even the most ambitious future can be realized if the City starts taking a few simple steps and keeps moving towards its vision. For example, Pennsylvania Avenue improvements are going to happen with or without a plan. It would be relatively simple and inexpensive for the community to proactively work with the State Highway Department to ensure that those improvements move Weirton closer to its own vision for the future. The redevelopment of key areas can be achieved by "priming the pump". Examples include building the port and intermodal district as a catalyst, which in turn will lead to the Gateway Trade Center. By restructuring Three Springs Drive, the desired regional retail will occur because the infrastructure capital exists to serve it. On the other hand, development on Colliers Way will occur because of market forces. But the City can influence the development pattern by establishing zoning regulations which reflect the preferred character. By stringing together a series of such small steps, Weirton can make giant strides toward realizing its future.

Attract New Partners - In the past, Weirton Steel was the only partner Weirton needed for prosperity. In order to succeed in the 21st Century, the City must be prepared to build new relationships with state and federal agencies, private investors, and others.

Reinvest for Success - The only way to make this plan effective and affordable is by expanding the professional staff to effectively build new partnerships, manage new projects, and tap into grants programs and other resources. Over the long-term, this reinvestment in staff capacity should more than pay for itself.

Take the Long-Term View - The Pittsburgh metropolitan area is slowly extending to the Weirton area. If the community can maintain a long-term commitment to quality development, it can reestablish itself as a community of choice for the high-wage industries of the 21st Century. The entire community must work together to ensure that long-term benefits of quality development are not sacrificed for short-term gain associated with low-cost growth.

The choices presented by this plan are worth considering because the legacy of Weirton is worth saving. By choosing among these alternative futures, Weirton's citizens can assure that over the next generation, "the City forged by Steel" will assume its rightful place in the 21st Century. All they need to do is realize that their vision is "START."

I. INTRODUCTION

A. *The Community Planning Process*

Planning activities play an important role in stabilizing a community, directing growth in a beneficial and controlled manner, and defining redevelopment opportunities. The Comprehensive Plan is a planning tool by which the City of Weirton can identify its needs and establish a vision for its future. The comprehensive plan process provides a means for the City to reposition itself to meet the needs and demands of a restructuring economy, respond to changing land use values, and connect the city with transitions in demographic trends. The plan is developed in a coherent method, based on economic rationalism, that provides the city leaders and residents with the guidance to think through a number of issues concerning the city's future. When completed, the document will be used by the city to set direction, allocate resources, and define alternative courses of action in the future.

The comprehensive planning process begins with an inventory and analysis of the city and its environs. Development of the inventory involves information gathering at both the local and regional levels with regard to land use patterns, economic and demographic trends, environmental features, and utility and transportation networks. These components are then linked and mapped, using Geographic Information Systems, a state of the art mapping tool, which allows for visual analysis in conjunction with traditional community analysis techniques.

In order to develop a citizen-influenced plan, the comprehensive planning process has drawn on a high degree of local community involvement, including city residents, local business leaders, city staff, and elected and appointed officials. The process was opened with a planning seminar targeted at the City Council, Planning Commission, and the Comprehensive Planning Sub-Committee, a committee appointed by the Planning Commission representing a cross-section of interest groups in the City to assist in development of the 2000 Comprehensive Plan. The purpose of the seminar was to educate participants about basic concepts of community planning, its potential benefits, and its relationship to implementation tools such as zoning, subdivision regulations, economic development programs, and capital facilities programs.

The planning seminar was followed by a series of meetings that included a "Citizens' Forum", focus group meetings, Neighborhood/Ward meetings, and one-on-one interviews with city and business leaders. The "Citizens' Forum" was a general invitation to the community and was designed to set the stage for the Comprehensive Plan. The purpose of the meeting was to explain the Comprehensive Planning process; why the plan was needed; what the process will accomplish; how it will be used in the community; and how and why it is important for the public to participate as a vision for the future of Weirton is developed.

After the community became familiar with the Comprehensive Planning process, a series of focus group meetings and work sessions took place. The intent of these meetings was to gain further insight from those who have the greatest amount of knowledge in those specific topic areas, such as recreation, the downtown merchant community, and utilities and infrastructure, among others. More specifically, the outcomes of the meetings provided insight about what is working and what needs special attention for improvements. Following the focus group meetings, a series of neighborhood meetings, grouped by Wards, was completed. The Saratoga Associates, Department of Development staff and members of the Comprehensive Plan Sub-Committee facilitated these meetings. During the neighborhood meetings, residents were encouraged to discuss issues specific to their neighborhoods, including what works and what needs improvement. Topic areas included: Housing and Neighborhoods; Recreation, Environment, and Open Space; Transportation and Infrastructure; Commercial Districts and Corridors; and Economic & Industrial Development. One-on-one interviews with city and local business leaders, as identified by city staff, were also conducted to determine their concerns and vision with regard to the future of the community. These interviews included developers, homebuilders, major landholders, local retail storeowners, the mayor and city manager, and other city department heads and personnel.

In addition to the various community outreach meetings noted above, a community survey was mailed to 900 randomly selected community residents. The purpose of the survey was to further identify citywide issues and residents preferences for the future of Weirton. The survey results were used to help develop the Comprehensive Plan goals and policies. The Saratoga Associates developed the survey in conjunction with the Comprehensive Plan Sub-Committee and the City Economic Development Department. A copy and summary of the survey findings is provided in Appendix C.

After a complete understanding of local and regional trends was developed, specific recommendations were made for successful revitalization within the city. These recommendations were then presented to the community and catalytic projects were identified. These catalytic projects are distinguished as both short and long term projects, collectively leading to an improved quality of living for the city residents of today and future generations.

II. Inventory and Analysis

Purpose

Comprehensive planning is an orderly process by which a community identifies its needs and establishes goals and objectives to provide guidance for the community's future. Community needs, goals, and objectives are generally based on existing conditions.

The purpose of the Inventory and Analysis is two-fold. First, existing conditions are documented, providing an overview of the physical, environmental, and economic and demographic characteristics of the city. The purpose is to create a baseline understanding of the setting. Second, the Inventory and Analysis identifies areas of opportunity and need in order to identify where change is occurring that warrants adjustment in city land use policies.

Method

The information presented in this section was developed through a variety of data collection techniques. To establish a firm and clear direction for the comprehensive plan, a significant amount of time and effort was spent conducting community participation activities including stakeholder interviews with local business and community leaders, focus group meetings, and neighborhood/ward meetings, as described in Chapter I. Additionally, a community-wide survey was mailed to 900 randomly selected residents. Interviews were held with current city leaders, and county and regional representatives. Finally, a review of existing documents and our own research was used to develop a comprehensive understanding of the issues and opportunities the City of Weirton must address as a component of the Comprehensive Plan.

A. Historical Development

Early European settlement of the City of Weirton began in the late 1700s, when pioneers discovered the rich Alluvial soils that provided favorable farming lands. Other pioneers identified additional value in the lands natural resources like coal, clay, iron ore, gas, limestone, flagstone, and trees. These early settlers first identified the area as Holliday's Cove. In 1776, Fort Holliday was built in the vicinity of Cove Road and Harmon Creek. During the American Revolution Fort Holliday was a supply depot for the Continental Army.

Following the American Revolution, Holliday's Cove became a small hamlet that served the needs of local farmers. Some of the popular crops grown by early settlers like Harmon Greathouse included wheat, rye, corn, oats, and Irish potatoes. Important by-products of these crops included whiskey, maple syrup, and sugar. The first to realize the value of the natural resources was Peter Tarr, who in the 1790s used the iron ore, limestone, and wood to make iron for cannon balls and pots and pans. Holliday's Cove

was located in the heart of the “Sheep Belt.” Consequently, in the 1860s entrepreneurs surrounding Holliday’s Cove turned to wool to replace corn whiskey as the primary commercial enterprise. By the 1870s wool prices began to fall and these same entrepreneurs turned again to the agriculture industry producing grains, corn, and fruit. Because of the geography of the region, apple orchards became a popular crop.

With the advent of the steamboat and railroads in the mid- to late 1800s, the Holliday’s Cove area began its transformation from a farming and agricultural community into an industrial giant. By the early 1900s, industrialist E.T. Weir saw an industrialized future for the area. In 1909 “E.T. Weir looked down at the Valley’s fields of wheat and acres of fruit trees and envisioned an integrated steel mill.” By 1912, Holliday’s Cove incorporated for fear of losing its identity to the ever-growing Weirton. By the early 1920s, Holliday’s Cove had developed from a farming community to a residential community, due primarily to the growing steel operations. Nonetheless, on April 1, 1947 the City of Weirton became incorporated by four communities merging: the incorporated Towns of Holliday’s Cove, Weirton Heights, and Marland Heights, and unincorporated Weirton.

Housing construction in the Weirton area fluctuated with the events of the times. The majority of the earliest housing was constructed in close proximity to the mill. However, many of the Weirton Steel executives lived across the Fort Steuben Bridge in Steubenville, Ohio. Then, when the automobile became affordable, increased housing development began to spread east to more suburban neighborhoods, especially in areas along main routes of travel, like Pennsylvania Avenue, Penco Road, and more recently, Three Springs Drive and Colliers Way. By 1978, Weirton Steel operations had grown to be so large that many north Weirton neighborhoods had been bought by WSX for additional parking and new facilities. Consequently, many of these residents moved to Marland Heights and Pleasant Valley, a small community just north of Weirton.

Throughout much of the 20th Century Steubenville, Ohio was considered the commercial and financial center, while Weirton played its part as the industrial force. However, in recent times Weirton has become recognized as the commercial center with new 1990s-style developments such as Wal-Mart, K-mart and the Kroeger grocery chain along the Three Springs Drive corridor. Much of this recent development has been the result of the construction of Veteran’s Memorial Bridge in 1990, and then in 1993 the opening of U.S. Route 22, which provided an easy automobile connection between the City of Weirton and Pittsburgh, Pennsylvania. Both U.S. Route 22 and Veteran’s Memorial Bridge will certainly play a significant role as the City of Weirton begins to redefine its future.

Weirton's history is entwined with the rise and fall of American heavy industry. Founded by steel magnate Ernest Weir in 1909, this city, like the steel industry that fueled its growth, is engaged in a long-term transition to an information-driven, globalized economy.

Beginning with the energy crisis of the 1970s, much of the American steel industry has been besieged by new competitive pressures arising from profound economic and technological changes. In the 1980s, Japanese mills began capturing significant market share in America with pricing policies often characterized as “dumping.” At the same time, several domestic producers looked to new technology to create the so-called “mini-mills” that used supplies of scrap metal to produce cheaper steel. By the end of that decade, the emergence of thin-slab casting technology enabled these smaller mills to directly compete in the flat rolled steel market. As demonstrated below, current economic and demographic conditions in the City of Weirton mirror many of these changes occurring in the emerging global economy.

B. Demographic and Economic Analysis

A baseline projection of demand for a number of land uses is based on the area's population and economic development condition. The demand for land uses will be predicted based on population, number and size of households, age groups, household income, and employment by job category, among others. The purpose of this section is to establish the economic and demographic base of the city to support various development opportunities.

Current Conditions:

This section provides an overview of the current conditions and trends affecting the City of Weirton. It examines trends in the areas of population, income and poverty, and education and the labor force to define the current demographic and economic character of Weirton. This analysis draws upon data from the 1990 US Census, more recent population estimates compiled by the Census Bureau, and population projections secured from the GeoLytics Census CD+Maps commercial database.

In order to understand Weirton's condition, it is necessary to understand its geographic and economic context. Consequently, this analysis compares trends for Weirton against four other geographic areas. This includes the three-county area surrounding the city. This area (comprised of the West Virginia counties of Brooke and Hancock, along with Jefferson County in Ohio) provides a local basis of comparison. In addition, this analysis also includes data from three large metropolitan areas: Pittsburgh, Cleveland, and Columbus. They are included both because of their geographic proximity and because each one of them has experienced various degrees of economic redevelopment during the 1990s. As such, these areas are used as a preliminary gauge to determine the extent to which Weirton is poised to participate in its own economic renaissance, either by redeveloping its own economic base, or by becoming more closely integrated with a larger metropolitan area like Pittsburgh. These metropolitan areas will also be the focus of a more in-depth analysis of economic opportunities to be conducted in the next phase of the planning process.

The following sections provide a summary of the analysis of economic and demographic data conducted for the phase of the plan. The figures referred to in the text can be found in the appendix. The appendix contains all graphs developed for this analysis.

Weirton's population change reflects the ongoing economic transformation of the city. By 1998, the City of Weirton was estimated to have a population of 21,206. As shown in Figure A-1, this represented a 4.1 percent decline from 1990. This drop was not as sharp as the 5.6 percent decline in the Brooke-Hancock-Jefferson region, but was considerably more than the one percent decline experienced by the Pittsburgh metropolitan area. During this same time-period, the Cleveland and Columbus metropolitan areas grew by 1.8 percent and 9.6 percent respectively.

A review of the underlying population dynamics helps explain the differences among these locations. There are three major contributors to population change:

1. natural increase (the extent to which deaths in the population are offset by births);
2. domestic migration (the extent to which people moving in from elsewhere in the US offsets any population loss by residents moving from the area to elsewhere in the US)
3. international migration (the extent to which people coming from other countries offsets any population lost as people leave to go overseas.)

While detailed data is not available for the City of Weirton, the three-county region shows a distinctly troubling pattern. It lost population through domestic migration, international migration, and a negative “natural increase” (i.e., deaths exceeded births). This is an indication of the high toll the area is paying for economic stagnation. Pittsburgh fared somewhat better. While the Pittsburgh area lost residents through domestic outmigration, its international migration and natural increase produced no net loss or gain. Births replaced those residents who passed away. Immigrants replaced residents who left the country. On the other hand, the Cleveland metropolitan area showed a strong natural increase and slight international immigration. Columbus added population through domestic migration, international migration and natural increase. In both cases, these Ohio metropolitan areas are showing growth and a dynamic interchange of population with other parts of the country and of the world.

Given the negative rates of natural increase in the Weirton area, it is reasonable to expect that Weirton’s population would be older than the surrounding areas. As shown in Figure A-4, even before the population changes of the 1990s, the City of Weirton had a population which had a lower concentration of residents under 24 than the three-county area or any nearby metropolitan areas. Its over-65 population is also larger than any of the surrounding areas. The trends of negative natural increase and steady outmigration during the 1990s suggest that the age gap between Weirton and the surrounding metropolitan areas probably accelerated in the last decade. According to projections from the GeoLytics Census CD database, Weirton is expected to maintain its relatively high concentrations in the over-65 population at least through the first years of the next decade. (See Figure A-5.) That fact that the three-county area shows no natural increase has serious implications for Weirton. The population is aging in place and not being replenished by new births or in-migration. As will be discussed below, this has serious implications for several aspects of Weirton’s future.

The data on income and poverty suggest that, despite the economic hardships facing the city, it has avoided some of the worst problems that have plagued the large metropolitan areas and have also affected Steubenville. According to Figure A-6, the City of Weirton had a level of per capita income comparable to the Pittsburgh metropolitan area in 1990. It led Pittsburgh in median family income and median household income, and had virtually the same per capita income as Pittsburgh. On the other hand, the Cleveland and Columbus metropolitan areas surpassed Weirton in all three of these measures. An

examination of the distribution of household income suggests that the two Ohio metropolitan areas generated a higher median than Weirton by maintaining a slightly higher concentration of households in the \$25,000-to-\$50,000 range. Note that despite lagging in median household income, Weirton does have a relatively high concentration of households with incomes between \$50,000 and \$75,000.

While Weirton has suffered from significant economic dislocations, it does not have the same large areas of low-income neighborhoods that are found in Cleveland, Columbus, or Pittsburgh. It is not surprising, therefore, that Figure A-8 indicates that Weirton's poverty rate is well below those metropolitan areas. The city's poverty rate is also well below the three-county area, indicating that, despite hard times, Weirton has still be able to provide its residents with relatively better economic prospects than in the immediate area. The low poverty rate may also be a function of the relative social stability of the city. For example, one catalyst for increasing poverty is growth in female-headed households. Such households often lose any support from the male parent and must rely solely upon the mother's earnings. As shown in Figure A-9, Weirton has a lower rate of female-headed households than elsewhere.

It is worth emphasizing that, despite the severe economic dislocations suffered by the city, it has avoided much of the social pathology associated with increased poverty. This is a clear indication that the traditional manufacturing pay and pensions have helped the city avoid much more dire economic dislocation. It also speaks to the resiliency of the social fabric of the city's people and neighborhoods.

Weirton's educational attainment and occupational make-up reflect its long history as a steel mill town. In 1990, forty-one percent of the city's population over 25 had only a high school diploma. While Weirton's work force outperformed the three-county area in this respect, Cleveland, Columbus and Pittsburgh all had fewer residents with only a high school degree. According to the 1990 Census, Weirton did have a relatively high number of residents who had attained an associate degree (6.1 percent of those over 25). Nonetheless, it trailed behind the three metropolitan areas in the percent of population that had either a bachelor's degree or a graduate or professional degree.

The occupational make-up of Weirton's work force reflects this educational disparity. (See Figure A-10.) The proportion of residents employed in management and/or professional/technical positions trailed far behind all three metropolitan areas, and was even slightly lower than the Brooke-Hancock-Jefferson County area. On the other hand, Weirton showed a high concentration in precision craft and machinery operating occupations as well as material transporting and handling occupations.

The comparisons with the metropolitan areas are particularly telling. With varying degrees of success, the metropolitan areas of Cleveland, Columbus, and Pittsburgh have all transformed themselves to post-industrial, information-age economies. This was already reflected in their educational levels and occupational employment patterns in 1990. The data make it clear that, at least as of 1990, the educational levels and work force experience of Weirton's residents were still geared to participate in a traditional manufacturing economy. On the other hand, each of the "rust belt" metropolitan areas has

already changed its educational and occupational composition in response to the demands of the information economy. This suggests that Weirton may face some significant challenges if it also wishes to join these metropolitan areas in participating more closely in the information-age economy.

The long-term stagnation and aging of Weirton's population affects the nature of the housing stock available in the community. The city has a slightly higher concentration of 1- and 2-person households than the three-county area or three nearby metropolitan areas. (See Figure A-12.) At the same time, as shown in Figure A-13, the city's housing stock is somewhat concentrated in 3-bedroom units. This may be due to couples "aging in place," living by themselves during their senior years in the same three-bedroom houses in which they raised their families. This length of tenure contributes to neighborhood stability in Weirton. On the other hand, it can become a problem if the senior citizens lack the energy or means to maintain these larger, aging structures. In fact, one-quarter of all Weirton's households consist of householders over 65 living either by themselves or with their spouse. This is slightly higher than the rate in the three-county area or in the Pittsburgh metropolitan area where about 22 percent of houses are similarly occupied. It is much higher than the percentage of similar households in either Cleveland or Columbus.

This aging of the population could place a serious strain on the city's housing stock. Over 60 percent of the city's housing stock was built before 1960, mostly during the post-war boom of the 1950s. (See Figure A-16.) While this is somewhat comparable to the age of housing in Pittsburgh and Cleveland, both of those metropolitan areas have had higher rates of natural increase than the Weirton area and consequently, they have lower concentrations of householders over 65. Weirton's unique combination of an aging population and an aging housing stock increases the risk of significant areas of deterioration in the existing housing stock.

Conclusion: Balancing Stability and Change

One of the common themes to emerge from the review of the demographic and economic conditions in Weirton is stability. The city's population is stable. The relatively low rates of female-headed households and poverty suggest that, in many ways, the city's neighborhoods have maintained a fair amount of stability despite economic hardship. As Weirton's population has "aged in place," its work force has maintained the work ethic and skills that made it a manufacturing powerhouse. At the same time, there has been a dramatic change in the rules of the economic game. At such a time, stability can come at a high price.

In the last fifty years, information has replaced steel as the most important ingredient in the economic success of nations. Even if Weirton were to recapture its position in the steel industry, workers must learn new skills, new kinds of support industries must be attracted to the area, and the city must reshape itself to meet these new realities. Alternatively, Weirton may wish to join Pittsburgh and Cleveland in seeking a new role in the economy that moves away from its traditional manufacturing base. In any case, if

Weirton wishes to regain the prosperity that supported generations of growing families, there will be changes in where and how people work in the community.

One outcome of this planning process will be a series of choices about how Weirton will find its place in this new economy. Will it remain a Steel city? Will it become a bedroom community for the Pittsburgh metropolitan area? Will it follow the examples of the Pittsburgh, Cleveland and Columbus areas and develop a new economic base of its own to replace steel? What changes will this require in Weirton's transportation systems and infrastructure? Is the current housing stock capable of attracting and meeting the needs of a new generation of workers? How should it be reconfigured? And how can these changes be made in ways that preserve and strengthen the community character and quality of life valued by Weirton's residents?

In order for Weirton to continue to provide the community life its resident's value, the city requires a renewed economic base, a growing population of younger workers along with the services they need to maintain their homes and raise their families. As this analysis indicates, in order to keep what is good about Weirton, things must change. The purpose of this plan is to anticipate what the changes might be and to assist the community in making intelligent choices to prepare for their future.

Findings:

- Population has remained virtually unchanged throughout the decade.
- Manufacturing employment is almost half of all those working in the two-county area in 1995.
- The greatest concentration of jobs is in clerical positions. The second greatest concentration is in precision craft occupations, followed by machine operator positions.
- Weirton has a lower proportion of residents in administrative, professional and technical positions than West Virginia as a whole.
- Weirton has a lower high school drop out rate than the state and surrounding two county area.
- Weirton has a highly unionized labor force.
- Weirton has a high senior population.
- Weirton has a higher concentration of 3-bedroom houses, indicating past demand for "starter homes" for young families. Consequently, Weirton may have some excess capacity in its housing stock.

C. Land Use Development Patterns and Development Regulations

A fundamental type of information that must be collected as the basis for preparing a comprehensive plan has to do with the physical character of the land itself. This includes information about how the landscape is currently built upon and the physical constraints of the land. Understanding this information illustrates future development opportunities and limitations. To understand land use development patterns and current zoning in Weirton, a Geographic Information System (GIS) was used to digitally map existing conditions. These maps were developed from digital data supplied by the City of Weirton Economic Development Department.

Current Conditions:

The LAND USE map following page II-10 illustrates current land use patterns in the City of Weirton. Major land use changes in the City of Weirton have occurred through the development of vacant tracts and through functional changes of already developed areas. Major residential developments occurred primarily on the city's east side. The most recent housing development has been along Colliers Way. This area along Colliers Way also represents a land bank for future development in the City of Weirton, as much of the land is currently open agricultural fields. New commercial development has occurred along many of the city's arterials such as Pennsylvania Avenue, Penco Road, and most recently, Three Springs Drive. Industrial activity has taken place in the Half Moon Industrial Park, portions of the north end of Main Street, and in the southeastern portion of the city including the recently developed Three Springs Business and Industrial Park.

Table C-1 below categorizes land use development by acreage for the City of Weirton. The most dominant constraint on development patterns in the City of Weirton is the topography of the land. As Table C-1 indicates, the Wild, Forested, Conservation Lands cover about 3,448 acres (32.94 percent) in the City of Weirton. This is primarily due to the steep topography of the land; because these areas are generally not developable, they have been categorized as forested.

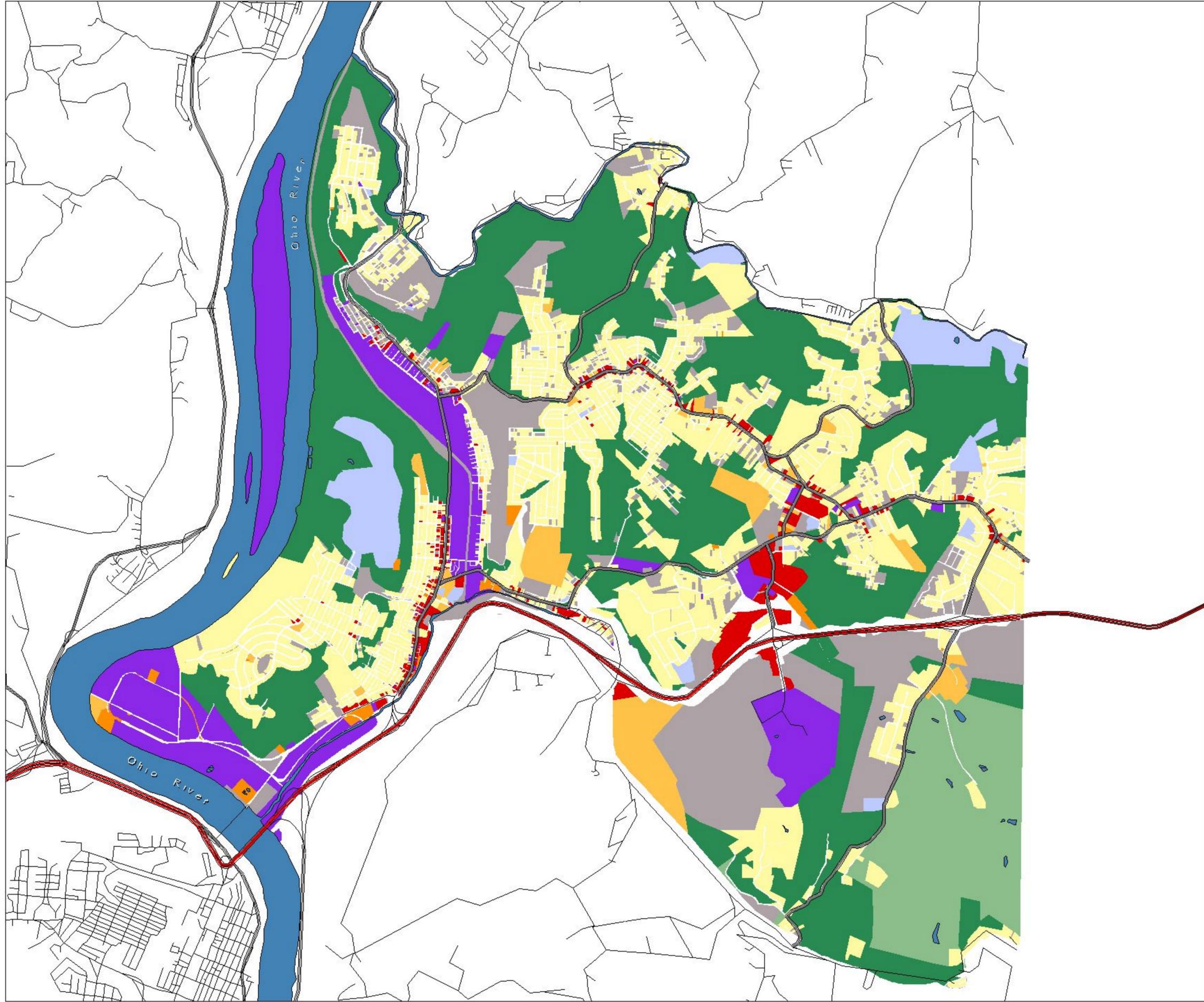
In terms of residential land uses, Weirton can be categorized in two ways. The western portion of the city has more traditional neighborhood principles such as smaller lots and is generally focused around community activity centers such as parks and schools. Large sections of the eastern portion of the city have developed in a more suburban character with greater setbacks and larger lot sizes. Residential development currently covers approximately 2,591 acres, or 24.75 percent of the land in the city. National averages for residential land use are closer to 40 percent. For a community with a relatively high level of steep slopes and a high amount of land dedicated to industrial uses, this figure does not seem

LAND USE MAP

FINAL DRAFT
CITY OF WEIRTON COMPREHENSIVE PLAN UPDATE
■
INVENTORY AND ANALYSIS
II-10

CITY OF WEIRTON

Comprehensive Plan



Land Use

-  Underutilized Parcels
-  Agricultural
-  Residential
-  Vacant Land
-  Commercial
-  Recreation and Entertainment
-  Community Services
-  Industrial
-  Public Services
-  Forested Lands

-  City Boundaries
-  County Boundaries
-  State Boundaries
-  Railroad
-  Local Roads
-  Primary Local Roads
-  State Roadways
-  U.S. Route 22
-  Streams, Creeks
-  Rivers, Lakes



SOURCE: WEIRTON DEPARTMENT OF ECONOMIC DEVELOPMENT

THE SARATOGA ASSOCIATES

LANDSCAPE ARCHITECTS, ARCHITECTS, ENGINEERS, AND PLANNERS P.C.
SARATOGA SPRINGS NEW YORK CITY BUFFALO BOSTON

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Map P 5906 1.10y

WEIRTON, WEST VIRGINIA

unusually low. If future development patterns along the Colliers Way corridor continue, the land dedicated to residential uses will certainly increase in Weirton.

Closer examination of the LAND USE map shows that the majority of the parcels fronting the main transportation corridors are developed for commercial purposes. Principal commercial districts are located along the Main Street corridor (U.S. Route 22 interchange to Virginia Avenue), Pennsylvania Avenue, Three Springs Drive, and to a limited degree, Penco Road. However, Pennsylvania Avenue has a combination of both commercial and residential uses. Other areas of commercial activity include small neighborhood commercial districts. These areas generally include small corner stores that serve the immediate neighborhoods, such as the convenient store located in Marland Heights. Table C-1 indicates that Commercial lands make up 2.1 percent of land development in Weirton.

Table C-1 City of Weirton Land Use Composition		
Land Use Category	Acreage	Percent of Total
Agricultural	822	7.85%
Residential	2,591	24.75%
Vacant	1,508	14.41%
Commercial	219	2.10%
Recreation and Entertainment	385	3.68%
Community Services	333	3.18%
Industrial	1,102	10.54%
Public Services	57	.54%
Wild, Forested, Conservation Lands	3,448	32.94%
Unknown	1	.01%
Total	10,466	100%

Since the 1950s and 1960s, commercial uses, which include office and retail, have been increasing. National Commercial land use ratios in 1955 were 3.32 percent for large cities and 2.54 percent for small cities. By 1992, these averages increased to nearly 10 percent. This is primarily a result of the increased requirements for parking. Many community standards require parking that effectively doubles the acreage of commercial land. 1992 figures published by the American Planning Association put the national commercial development percentage for small cities at 10 percent. These statistics suggest that Weirton is significantly below the national average. However, historically Steubenville has been the commercial and retail destination serving Weirton. Emerging trends along Three Springs Drive and Pennsylvania may change these statistics.

Table C-1 indicates that 14.41 percent of the land in Weirton is vacant, the third largest land use category by parcel. Some of these areas have hilltops that are relatively level and other types of developable slopes. However, many of them are restricted by accessibility. Notwithstanding these limitations, accessibility can be provided; land can be graded and moved to create level areas for development. However, such work can be immensely expensive and has environmental and aesthetic ramifications. Consequently, market conditions must be appropriate for this type of development to occur. Further analysis of this land is provided in the build-out analysis.

The steel industry has played a significant role in the development of the City of Weirton. Appropriately, industrially utilized lands have played a significant role in city land use development. Industrially used acreage makes up 10.54 percent of the overall development in Weirton. In small cities, the industrial land use ratio is approximately 7 percent. Two trends may have profound impacts on this statistic. First is the country's shift from manufacturing and other heavy industry to a service based economy. Second are the global impacts of the steel industry. If Weirton Steel continues to lose ground to emerging foreign competition, then much of this land will become underutilized and require significant redevelopment efforts. Areas that are dominated by industrial lands include the north end of Downtown Weirton, between Virginia Avenue and St. John's Road, and Freedom Way, particularly near the Half Moon Industrial Park.

Within the city, approximately 14 percent of the lands are classified as vacant. As discussed above, not all of these lands are considered developable due to the presence of steep slopes and other factors such as lack of infrastructure. To help understand the direction and potential magnitude of development/redevelopment of vacant and underutilized lands, a build-out analysis was conducted. The build out analysis examined selected variables such as lands with a slope between 0 and 16 percent (which is considered buildable), the current zoning, and proximity to the nearest water and sewer line. The intent was to determine the build-out based on current zoning, then assess the resultant impacts on the existing infrastructure and environment to resolve additional areas where growth can be accommodated.

A Geographic Information System (GIS) was used to analyze the features of the vacant lands. Using the GIS, the vacant lands with slopes between 0 - 16 percent and 17 - 24 percent were broken out and assigned the zoning code based on the zoning district in which they fell. Finally, the city's water and sewer line locations were overlaid onto the map to assess the proximity to infrastructure. The overall result helps provide clear direction as to the magnitude and potential for development/redevelopment.

The majority of the vacant lands falls within the R-2 zoning district and are scattered throughout the city. In examining the map, many of the parcels are small residential lots directly adjacent to subdivisions. There are, however, larger lots that may be able to be used for either residential development or be developed as a use that compliments the surrounding land use. The second highest category of vacant lands is primarily located south of Rt. 22 and is not zoned. Next, there are additional vacant parcels throughout the city that are zoned commercial and industrial.

Table C-2 summarizes the larger parcels and provides a description of current zoning, whether the land is also considered underutilized, in close proximity to sewer and water, adjacent land use, and any other characteristics that are worth noting.

**Table C-2
City of Weirton
Vacant and Underutilized Lands**

Parcel Location	Current Zoning	Considered Underutilized (y/n)	Proximity to sewer & water	Adjacent Land Use	Other Notable Characteristics
Old hospital at north end of city - St. Johns Rd.	R-2	Y	Both	Wild and Forested Lands and Residential	Surrounded by very steep slopes on three sides
Just west of Diamond Street	R-2	N	Sewer	Residential and Vacant	Portion of site has steep slopes.
North end of N. 10 th St.	R-2	N	Both	Wild and Forested Lands	Has steep slopes on north side
End of Theresa Dr. adjacent to Kings Creek	R-2	N	Both	Residential	Directly adjacent to Kings Creek. South of parcel has 17 - 24% slopes
North of Seneca St.	R-2	N	Both	Residential to the south; Wild and Forested to the north	Portion of parcel has 17 - 24% slopes
PA Ave. just up the hill from Main St.	R-2	N	Both	Industrial	Portion of slope has 17-24% slopes
Near corner of Cove Rd. and Penco Rd.	R-2	N	Both	Commercial and community service	Direct access to Cove Rd.

Parcel Location	Current Zoning	Considered Underutilized (y/n)	Proximity to sewer & water	Adjacent Land Use	Other Notable Characteristics
Various parcels near Colliers Way interchange; north side of Rt. 22	R-2	N	Both	Residential	Direct access to Rt. 22
End of Palomino Dr.	R-2 & Unzoned	N	Both	North - Residential ; East - commercial	Back side of Kroger Grocery Store, Center of site has 17-24% slopes
Freedom Way between Ingram Ave. and Gillette Ln.	R-2	N	Both	East-residential; west - Wild and Forested	North side of parcel has 17-24% slopes. Portion of parcel on Freedom Way zoned for M-1 and C-2
Large tracts of land just west of Three Springs Industrial Park	U	N	Both but not in close proximity	Industrial and Wild and Forested	Portions of site has 17-24% slopes, very steep slopes leading to Harmon Creek; No road access
Large tract of land just east of Three Springs Industrial Park and south of Rt. 22	U	N	Water	Industrial and Wild and Forested	Good access to Three Springs Drive and Rt. 22
Large tracts of land to the west of Angeline Estates and south of Rt. 22	U	N	Sewer	West - Wild and Forested; East - Residential	Alexanders Run on west side provides natural barrier to industrial area

Parcel Location	Current Zoning	Considered Underutilized (y/n)	Proximity to sewer & water	Adjacent Land Use	Other Notable Characteristics
Large tract of land east of Colliers Way, south of Rt. 22 and on the eastern city border	U	N	Water but not in close proximity	Medical and Agricultural	Directly across from Angeline Estates and surrounding hospital and other medical uses
Large tracts of land directly west of Angeline Estates	U	N	Both	Large lot residential	Tracts directly abut Angeline Estates and Serbian Club
South side of Colliers Steel Rd. and north side of Harmon Creek	U	Y	Sewer	Wild and Forested with some Residential	Tract directly abuts Harmon Creek and is only accessible from Colliers Way
Various parcels along Cove Rd. from Potomac St. to PA Ave.	C-2	N	Both	Commercial with very little residential	Tracts directly abut Cove Rd. and are in a recently developed commercial area
Various parcels along Cove Rd. from Holidays Cove to Overbrook Dr.	C-2	N	Both	Residential	Along Cove Rd. but in a somewhat residential area
Various parcels along PA Ave.	C-1	N	Both	Mixed Use	Service retail area with vacant storefronts

Parcel Location	Current Zoning	Considered Underutilized (y/n)	Proximity to sewer & water	Adjacent Land Use	Other Notable Characteristics
Large parcel on PA Ave. just west of Beech Rd.	M-1	Y	Both	Commercial with residential behind	Was used for storage of slag material
Various parcels on N. Main St.	M-1	Y	Both	Industrial	Was traditionally center of Weirton but buildings were torn down by WSA
Parcels in Halfmoon Industrial Park	M-1	Y	Both	Industrial	Two parcels provide direct access to the Ohio River

The majority of the larger parcels have access to infrastructure, or the water and sewer lines are in relatively close proximity. It is important to note that for some of the parcels, the surrounding land uses differ, which can offer choices in terms of future development.

Although the table above does not discuss parcels along Main Street, it is important to note that there are a number of underutilized parcels that can be considered for redevelopment.

Table C-3 below summarizes the number of acres of vacant lands for each zoning district. Using the city's zoning ordinance, the number of units per acre can be calculated. This exercise gives an indication of the potential build-out of lands that can be considered suitable for development.

**Table C-3
City of Weirton
Zoning Composition of Vacant Land**

Zoning District	Acres of Vacant Land	Potential Units
O (unzoned)	702.95	n/a
R-1	0.49	2.13
R-2	658.50	4,346.10
R-3	0.03	0.22
C-1	20.44	134.92
C-2	48.27	420.48
M-1	77.56	225.24
TOTAL		5,129.10

In terms of future build-out, as the land is currently zoned, the majority of the lands would be developed per the requirements of the R-2 zoning district, which allows 6,600 square feet per lot. Perhaps more significant, is the total vacant acres of land that is currently unzoned and therefore does not have a required minimum lot size. During the next phase of the comprehensive plan, three alternatives will be considered for the future development of the city. During this phase, the future use of the unzoned lands will be considered and discussed. These lands have the potential to play a critical role in the advancement of the City of Weirton.

Development regulations are tools used to shape the physical characteristics of a city. In Weirton, these regulations include: Zoning Code and Map, and Subdivision Regulations.

Weirton Zoning Code

The Weirton Zoning Code regulates land use under traditional zoning provisions. These traditional zoning provisions categorize land use by type (e.g. residential, commercial) into districts and allow for permitted uses and conditional uses. Conditional uses are permitted in zoning districts subject to certain requirements. Other traditional provisions include flood plain control.

Generally, the zoning ordinance can be characterized as cumulative, meaning that uses permitted in one district are permitted in subsequent districts. The Zoning Code establishes three broad zoning districts including residential, commercial, and manufacturing. Permitted uses in these districts are defined by Use Classes.

Residential Districts

The Zoning Code establishes three residential zoning districts requiring a variety of densities, lot sizes and types of land uses. These districts include:

- R-1 Low Density Residential

Permitted uses include single-family residential, customary and essential services such as home occupations, home gardening, and professional offices of persons residing on the premises.

- R-2 Medium Density Residential

Permitted uses include all of those listed in R-1 and two-family residential, townhouses, neighborhood commercial, social halls, clubs and lodges, and other appropriate public uses.

- R-3 High Density Residential

Same uses as permitted in R-2.

Commercial Districts

The Zoning Code establishes two commercial districts:

- C-1 Highway Commercial

Permitted uses include those listed in R-1, R-2, and R-3, with the exception of neighborhood commercial. Additional permitted uses include community retail and service such as department and variety stores, banks, and supermarkets; heavy commercial establishments such as warehousing and distribution centers; and entertainment establishments such as restaurants and bowling alleys.

- C-2 General Commercial

Permitted uses include those listed in C-1 with the exception of single-family residential and two-family residential.

Manufacturing Districts

The Zoning Code establishes one manufacturing district:

- M-1 Industrial

Permitted uses include those listed in C-2 with the exception of townhouses, multi-family dwellings, and social halls, clubs and lodges. M-1 additionally provides for such uses as manufacturing, laundering, and office and research parks.

ZONING MAP

FINAL DRAFT
CITY OF WEIRTON COMPREHENSIVE PLAN UPDATE
■
INVENTORY AND ANALYSIS
II-19

CITY OF WEIRTON

Comprehensive Plan

Zoning

- R-1 Low Density Residential
- R-2 Medium Density Residential
- R-3 High Density Residential
- C-1 Highway Commercial
- C-2 General Commercial
- M-1 Industrial
- Unknown

- City Boundaries
- County Boundaries
- State Boundaries
- Railroad
- Local Roads
- Primary Local Roads
- State Roadways
- U.S. Route 22
- Streams, Creeks
- Rivers, Lakes



SOURCE: WEIRTON DEPARTMENT OF ECONOMIC DEVELOPMENT

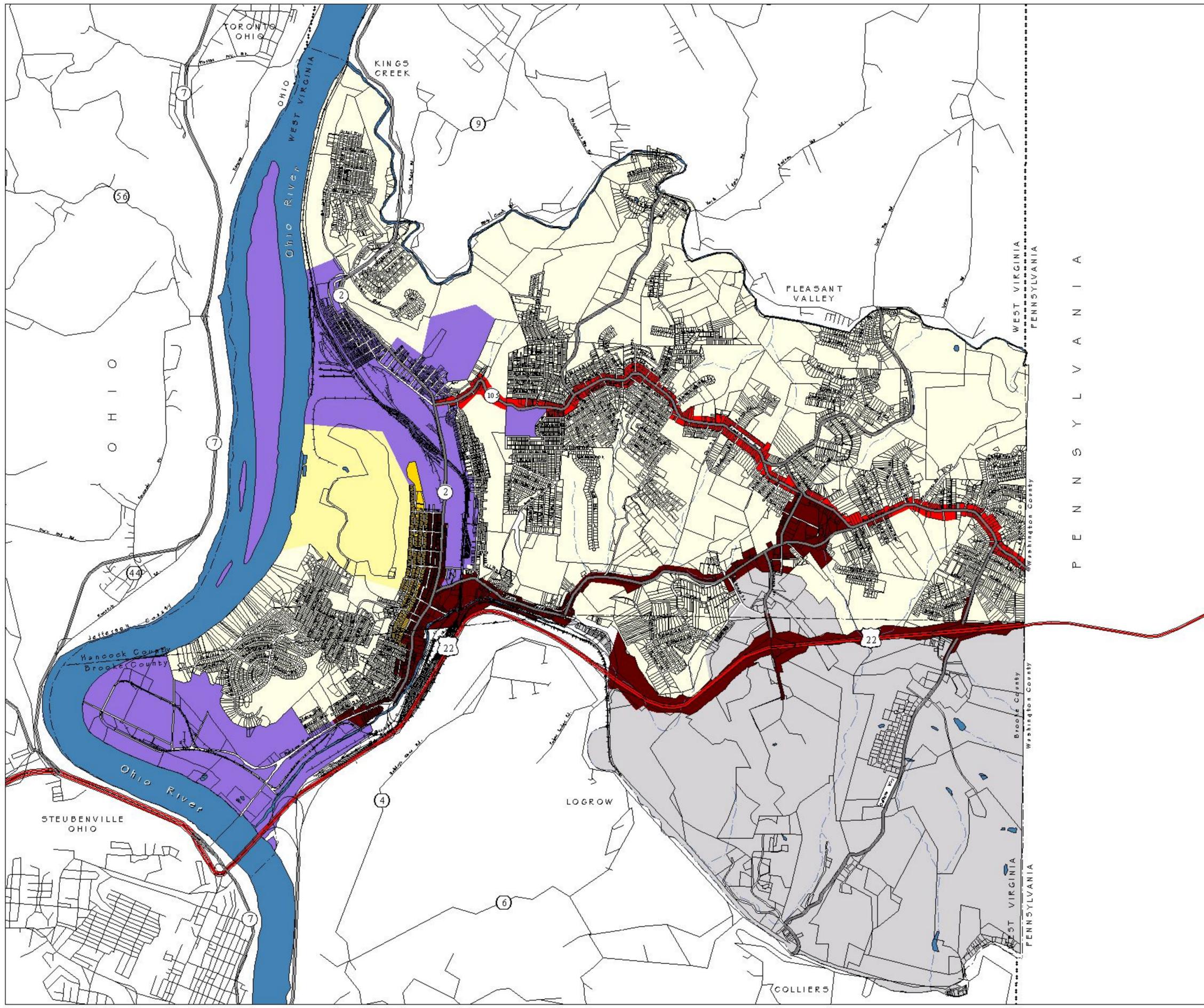
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WEIRTON, WEST VIRGINIA



Zoning Map

The city's zoning districts are mapped on the ZONING map following page II-19. Residential districts account for about 55 percent or 5,747 acres of the city's zoned area. The largest percentage of residential zoning is the R-2 district encompassing about 5,310 acres. The manufacturing district occupies about 14 percent of the city and commercial districts cover about 26 percent. The largest percentage of business and commercially zoned areas is General Commercial (C-2) with about 340 acres. As previously noted, the southeast portion of the city is unzoned. The total acreage of this area is about equal to 2,682 acres, or about 26 percent of the overall land in the city.

Findings:

- Steep slopes will limit areas for development. However, when market conditions are appropriate, these areas can be developed for large-scale projects, typically high-rise office space.
- The large area of undeveloped land, locally known as the Starvaggi Farm, is currently unzoned. This area is one of the few remaining areas in the city with relatively flat land, and the some existing sewer and water extension lines. Without proper planning, this area may be inappropriately developed and become a fiscal burden for the city.
- Some lands along the Ohio River waterfront appear to be underutilized and have not changed with changes in the global economy. Further investigation and analysis of the waterfront land needs to be completed to determine what uses may more appropriately be developed. However, some of the industrial uses along the waterfront may be barriers to waterfront access for recreational uses.

D. Housing and Neighborhoods

It can be anticipated that in the future single-family housing development will continue to be the preferred type of housing development in Weirton. However, as the population continues to age, living arrangements are going to need to be developed to meet the needs of this age group. As new housing is developed in Weirton, it will be important to consider the issue of “quality of life.” This will hold especially true if Weirton chooses to become a bedroom community to Pittsburgh. Consequently, concentrating on the development of the public realm may hold the most potential for Weirton maximizing its share of the future housing development market. Investments made in public amenities like bicycle paths, improved landscaping along major arterial highways, street trees, sidewalks, public parks, and open spaces, when viewed collectively, create an inviting and enjoyable environment in which to live. These types of investments will make a significant impact on future generations as they make their choices of which community to live and raise families.

The following section describes the general characteristics of Weirton’s neighborhoods on a ward basis. The WARDS map following page II-30 illustrates the boundaries of each ward.

Ward 1

Ward 1 is located in the western half of the City of Weirton. A segment of the district branches to the south, between Wards 4 and 6. The entire ward is located in Hancock County. Wards 4 and 5 to the west, and Wards 2 and 6 to the east border Ward 1. The northern boundary is defined by Kings Creek.

Generally, steep sloped areas, which are zoned R-2, characterize the core portion of the approximately four and one-half square mile ward. The northwestern and southeastern portions of the ward are generally made up of residential land uses, including some recreational and community services. These areas are located within R-2 zoning districts.

The western border of Ward 1 is used primarily for Weirton Steel operations, and is zoned C-1. The ward is generally serviced by W. VA. Route 2 and W. VA. Route 105 (Pennsylvania Avenue). The primary land use along Pennsylvania Avenue in this ward is residential, though zoned for commercial uses, C-1.

Calculations from 1990 Census data indicates that approximately 3,298 residents live in Ward 1. Of those residents, 2,650 (80 percent) live in owner occupied homes; the remaining 648 (20 percent) residents reside in rental units. Based on 1990 Census data, Ward 1 has approximately 1,396 housing units. Of those units, 1,288 (92 percent) are occupied and 108 (3 percent) are vacant. The median year for home construction in Ward 1 is 1954. The majority of these homes, 776 (55 percent), were built between 1940 and 1960. Based on 1990 Census data, only 30 new homes were constructed in Ward 1

between 1980 and 1990. The majority of the homes in Ward 1, 778 (55 percent) are 3 bedroom residences, followed by 2 bedroom units, 348 (25 percent). Combined, two and three bedroom units make up 80 percent of the housing stock in Ward 1.

Ward 1 1990 Housing Characteristics								
1990 population	3299		Number of Bedrooms Per Household					
Total Housing Units	1396		No Bedrooms	1	.1%	3 Bedrooms	778	55.7%
Occupied	1288		1 Bedroom	115	8.2%	4 bedrooms	138	9.9%
Vacant	108		2 Bedrooms	348	24.9%	5 Bedrooms	16	1.1%
Median Year Housing Built	1954							

Source: Based on 1990 U.S. Census Data

Ward 2

Ward 2 is located in the north-central section of the City of Weirton. Ward 1 borders the ward to the west, Wards 6 and 3 to the south, and Ward 7 to the east. The northern boundary is determined by the northern city limit, Kings Creek. Ward 2 is located in Hancock County.

The majority of the approximately eight and half square mile Ward 2 is characterized by residential properties, the majority of which are single-family. The primary east-west arterial in the ward is Pennsylvania Avenue. However, the thoroughfare only provides movement along the southern portion of the ward. North-south access through Ward 2 is provided along North 12th Street, connecting with Kings Creek Road. Located in the northern portion of the ward, along Kings Creek, is a community park, locally known as the Weirton Baseball Field. The properties fronting Pennsylvania Avenue are a combination of commercial, community services, and residential uses.

Calculations from 1990 Census data indicates that approximately 3,104 residents live in Ward 2. Of those residents, 2,483 (80 percent) live in owner occupied homes; the remaining 547 (20 percent) residents reside in rental units. Based on 1990 Census data, Ward 2 has approximately 1,272 housing units. Of those units, 1,231 (97 percent) are occupied and 41 (3 percent) are vacant. The median year for home construction in Ward 2 is 1955. The majority of these homes, 784 (62 percent), were built between 1950 and 1960. Based on 1990 Census data, only 34 new homes were constructed in Ward 2 between 1980 and 1990. The majority of the homes in Ward 2 are 3 bedroom residences, 592 (48 percent), followed by 2 bedroom units, 434 (34 percent). Combined, two and three bedroom units make up 82 percent of the housing stock in Ward 2.

Ward 2								
1990 Housing Characteristics								
1990 population	3104		Number of Bedrooms Per Household					
Total Housing Units	1272		No Bedrooms	4	.3%	3 Bedrooms	592	46.5%
Occupied	1231		1 Bedroom	41	3.2%	4 bedrooms	178	14%
Vacant	41		2 Bedrooms	434	34.1%	5 Bedrooms	23	1.8%
Median Year Housing Built	1955							

Source: Based on 1990 U.S. Census Data

Ward 3

Ward 3 is located in the eastern most portion of the City of Weirton. The ward is surrounded by the West Virginia/Pennsylvania border to the east, Ward 7 to the northeast, Ward 2 to the north, and Ward 6 to the west. The municipal boundary makes up the southern border. The ward is divided in half by county lines: Hancock County to the north and Brooke County to the south.

Ward 3 is the largest ward in the city, covering about 12.5 square miles. Ward 3 also includes the largest portion of undeveloped land; presenting the potential for strong future development pressures. Ward 3 includes two interchanges off U.S. Route 22; one at Colliers Way, the other at Three Springs Drive, both of which are main thoroughfares through the ward. Two other significant thoroughfares include Pennsylvania Avenue and Penco Road.

As noted above, the southern portion of Ward 3 is located in Brooke County. The majority of this area is undeveloped. The city's current zoning map illustrates that the land south of U.S. Route 22 is un-zoned. The area has small pockets of new residential development, most notable being Angeline Estates, located along Colliers Way. Other notable land uses within the southern portion of Ward 3 include Three Springs Business and Industrial Park, located at the southern end of Three Springs Drive, and Weirton Medical Center, located along Colliers Way. A large tract of undeveloped land is located along the west side of Colliers Way. This area is locally known as Starvaggi Farm.

As noted above, the northern portion of Ward 3 is located in Hancock County. The neighborhoods in this area of Ward 3 are characterized as being more established and stable. In more recent years, the Three Springs Drive and Penco Road corridors have experienced an upsurge of development, mainly big-box retail. Examples include a new Wal-Mart, Gabriel Brothers and a Kroger Supermarket.

Current zoning in the northern portion of Ward 3 is predominately R-2. The parcels fronting Cove Road from Potomac Street to the intersection with Pennsylvania Avenue are zoned C-2. Also zoned C-2 are the parcels fronting Penco Road. The triangular area bounded by Penco Road, Pennsylvania Avenue, and

Cove Road is zoned C-2. Generally, the parcels fronting Pennsylvania Avenue are zoned C-1, with exception of the triangular area as previously noted.

Calculations based on 1990 Census data indicates that approximately 4,592 residents live in Ward 3. Of those residents, 3,561 (78 percent) live in owner occupied homes; the remaining 1,008 (22 percent) residents reside in rental units. Based on 1990 Census data, Ward 3 has approximately 1,982 housing units. Of those units, 1,885 (95 percent) are occupied and 97 (5 percent) are vacant. The median year for home construction in Ward 3 is 1956. Ward 3 experienced consistent building during the 1950 to 1979 time frame. Approximately 1,281 (65 percent) homes were built between 1950 and 1979. The greatest concentration was during the 1950 to 1959 decade when 568 (29 percent) homes were built. The majority of the homes in Ward 3 are 3 bedroom residences, 592 (46 percent), followed by 2 bedroom units, 646 (33 percent). Combined, two and three bedroom units make up 79 percent of the housing stock in Ward 3.

Ward 3 1990 Housing Characteristics								
1990 population	4592		Number of Bedrooms Per Household					
Total Housing Units	1982		No Bedrooms	0	N/A	3 Bedrooms	920	46.4%
Occupied	1885		1 Bedroom	134	6.8%	4 bedrooms	252	12.7%
Vacant	97		2 Bedrooms	646	32.6%	5 Bedrooms	30	1.5%
Median Year Housing Built	1956							

Source: Based on 1990 U.S. Census Data

Ward 4

Ward 4 makes up about three square miles located in the western portion of the City of Weirton. Surrounding Ward 4 is Ward 5 to the west, the Ohio River to the south, and Ward 1 to the east and north. The ward is divided in half by county lines: Hancock County to the north and Brooke County to the south.

Ward 4 includes the primary gateway into the City of Weirton via U.S. Route 22 and access to Steubenville, OH. The main road through Ward 4 is W. VA. Route 2 (Main Street). Freedom Way connects the Half Moon Industrial Park with U.S. Route 22 and Main Street. Freedom Way also provides access into Steubenville, OH, connecting with Alternate Route 22.

The northern Hancock County portion of Ward 4 includes a large distribution of land used for Weirton Steel operations. The area is zoned M-1. West of Main Street, the majority of properties are occupied as residential neighborhoods. However, the parcels directly along Main Street are primarily commercial and retail operations, making up the Central Business District for the City of Weirton.

The parcels fronting Main Street, and two to three parcels deep, are zoned C-2 for the majority of the Main Street corridor. In the Hancock County portion of Ward 4, the parcels behind the C-2 district are zoned R-3. Ward 4 in Brook County is zoned M-1 in the Half Moon Industrial Park area. The parcels within the W.Va. Route 2 corridor are consistent with those in Hancock County, C-2 fronting Route 2 and two to three parcels deep. The parcels behind the C-2 district are zoned R-2.

Main Street can essentially be broken into three distinct districts, defined by existing business operations. The southern portion of Main Street, when entered from U.S. Route 22, is dominated by automobile oriented destinations, such as fast food restaurants, characterized by buildings constructed away from the sidewalks and large parking lots on each parcel. The Central portion of Main Street, between Marland Heights Road and Cove Road, includes more civic-based uses, such as the Thomas E. Millsop Community Center, City Hall, Post Office, and the Senior Center. Just beyond the Main Street/Cove Road intersection, buildings have been built closer to the sidewalks, thus creating a more pedestrian friendly section of the corridor. Building uses along this portion include a bike shop, a drug store, drinking and eating establishments, an appliance center, a photography supply retail store, and second story professional office space. Parking for these office and retail operations is provided along the street and in public parking lots, allowing patrons to park their vehicles and walk to their destinations.

The southern portion of Ward 4 is located in Brooke County. The lands located in the western portion of Ward 4 are primarily residential neighborhoods; parcels directly along U.S. Route 22 are commercial properties with some residential uses interspersed. The southern portion of Ward 4 includes the Half Moon Industrial Park, which makes up the majority of land in the southern portion of the ward. The Weirton Sewage Treatment Plant is located along Freedom Way, near the bridge crossing the Ohio River.

Calculations based on 1990 Census data indicates that approximately 2,777 residents live in Ward 4. Of those residents, 1,417 (51 percent) live in owner occupied homes; the remaining 1,360 (49 percent) residents reside in rental units. Based on 1990 Census data, Ward 4 has approximately 1,479 housing units. Of those units, 1,356 (92 percent) are occupied and 123 (8 percent) are vacant. The median year for home construction in Ward 4 is 1946. The majority of these homes, 473 (32 percent), were built in 1939 or earlier. Based on 1990 Census data, the majority of the homes in Ward 4 are 3 bedroom residences, 560 (38 percent). However, combined one and two bedroom units make up 52 percent of Ward 4 homes. Combined, one, two and three bedroom units make up 90 percent of the housing stock in Ward 4.

Ward 4								
1990 Housing Characteristics								
1990 population	2777		Number of Bedrooms Per Household					
Total Housing Units	1479		No Bedrooms	3	.2%	3 Bedrooms	560	37.9%
Occupied	1356		1 Bedroom	378	25.6%	4 bedrooms	126	8.5%
Vacant	123		2 Bedrooms	387	26.2%	5 Bedrooms	25	1.7%
Median Year Housing Built	1946							

Source: Based on 1990 U.S. Census Data

Ward 5

Ward 5 is located in the western portion of the City of Weirton. The majority of the ward is located in Hancock County. However, the county line runs across the ward through the Marland Heights neighborhood.

Ward 5 is essentially defined by the Marland Heights neighborhood, located in the southern portion of the ward. Marland Heights is primarily a single family neighborhood appropriately zoned R-2. Small pockets around the Williams Country Club, a picturesque bluff overlooking the Ohio River, are zoned R-1. Ward 5 is serviced by one primary road coming from Downtown Weirton off County Route 2 (Main Street). Marland Heights has a neighborhood commercial district, featuring a deli and local pharmacy, located on Brightway, across from the Marland Heights Elementary School. Several other small neighborhood commercial properties are scattered about the ward. The Marland Heights Community Pool is a registered landmark on the National Register of Historic Places.

The northern portion of Ward 5 is essentially a bluff with relatively steep slopes overlooking the Ohio River. The land on top of the bluff is relatively flat and used for the Williams Country Club. The waterfront, along the Ohio River, is used for industrial activities, but is currently zoned R-1. Ward 5 also includes the majority of Browns Island, also used for industrial activities. The whole of Browns Island is zoned M-1.

Calculations based on 1990 Census data indicates that approximately 3,358 residents live in Ward 5. Of those residents, 2,940 (88 percent) live in owner occupied homes; the remaining 419 (12 percent) residents reside in rental units. Based on 1990 Census data, Ward 5 has approximately 1,374 housing units. Of those units, 1,377 (97 percent) are occupied and 38 (3 percent) are vacant. The median year for home construction in Ward 5 is 1946. A surge in new home construction occurred between 1940 and

1959 with 772 (56 percent) homes built. Since 1980, only 30 new homes have been constructed in Ward 5. The majority of the homes in Ward 5 are 3 bedroom residences, 802 (58 percent), followed by 2 bedroom units, 351 (25 percent). Combined, two and three bedroom units make up 83 percent of the housing stock in Ward 5.

Ward 5 Housing Characteristics								
1990 population	3358		Number of Bedrooms Per Household					
Total Housing Units	1272		No Bedrooms	0	0%	3 Bedrooms	592	58.4%
Occupied	1231		1 Bedroom	41	4.3%	4 bedrooms	178	11.3%
Vacant	38		2 Bedrooms	434	25.5%	5 Bedrooms	23	.5%
Median Year Housing Built	1946							

Source: Based on 1990 U.S. Census Data

Ward 6

Ward 6 is roughly five square miles and located in the middle of the City of Weirton. Wards 1 and 2 border the ward to the north; Ward 1 also borders Ward 6 on the west. To the east, Ward 3 borders Ward 2. Ward 6 is entirely located in Hancock County.

The core portion of Ward 6 is generally made up of single-family residential uses. Zoning in these areas is R-2. The northwest corner of the ward includes a large tract of land used for industrial purposes, zoned M-1. The southern portion of the ward includes the Weir Middle School and the Weir High School. Weirton Heights Elementary School is located along School Street in the northern portion of the ward.

The neighborhoods in Ward 6 are primarily serviced by South 11th Street via Pennsylvania Avenue and Weir Avenue.

Calculations based on 1990 Census data indicates that approximately 2,100 residents live in Ward 6. Of those residents, 1,507 (72 percent) live in owner occupied homes; the remaining 593 (28 percent) residents reside in rental units. Based on 1990 Census data, Ward 6 has approximately 933 housing units. Of those units, 872 (93 percent) are occupied and 61 (7 percent) are vacant. The median year for home construction in Ward 6 is 1954. Many homes in Ward 6 were constructed prior to 1940, 234 (25 percent). The 1950 to 1959 decade also saw a significant amount of new homes construction with 282 (30 percent) homes built. The majority of the homes in Ward 6 are 3 bedroom residences, 431 (46 percent), followed by 2 bedroom units, 274 (29 percent). Combined, two and three bedroom units make up 75 percent of the housing stock in Ward 6.

Ward 6 1990 Housing Characteristics								
1990 population	2100		Number of Bedrooms Per Household					
Total Housing Units	933		No Bedrooms	1	.1%	3 Bedrooms	431	46.2%
Occupied	872		1 Bedroom	93	10%	4 bedrooms	116	12.4%
Vacant	61		2 Bedrooms	274	29.4%	5 Bedrooms	17	1.8%
Median Year Housing Built	1954							

Source: Based on 1990 U.S. Census Data

Ward 7

Ward 7 makes up about 2.4 square miles of the north-westernmost portion of the City of Weirton. Wards 2 and 3 to the west, and Ward 3 to the south border Ward 7. The Pennsylvania/West Virginia state boundary is the east border of Ward 7 and the city limit is the north boundary.

The majority of Ward 7 is characterized by well-established single-family neighborhoods. Located in the north-central portion of the ward is the Pleasant Valley Country Club. Starvaggi Park provides recreational amenities to the residents of this ward and includes an Olympic-size pool, tennis and basketball courts, and an area for in-line hockey.

Ward 7 is almost exclusively zoned R-2. The only exceptions are the properties fronting Pennsylvania Avenue.

Calculations based on 1990 Census data indicates that approximately 2,744 residents live in Ward 7. Of those residents, approximately 2,149 (78 percent) live in owner occupied homes; 536 (20 percent) residents reside in rental units. Based on 1990 Census data, Ward 7 has approximately 1,147 housing units. Of those units, 1,117 (97 percent) are occupied and 31 (3 percent) are vacant. The median year for home construction in Ward 7 is 1954. A little fewer than 25 percent (257) of the homes in Ward 7 were constructed prior to 1950. The 1950 to 1959 decade saw a significant amount of new homes construction with 421 (37 percent) homes built. The majority of the homes in Ward 7 are 3 bedroom residences, 507 (45 percent), followed by 2 bedroom units, 415 (36 percent). Combined, two and three bedroom units make up 81 percent of the housing stock in Ward 7.

Ward 7 1990 Housing Characteristics								
1990 population	2744		Number of Bedrooms Per Household					
Total Housing Units	1147		No Bedrooms	3	.3%	3 Bedrooms	507	44.2%
Occupied	1117		1 Bedroom	40	3.5%	4 bedrooms	160	13.9%
Vacant	31		2 Bedrooms	415	36.2%	5 Bedrooms	22	1.9%
Median Year Housing Built	1954							

Source: Based on 1990 U.S. Census Data

Elderly Housing

There is a growing market demand for elderly living opportunities in the City of Weirton. The proportion of the population 65 and older in Weirton is roughly equal to the statewide figure. However, as previously noted, much of the housing stock in Weirton was built during the post-war boom; a time in which homes were constructed to house growing families. As the population continues to age and children leave the home, these residents will require smaller one or two bedroom living quarters.

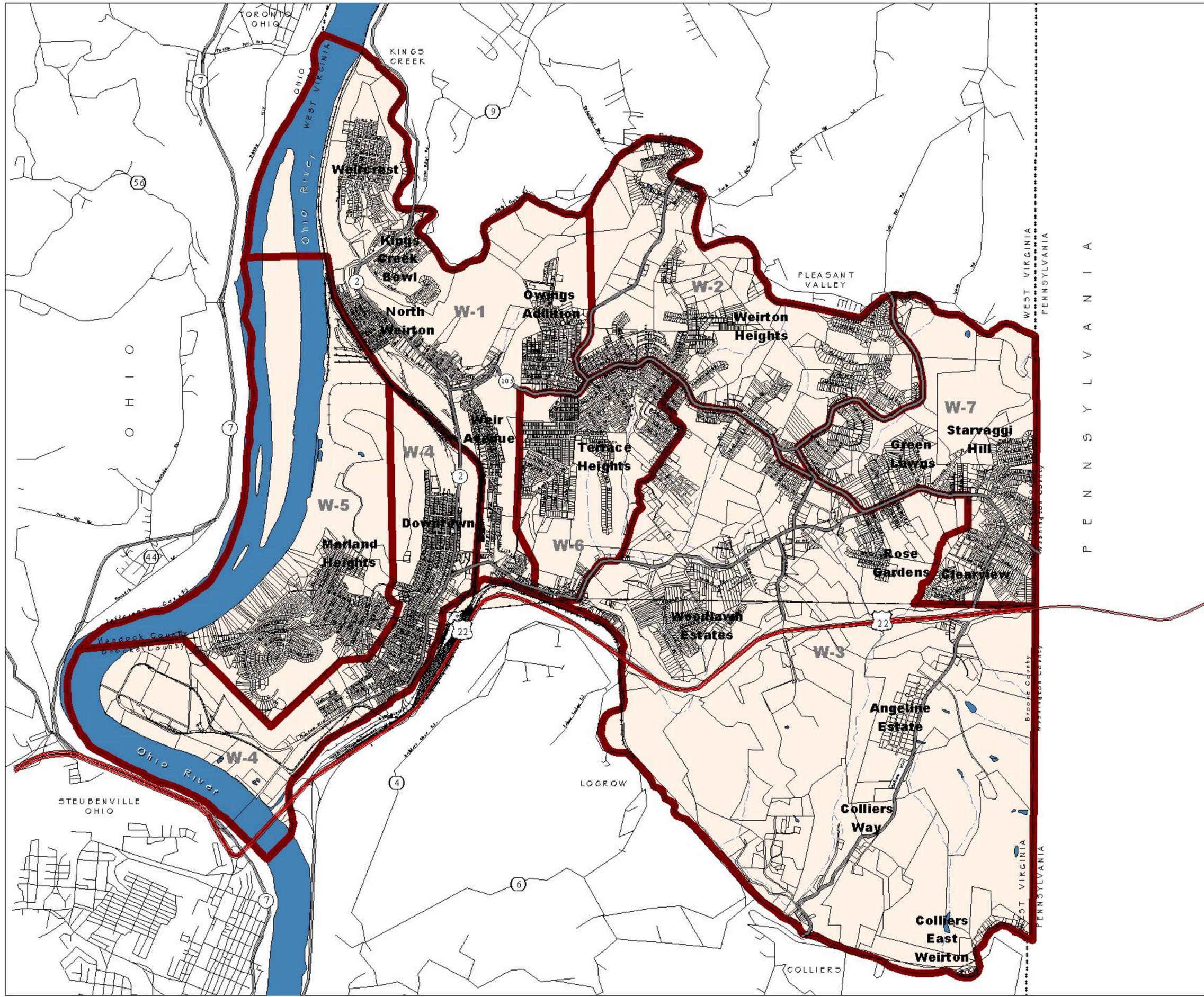
These emerging housing demands in Weirton are consistent with both national and state trends, and are being met with varying approaches. One approach is to build one and two bedroom town houses and/or condominiums with recreational amenities geared to meet the demands of a healthy retired community, such as congregate care communities and facilities. Another level of housing development is to build for a population that requires assistance in daily routines such as cooking meals and laundry, as in assisted living facilities. Both congregate care and assisted living housing allow residents to continue to be as independent as possible while providing the security and knowledge that amenities and support services are available. Many such housing opportunities provide regularly organized activity programs including speakers, seminars, and in-house entertainment, as well as transportation to grocery stores, banks, and nearby cultural activities. A third level of housing for an aging population is to develop nursing home facilities. Often nursing home facilities are built near hospitals and other medically related services, and provide 24-hour medical attention.

A benefit to the city by attracting retirees is that the proportion of wealth held by this group is greater than average. Thus, retirees can contribute significantly to the local economy while demanding relatively low levels of public services. If the city is to attract these residents, it will be necessary to provide housing that responds to the demands of this growing market.

WARDS MAP

CITY OF WEIRTON Comprehensive Plan

Wards



- Ward Boundaries
- City Boundaries
- County Boundaries
- State Boundaries
- Railroad
- Local Roads
- Primary Local Roads
- State Roadways
- U.S. Route 22
- Streams, Creeks
- Rivers, Lakes



SOURCE: WEIRTON DEPARTMENT OF ECONOMIC DEVELOPMENT

THE SARATOGA ASSOCIATES

LANDSCAPE ARCHITECTS, ARCHITECTS, ENGINEERS, AND PLANNERS P.C.
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WEIRTON, WEST VIRGINIA

E. Recreation/Parks/Open Space

Recreation can include both indoor and outdoor leisure activities by which people use and enjoy natural, historic, and cultural resources. Recreational activities can be active, like sporting activities, and passive, such as utilizing a park for picnicking. The spaces used for these activities can be natural or man-made. As part of the Comprehensive Plan process, a survey was mailed to city residents. Specific questions regarding recreation were addressed in the survey to help determine the recreation needs of city residents. The survey findings are included in Attachment E.

During a recreation focus group meeting we heard some concerns, which are highlighted below. The Saratoga Associates has also completed an inventory of existing recreation facilities. Below is a summary of the findings and current recreation conditions in the City of Weirton.

Various recreational opportunities are an important component of quality of life. Public parks are fundamental features of livable and enjoyable communities. Parks often act as neighborhood meeting places and recreational activity centers. Because their function is primarily for public activity, they are most appropriately located central to residential or core areas. In order to attract new residents to the City of Weirton, public parks, open space, and recreational activities will be important subjects to address.

Current Conditions:

The City of Weirton relies on several neighborhood-scale parks, two larger community parks, and the Millsop Community Center for the majority of its recreational activities. These areas include activities and facilities ranging from picnic areas; playground equipment; baseball, football, and soccer fields; tennis courts; and swimming facilities. Table E-1 on the following page illustrates existing recreational venues and their amenities in the City of Weirton.

Recreation includes many specialized activities, whether they involve leisurely picnicking or more intense physical activities. In the City of Weirton there are 16 city parks totaling approximately 19.39 acres, a first-rate community center, two private 18-hole golf courses, and a football stadium owned and operated by the Hancock County Board of Education. Weir High School has multi-use playing fields and an all-weather track. However, these facilities are not open for general public use. Additionally, many of the elementary schools have playground equipment, some of which are open for general public use.

**Table E-1
City of Weirton, WV
Existing Recreation Facilities***

Recreation Facility	Estimated Acreage **	Activities
Marland Heights Park	2.86	Swimming pool, miniature golf, 2 tennis courts, playground equipment, 3 pavilions, 1 sand volleyball court, 1 bocci court, basketball court, horseshoe pit
Bennett Drive Playground	.8	Basketball, pavilion, playground equipment
Steel Boulevard Playground	.51	Playground equipment, basketball court
Weirton Baseball Association Fields	Unknown	5 baseball fields (Privately owned and operated)
Thomas E. Millsop Community Center	2.5	Swimming pool, full-size gymnasium, half gymnasium, community meeting room, Parks administrative offices, 3 racquetball courts, climbing wall, walleyball, in-door golf netting, weight room, cardiovascular training room, locker rooms
Cove Ball Field	5.47	Baseball field (dugouts, scoreboard, lights)
June Street Playground	.65	Basketball, playground equipment
Sharp Street Playground	.07	Basketball court
Mayfair Street Park	1.65	Basketball court, tennis court, pavilion, playground equipment
Dunbar Playground	.09	Playground equipment
Plum Street Playground	.9	Playground equipment, basketball court
Woodland Estates Playground	Unknown	Pavilion, playground equipment, tennis court, basketball court
Virginia Avenue Playground	1.38	Basketball court, playground equipment
Tot-Lot (Brookline Street)	.19	Playground equipment for toddlers
Beverly Avenue Playground	Unknown	½ basketball court
Starvaggi Park	6.01	Olympic-size pool, 2 basketball courts, 6 tennis courts, 1 practice tennis court (concrete wall), pavilion, playground equipment, 1 sand volleyball court, 1 concrete volleyball/badminton court, 2 picnic shelters, 2 bocci courts public restrooms, hillside used for sun bathing
Oakland Avenue Park	.46	Baseball/softball field, ½ basketball court, pavilion, playground equipment
Three Springs Business & Industrial Park	Unknown	Soccer fields
Total:	18 facilities	23.54 acres

* Table developed via 7/20/99 telephone conversation with Terry Weigel, Director, City of Weirton Parks

** Acreage estimated by The Saratoga Associates utilizing GIS database provided by City of Weirton Department of Economic Development

Recreational Needs Assessment

The National Recreation and Parks Association (NRPA) recommend the following standards for parkland:

<u>Park Land</u>	<u>NRPA Standard</u>	<u>NRPA Standard for Weirton</u>	<u>Actual Weirton Parks</u>
Neighborhood Park or Playground	1.7 ac./1000 pop.	37.4 acres	12.17 acres
Community Park	7.0 ac./1000 pop.	154 acres	8.87 acres ²
Total Parkland	8.7 ac./1000 pop	293.33 acres	21.04 acres ³

¹ Based on Weirton population of 22,000.

² Marland Heights Park and Starvaggi Park.

³ This total does not reflect land available for recreation at local schools or soccer fields at Three Springs Business and Industrial Park.

Informal conversation with city residents has indicated an overall satisfaction with the amount of parks available in the city. However, survey results have indicated a need for improved park facilities and activities. By NRPA standards, the City of Weirton should have approximately 37.4 acres of Neighborhood or Playground Parkland, indicating a 25.23-acre deficit for the City of Weirton. By the same standards, the City of Weirton should have 154 acres of Community Parklands available to its residents, indicating a 145.13-acre deficit. Although the City of Weirton may indicate an overall deficit of parklands available to its residents, it must be noted that much of the land in the city is limited for development by the steep topography. In fact, much of the steep sloped land provides a buffer and visual relief throughout the city. Some residents consider these areas to be valuable scenic resources and potential recreational areas.

It should also be noted that school parks have not been included as part of the parks analysis because they are not always available for general public use. For example, when school is in session and the fields are being used for school programs, the field is not available for general public use. The soccer fields at the Three Springs Business and Industrial Park also have not been included. This is generally due to the temporal nature of the agreement between the city and the Weirton Steel Corporation. When the market determines that land is needed for development, the recreational aspects of the site will be lost.

The City of Weirton also has two private country clubs within city limits. Williams Country Club is a private 18-hole, 167-acre golf club located in the Marland Heights neighborhood. Pleasant Valley Country Club is private 18-hole, 77-acre private golf club located in the northeast portion of the city. Although private golf clubs are not considered a part of the overall parklands available for general public use, they do include visual relief and open space characteristics.

Proximity Analysis

The Recreational Land and Open Space Map following page II-36 graphically illustrates recreation and open space lands. This map was created to help understand the relationship of city parks to each other and to city residents. The parks are often found at the center of neighborhoods and are surrounded by a higher population density. Because people will generally walk approximately 1,500 feet within their neighborhood, for the purposes of this analysis a neighborhood boundary has been roughly estimated as a 1,500-foot radius from community parks. Based on this map, the following general conclusions were drawn:

- Many of the parks are within 1,500 feet of each other, indicating adequate coverage for the majority of the city.
- The southeast section of the city, generally identified as the Colliers Way corridor and Starvaggi Farm property, appears to be significantly under serviced. Although there is little development there today, the area can expect future development pressures. Parks should be developed to meet the demands of these areas and new development types.

Local city-owned parks have continued to serve the City of Weirton and its citizens for the past twenty years. However, a recreation focus group meeting highlighted the importance of knowing the market and that targeting that market specifically is critical to meeting the recreational demands of the community. Survey results support this finding. For instance, many of the parks of today were sited and designed to meet the demands of a population with growing families. Today's demographic trends indicate an aging population, thereby having different recreation demands. Although the City Parks Department has made some changes and additions to existing parks, it may be necessary to determine if changes that are more comprehensive are necessary. It has also been determined that the city needs a large-scale community park to accommodate multiple activities such as playgrounds, soccer and baseball fields, and picnicking facilities.

Conclusion

One tool that can be used to analyze recreation sites and facilities in terms of the adequacy of the supply to meet existing and projected demand is a Parks Master Plan. Currently, the City of Weirton's Parks and Recreation Department does not have a Parks Master Plan. While this plan, the 2000 City of Weirton Comprehensive Plan Update, will address many of the issues faced by the Parks Department, a Parks Master Plan will add focus to the overall long-term management of recreation sites and facilities as well as give direction for additional funding to improve and repair existing recreation facilities.

Although there are additional recreational activities within close proximity to the city, it is important to keep in mind that not all residents may be able to utilize these additional resources. Some limiting factors for residents include lack of transportation, therefore isolating residents to a confined area; lack of financial

resources available for fee-paying areas; and/or physical disabilities. Measures should be taken to make sure all of Weirton's citizens have access to adequate recreation facilities.

While the City of Weirton's public park system met the demands of the community twenty years ago, new demands are emerging and need to be addressed. For instance, soccer is becoming an increasingly popular sport in the United States. Presently, the City of Weirton does not operate a facility that can meet these growing demands. Consequently, soccer events are now being played on Weirton Steel Corporate Headquarters property. Understanding that this land already has the necessary infrastructure for development, it will likely be sold, leaving the city without a soccer venue. Additionally, the population of the City of Weirton is aging and this age group has different needs than a young, growing family. Consequently, the park system may necessitate reprogramming of some parks to meet these demands.

Many communities across the country are revitalizing their downtown centers and reclaiming their waterfronts. Revitalization has primarily focused on the public's desire to work, play, and live at the water's edge. These efforts have played a major role in economic revitalization on many communities. For example, ten years ago Fayetteville, WV was a dispirited coal-mining town, hours from any sizable tourist market. But running through and near the Fayetteville were the New River and Gauly River, with some of the most challenging rapids on the East Coast. Through the cooperative efforts of local business people, the National Park Service, and city and county government, Fayetteville is now a major center for white water rafting, kayaking, canoeing, mountain climbing, and mountain biking. Main Street stores now stock state-of-the-art recreational equipment and cater to the culinary tastes of a year-round clientele, many of which are willing to drive up to six hours to arrive. There is even a weekend devoted to bungee jumping, which draws over 5,000 enthusiasts each year.

A defining feature of the City of Weirton is the Ohio River. During informal meetings with community residents, it has been noted that private landowners along the waterfront make use of informal trails. Although much of the water's edge is characterized by industrial uses, there are also opportunities for short interpretive trails and small parks. If the city chooses to encourage recreational uses at the water's edge it will certainly involve a number of problems, ranging from riparian rights of adjacent property owners to public perception of the value of public space. This, along with other land use and zoning issues, liability, potential contamination, access, and circulation are problems that must be dealt with to provide a focus on the waterfront for recreational purposes, whether active or passive. Through the comprehensive plan process, the City of Weirton may choose to make the Ohio River a regional draw for waterfront activities in a similar fashion that Fayetteville has chosen. However, a long-term commitment will be required.

RECREATIONAL LAND AND OPEN SPACE MAP

FINAL DRAFT

CITY OF WEIRTON COMPREHENSIVE PLAN UPDATE

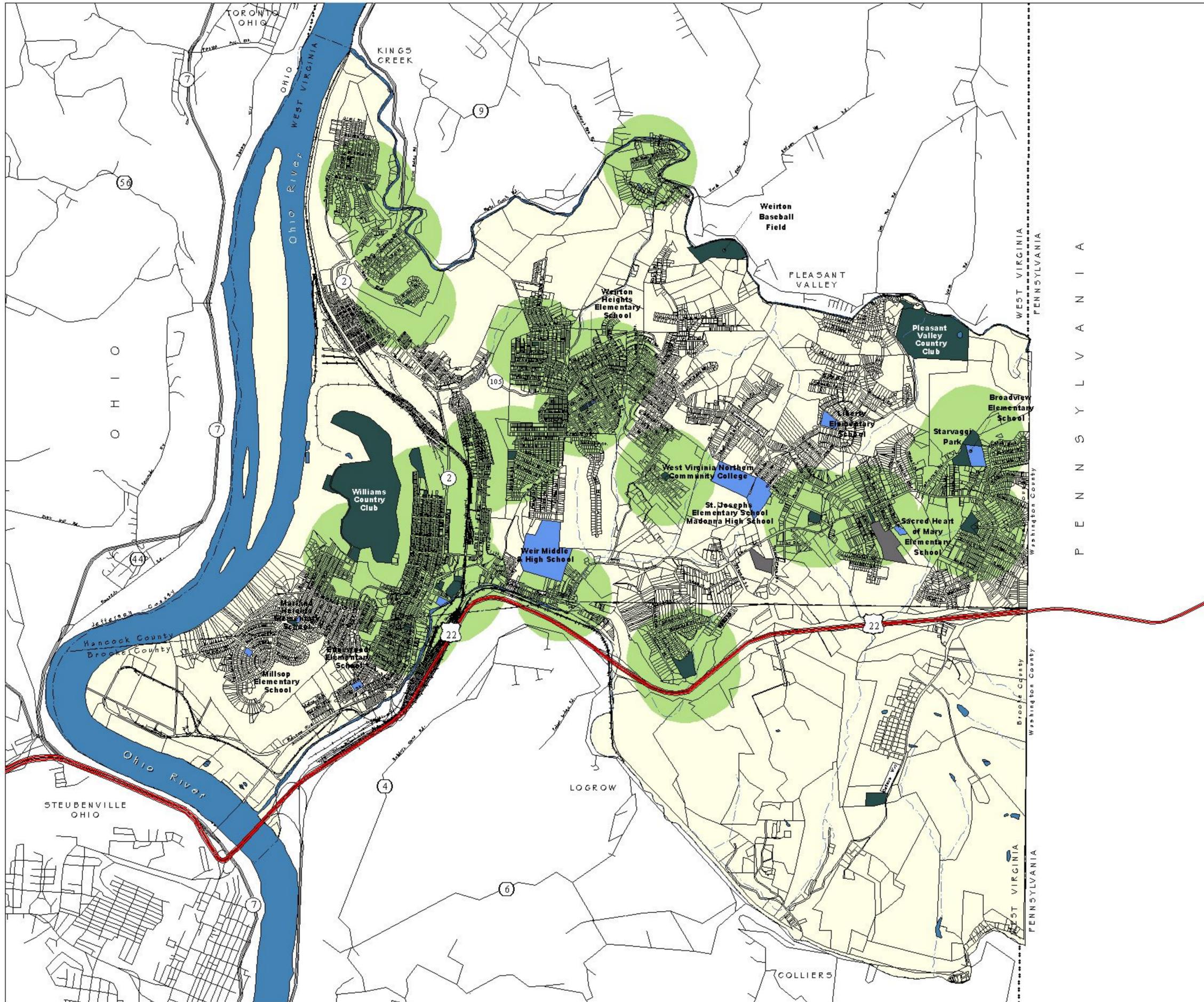


INVENTORY AND ANALYSIS

II-36

CITY OF WEIRTON Comprehensive Plan

Recreational Land and Open Space



- 1500 Foot Buffer
- Recreational Land
- School
- Cemetery
- City Boundaries
- County Boundaries
- State Boundaries
- Railroad
- Local Roads
- Primary Local Roads
- State Roadways
- U.S. Route 22
- Streams, Creeks
- Rivers, Lakes



2000 0 2000 4000 6000 Feet

SOURCE: WEIRTON DEPARTMENT OF ECONOMIC DEVELOPMENT

THE SARATOGA ASSOCIATES

LANDSCAPE ARCHITECTS, ARCHITECTS, ENGINEERS, AND PLANNERS P.C.
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WEIRTON, WEST VIRGINIA

Findings:

- Soccer is becoming an increasingly popular sport. Current soccer fields are located on Weirton Steel-owned property. Additionally, indoor soccer is growing in popularity and a facility is needed to meet the new demand.
- There is not an ice rink located in the Weirton-Steubenville Metropolitan area. Consequently, the demand for ice-related activities (i.e. hockey and figure skating) must be filled in areas like Pittsburgh and other ice arenas, sometimes over an hour's drive away.
- There is no facility for those interested in skate-related activities (i.e. in-line skating and skate boarding). Additionally, the city has an ordinance against these activities in public areas.
- The City of Weirton does not have outdoor recreational amenities to meet the needs of those in the middle- and senior-age groups.
- The existing football stadium is in need of repairs and improved parking facilities.
- The city currently does not have a park located along the Ohio River.
- Existing zoning regulations do not require open space/park land provisions for new development.
- The City of Weirton funds the Parks Board. In 1988, the city established a funding level of \$400,000. At that time, this made up about 60 percent of the Parks budget, the remainder being covered by user and membership fees, and grants. The level of funding has not been increased in 11 years.
- The Parks and Recreation Department does not currently have a Parks Master Plan guiding the fiscal and use management of recreation sites and facilities.
- Many of the recreation sites and facilities are in need of repair and additional facilities need to be added to meet growing demands. For instance, the Starvaggi Pool currently loses approximately 60,000 gallons of water per day and the sundeck at the facility has a deteriorating steel support system. The Millsop Community Center has identified a need for an additional gymnasium to meet the needs of a growing basketball demand and indoor soccer.

F. Community Facilities and Services

Community facilities are diverse. Sometimes the term “community facilities” is used interchangeably with “infrastructure” to designate the entire underlying public physical plant and system of services. However, for the purposes of this inventory and analysis, “community facilities” will include schools, libraries, fire and police stations, and other public facilities, excluding infrastructure such as sewer and water facilities, and highways. The latter will be covered under a separate section.

Current Conditions:

1. Schools

Schools are classified as elementary, middle (or junior high), or high school. Generally, elementary school’s grade range is between kindergarten and grade 5, middle school’s grade range is grade 6 through 8, and high school is grade 9 through 12. Community colleges are a possible fourth category. The list below catalogs existing schools located in the City of Weirton. The list also summarizes 1998-99 enrollment data for each facility.

<i>Public Facilities</i>	<i>County</i>	<i>Grade Range</i>	<i>1998-99 Enrollment</i>
Edgewood Primary School	Brooke	K-4	74
Lauretta B. Millsop Primary School	Brooke	K-4	78
Marland Heights Elementary School	Hancock	K-5	130
Liberty Elementary School	Hancock	K-5	245
Broadview Elementary School	Hancock	K-5	259
Weirton Heights Elementary School	Hancock	K-5	349
Weir Middle School	Hancock	6-8	562
Weir High School	Hancock	9-12	813
West Virginia Northern Community College	Hancock	Post Secondary	
<i>Private Facilities</i>	<i>County</i>	<i>Grade Range</i>	<i>1998-99 Enrollment</i>
St. Paul Grade School	Hancock	K-8	193
Sacred Heart of Mary	Hancock	K-8	110
St. Joseph the Worker Grade School	Hancock	K-8	192
Madonna High School	Hancock	9-12	160
Pius Academy	Hancock	7-10	14
Mercy Baptist Academy	Hancock	K-12	63

The City of Weirton is made up of two school districts, which are based on county boundaries. Brooke County includes two elementary schools: Edgewood Primary and Millsop Primary. Geographically, these two schools are located in the southwest portion of the city. Millsop Primary services residents of in the Marland Heights neighborhood residing in Brooke County. Edgewood Primary services residents in the Downtown neighborhood of Brooke County.

The schools located in Hancock County service the majority of Weirton residents. Hancock County includes six elementary schools (four public and two private), Madonna High School, Pius Academy, Mercy Baptist Academy, and both the public middle school and high school. Site selection standards for the elementary schools were based on 1940s and 1950s criteria. Consequently, location of the elementary schools was influenced by the neighborhood concept, based on the assumption that most students will walk to school and that schools are neighborhood-oriented. However, with today's smaller household sizes, coupled with lower density housing, a larger geographic service area for each school has evolved. Consequently, coupled with the two county structure school system, the Marland Heights neighborhood is serviced by two elementary schools: Millsop Primary and Marland Heights Elementary. In the past, when the neighborhood was dominated by larger growing families these two schools were necessary. However, because of today's smaller family size standards, both schools have minimal enrollment. Consequently, the consolidation of these two schools is currently under discussion.

West Virginia Northern Community College (WVNCC), located in Wheeling, West Virginia, is a tri-campus, public, two-year comprehensive institution which serves the six counties of Ohio, Brooke, Hancock, Marshall, Wetzel and Tyler. WVNCC operates a branch in Weirton. WVNCC offers a wide variety of programs and courses in the arts and sciences, career-technical education, developmental studies and community service. Under an open-door enrollment policy, the College admits all adults desiring postsecondary education. High school students recommended by their schools for early entrance are also admitted. Graduates receive Associate in Arts degrees, Associate in Science degrees, Associate in Applied Science degrees and Certificates.

2. Mary H. Weir Library

The Weirton Women's Club first envisioned the Mary H. Weir Public Library in 1924. Since that time the library has depended on the same traditional "can-do" spirit that built the City of Weirton. The first library was in a small room located on the same parcel as today's Cove Branch of the Weirton Post Office. On March 15, 1956, ground was broken for a new public library. The library was financed by the E. T. Weir foundation.

A Board of Directors, appointed by the City Council, administers the library. It is supported by funds from the City of Weirton, the Community Chest and private contributions. The library is located on Main Street in Municipal Plaza. Materials available include: books, encyclopedias, records, cassettes, video cassettes, U.S. Government documents, foreign language tapes, talking books, and large print material.

Free reading, writing, and math classes are available for adults. The library also provides computer and Internet access. The Mary H. Weir Library is the first and largest Internet access center in the state of West Virginia.

Rick Rekowski, Director of the Mary H. Weir Library, has expressed a need for additional space for library programs, periodicals, and resources. The existing building size includes approximately 14,000 square feet of space. This includes space for computers, with Internet connections. Library patrons use these computers for academic research and professional development. As a United Way agency, the library has been a host for several professional and personal development courses. Professional instructors, often from Bethany College, West Liberty State Collage, and West Virginia Northern Community College, instruct these courses. Additionally, regular maintenance requirements also need to be addressed. For example, the building's roof is leaking and is threatening the integrity of the library's periodicals and other non-print materials. It has also recently been discovered that the existing foundation may be under stress and is beginning to separate and crack.

3. Weirton Fire Department

The Weirton Fire Department covers an area of 16 square miles, operating one full-time paid department and four volunteer stations. The department is a public department whose members are on a paid status. The department has 20 paid professionals on staff and 30 - 40 volunteer professionals, totaling about 50 personnel. All personnel listed are members of Weirton Fire Fighters Association Local #948, WVPFFA, and the IAFF (AFL-CIO).

The Weirton Fire Department handles all aspects of fire prevention and protection in the City of Weirton. Services provided by the fire department include: fire fighting, Emergency Medical Services, hazardous materials handling/cleanup, and search and rescue. The department offers fire safety, fire extinguisher, and CPR training free to the community.

The Weirton Fire Department has five (5) locations:

1. Headquarters (paid) – Municipal Plaza
2. Co #2 station (vol.)
3. Co#1 station (vol.)
4. Gilson Ave. (paid/vol.)
5. West End (vol.)

Presently, the city fire department is exploring the option of constructing a new fire department near the Colliers Way area. This additional facility may be necessary as part of future development plans along Colliers Way and the Starvaggi Farm area. Construction of this facility will require additional fire staff and additional fire equipment.

Presently, the fire department has limited capabilities for water rescue and fire fighting. When a new port facility is developed, there will certainly be increased commercial shipping activity along the Weirton waterfront. Together with increased recreation boating along the Ohio River, there is a need for improved city of Weirton fire fighting capabilities along the Ohio River. Consequently, it may be necessary to purchase a fire/rescue boat. If a boat becomes a part of the fire departments equipment, the fire department may also consider training personnel as rescue divers.

During a meeting with the fire department’s assistant fire chief, it was pointed out that some areas in the city do not meet federal guidelines for fire hydrant spacing. Campbell Lane was pointed to as an area in need of attention. It was also learned that some of the water lines in the city are too small for fire fighting. Examples include Pine Street, Plum Street, and 20th Street. Presently, Marland Heights Road is the only access into the Marland Heights neighborhood. If the road is blocked safety equipment cannot access Marland Heights. Additionally, if there is a fire along Marland Heights Road, requiring fire hoses to be drawn across the road, residents cannot enter or exit the neighborhood. This is of particular concern if a resident requires medical attention as a fire is being fought along Marland Heights Road. Consequently, a new access point into the neighborhood should be explored.

4. Police Department

In addition to regular patrol functions, the Weirton Police Department maintains a detective division with five officers assigned and maintains four K-9 units. The K-9 units are multi-purpose units for crowd control, search, officer protection, and drug searches. The department has two officers assigned to a regional drug task force.

The city operates a five-man shift seven days per week. In addition, there is a drug task force officer and a detective assigned to each shift. The chain of command for each shift includes one lieutenant, one sergeant, and five police officers. The City of Weirton’s 1997 General Fund Operational Management Review reported that the Police Department falls below the national average for sworn police officers per 10,000 and recommended that the city hire additional officers to meet future demands. The City of Weirton Police Department has 47 full-time employees consisting of the following:

- Police Chief 1
- Captain 1
- Lieutenants 5
- Sergeants 6
- Patrolmen 25
- Dispatchers 5
- Administrative/Clerical 3
- Animal Control 1
- School Crossing Guards 13

Since 1990, patrol officers have operated in one-man cars. During each shift a minimum of five cars are on patrol. The city is broken into three patrol grids. The police fleet consists of 10 marked cars, two unmarked cars, and four forfeiture cars. The city has no capital budget or schedule for the replacement of the police vehicles. Maintenance and repair is handled through the city garage. The department is currently in need additional staffing, equipment, and vehicles.

5. Post Office

Weirton is serviced by two federal post offices. General locations include:

- Intersection of West Street and Mildren Avenue (downtown)
- Intersection of Penco Road and Elaine Street

These facilities should continue to meet the demands of local residents even with expected growth along the Colliers Way corridor. However, a noticeable trend across the country has been the relocation of existing post office's to build updated facilities. Weirton officials should monitor the needs of these post offices to understand any plans for relocation, especially at the downtown facility.

6. Weirton Medical Center

Weirton Medical Center, located on Colliers Way, is a 240-bed acute care institution, offering health care services to the residents of the Upper Ohio Valley. Weirton Medical Center has a 10-bed Critical Care Unit, a 28-bed Intermediate Care Unit, a 20-bed Psychiatric Unit, a 33-bed Skilled Care Unit, a 149-bed Medical Surgical unit and a fully staffed nursery. Other services offered at WMC are cardio-pulmonary rehabilitation, rheumatology services, back and neck surgery programs, a Community Based Diabetes Care Center, a Comprehensive Wound Treatment Center, a Retail Pharmacy and Durable Medical Equipment service, a Home Health Agency, and a newly redesigned Outpatient Treatment Center. Weirton Medical Center has a modern emergency department, and is linked to the metropolitan health centers in Pittsburgh by helicopter.

The Joint Commission on Accreditation of Healthcare Organizations, an organization that evaluates the quality of all hospitals nationwide, has recently evaluated WMC. Weirton Medical Center received a score of 98 out of a possible 100, earning an accreditation with commendation. Less than 10 percent of all hospitals surveyed nationwide receive this recognition. Also, the West Virginia Healthcare Cost Review Authority has ranked WMC as one of the lowest cost hospitals in West Virginia.

Findings:

- Presently, the Marland Heights neighborhood is serviced by two elementary schools, both of which are underutilized. There may be a need to consolidate these schools.
- The Mary H. Weir library is a regional asset. Estimates for the number of library cardholders are larger than the city population. This indicates that people are traveling from outside the city to use library services. Additionally, the library offers a number of professional and personal development courses. Consequently, there is a need for a library expansion campaign and maintenance of the existing facility.
- The Weirton Fire Department may need to be expanded with a new facility to accommodate potential growth along Colliers Way. Additionally, water borne fire-fighting equipment may be necessary to meet potential increased commercial activity resulting from new port developments.
- The Weirton Medical Center is becoming a regional medical facility. Consequently, the facility may need to be expanded in the future. New development surrounding the medical center should be able to accommodate future expansion needs. Further understanding of the medical centers expansion plans should be explored.

G. Public Utility Services and Telecommunications

The public utility system and telecommunications discussed in this section include sewer and water system characteristics, and a review of the existing telecommunications structure and related Information Technology opportunities. These systems, combined with the roadway network, make up the skeletal framework that allows for efficient and sanitary urban living.

A systematic assessment of sewer and water, and telecommunications needs is beyond the scope of a Comprehensive Plan. However, the Plan should incorporate a general understanding of the condition, limitations, and potential for future capacity of each network. Water and wastewater treatment are both linked strongly to land use planning. The capacities and spatial configurations of water and sewer networks are based on the amount, type and location of urban development to be served; and at the same time, the amount and location of future development is closely correlated with the availability of water and sewer. Consequently, it is important that future infrastructure planning be coordinated in such a way that it supports the Comprehensive Plan. The water and sewer information presented in this section was developed from existing municipal documents and interviews with the commissioners of the water and sewer departments. The telecommunications information presented here is based on our research, which included a review of the most up-to-date reports and studies available and telephone conversations with leading experts in the telecommunications industry.

WATER AND SEWER INTRODUCTION

Much of the city is covered with water and sewer lines. The areas largely uncovered include the steep hillsides and the unzoned area west and south of Angeline Estates. The WATER AND SEWER map following page II-45 illustrates the location of sewer districts, sewer lines, and water lines in the City of Weirton.

All of the areas in the city with a public sewer district (PSD) also have water lines. There are some areas, however, that have water lines but no PSD. These include the Three Springs Drive corridor and the industrial park, the Angeline Estates area, the area along the south end of Cove Road leading toward Main Street, and the area along Kings Creek just west of Pleasant Valley Country Club.

There are also areas that have sewer lines but no PSD. These include the area near Angeline Estates, portions of Freedom Way, portions of Cove Road near Three Springs Drive, Penco Road, and the subdivision along Lick Run Road near the Pleasant Valley Country Club.

Lack of infrastructure was noted in the 1995 City of Weirton Consolidated Plan as a potential impediment to future development. The Colliers Way corridor is an area that needs further examination to determine

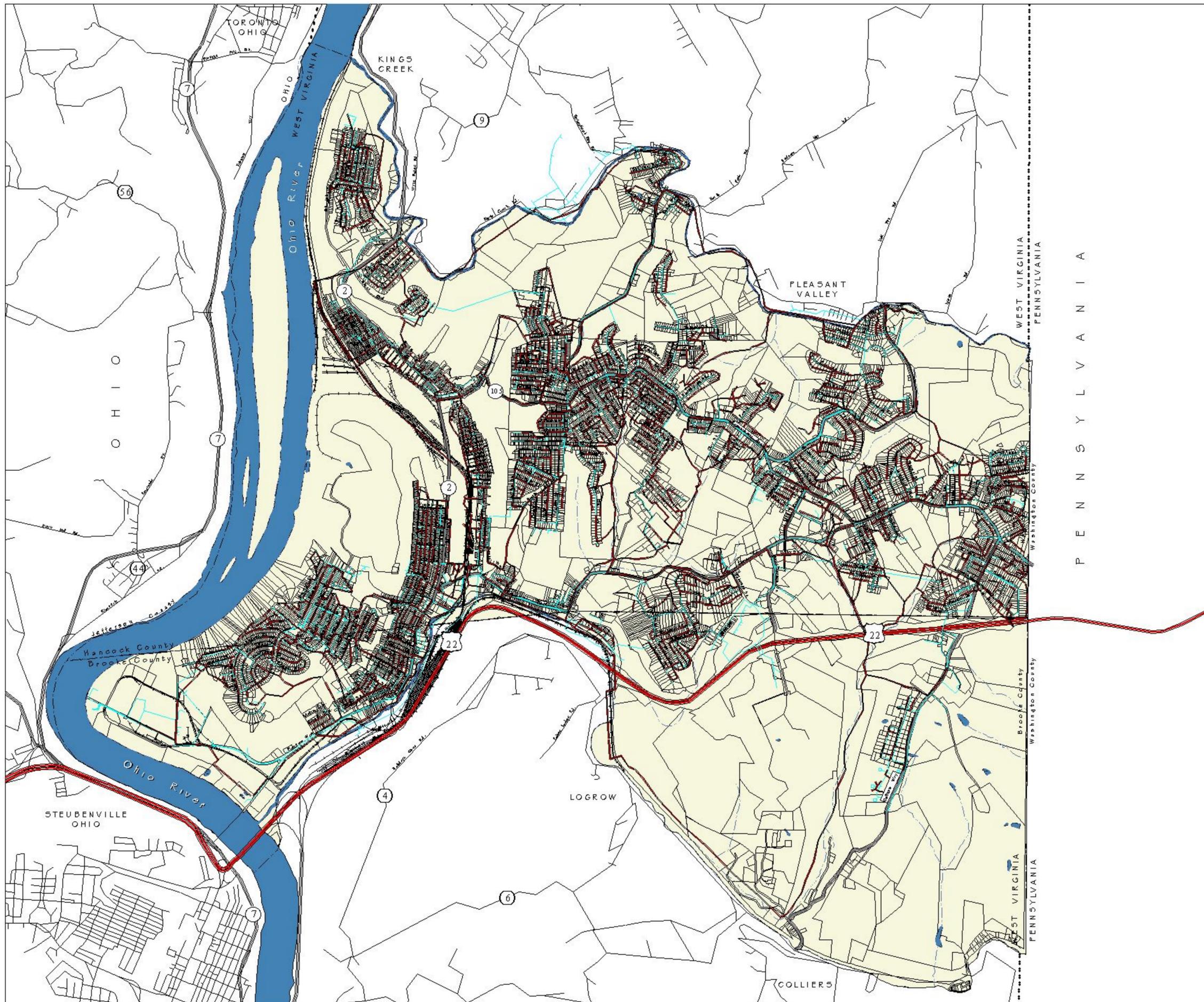
WATER AND SEWER MAP

FINAL DRAFT
CITY OF WEIRTON COMPREHENSIVE PLAN UPDATE
■
INVENTORY AND ANALYSIS
II-45

CITY OF WEIRTON

Comprehensive Plan

Sewer and Water



-  Water Lines
-  Sewer Lines
-  City Boundaries
-  County Boundaries
-  State Boundaries
-  Railroad
-  Local Roads
-  Primary Local Roads
-  State Roadways
-  U.S. Route 22
-  Streams, Creeks
-  Rivers, Lakes



SOURCE: WEIRTON DEPARTMENT OF ECONOMIC DEVELOPMENT

THE SARATOGA ASSOCIATES
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 LANDSCAPE ARCHITECTS, ARCHITECTS, ENGINEERS, AND PLANNERS P.C.
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WEIRTON, WEST VIRGINIA

future sewer and water supply demands. The 1995 Consolidated Plan also reported that the Hancock County Health Department noted that water and sewer infrastructure for the City of Weirton is inadequate to meet future demand requirements. Based on these observations, the 1995 Consolidated Plan estimated \$16,763,000 of water/sewer improvements would be necessary to meet existing and future development demands. These improvements are listed on page 60 of the 1995 Consolidated Plan.

Existing Water Supply System

The City of Weirton Water Treatment Plant treats an average of approximately 2.34 million gallons of water per day (mgd). The water source for the City of Weirton at one time was a rainey well into the aquifer supplied by the Ohio River. However, recharge time of the rainey well became too slow and the aquifer also became too contaminated with volatile organic compounds. Consequently, in 1991 the city constructed a raw water caisson at its water treatment facility and established the Ohio River as its primary source of water. The cost for this conversion was approximately \$2.4 million.

The Water Treatment Plant (WTP) was originally designed to handle 4 mgd of ground water. However, when the conversion to surface water was made, the Plant had to be slowed to approximately 2.2 to 3.2 mgd in order to guarantee an approvable quality of water. Since the conversion to surface water, the Plant has run at an average of 2.2 to 2.4 mgd, with some peak days of 3.2 mgd noted.

Operating at a lower capacity than it was originally designed for, Weirton's WTP is facing a serious constraint with regard to future economic growth and development. Currently, Water Department officials, the City Manager, and City Council are reviewing alternatives for WTP expansion. A private engineering firm has provided water treatment expansion alternatives and estimated costs associated with expansion. Currently, City officials are leaning toward expansion of the WTP to an 8 mgd facility.

Upgrading this facility will be critical to meet future development needs. Assuming current development trends continue, most new development in the city is going to occur in two areas: the Three Springs Drive corridor, including Three Springs Drive Business and Industrial Park, and the Colliers Way corridor.

The Water Department is monitored 24 hours per day by four (4) single man shift operators, seven (7) days per week, 365 days per year. West Virginia Health Department certified operators add the necessary chemicals to treat raw water from the Ohio River. A Lab Technician performs daily tests in the Water Department's Certified lab to meet State and Federal requirements that ensure clean drinking water. One maintenance operator maintains the equipment, ensuring an uninterrupted supply from the treatment plant and the five (5) satellite pumping stations. A Chief Operator oversees the day-to-day operation of the Water Treatment Plant.

The distribution system is comprised of approximately 120 miles of pipeline. The distribution system consists of four (4) subsystems: Marland Heights, Weircrest, Downtown, and Weirton Heights. Water is also pumped to Cove Valley Estates, Police Lodge Road, and Golden Key Acres, which are outside of Weirton's city limits.

Any water pumped into the distribution system that is not immediately used is stored in four (4) elevated tanks, two standpipes, or three (3) reservoirs. Maximum storage capacity is 5,275,000 gallons of water. The same lines that feed residences are used to fill the tanks. Consequently, the water being distributed into homes is very chlorinated.

One General Foreman oversees the day-to-day activities of staff assigned to the distribution system. The department is responsible for the maintenance and repairing of 573 fire hydrants and the overhauling of over 2,000 isolation valves when necessary. The department also provides the emergency repair of waterlines.

Meter shop personnel perform the installation, repair, changing and recording of approximately 10,500 water meters. Meters range in size from 5/8" for residential customers up to 10" for industrial purposes. Meter replacement and repair is vital for accounting for accurate water measurement. The Public Service Commission requires 5/8" meters be tested every seven (7) years. Large meters are to be tested more frequently. Meter readers are dispatched to read meters on an assigned schedule. Other meter shop personnel perform complaint tests on water meters and perform connects and disconnects for customers moving into and out of houses and apartments.

A review of the *1998 City of Weirton Waterline Failure Report* shows that 72 water line failures occurred in 1998. A water line failure can be characterized as a broken water line, a corrosion hole, or accidents. The report illustrates the data by four districts: Weircrest, Downtown, Weirton Heights, and Marland Heights. Of these districts, Weirton Heights has experienced the greatest concentration of broken lines (29) and corrosion holes (23). The total number of broken lines and corrosion holes for 1998 was 39 and 29, respectively. Further review shows that the Weirton Heights district comprised nearly 75 percent of all broken lines and nearly 80 percent of all corrosion holes. The report does not offer cause for the high incidence of waterline failures in Weirton Heights.

Presently, the Water Department does not have a coordinated plan for the upgrading of water lines. The current practice is to replace a water line only after it has broken three times. However, after a line has been replaced, there is no formal procedure to document the location and date of the replacement made. The Water Department does have a Geographic Information System (GIS) that can be used to track replacements and repairs, but it is currently not being used for this practice.

As previously noted, a component of the data gathering and inventorying process involved a number of neighborhood meetings and one-on-one interviews. During an interview with water department officials, it was expressed that fire hydrants in some areas are not strategically located in the city. Additionally, some of the hydrants are attached to 4” lines, which can be a limiting factor to water pressure used during fire fighting. In some locations, water pressure to the fire hoses must be restricted for fear of collapsing the municipal water transmission lines, creating a safety hazard to the local citizenry.

Existing Sewage System

The Weirton Sanitary Board is an autonomous board of the City of Weirton and is responsible for the collection and treatment of wastewater (sewage) from the homes, businesses, and industries of the Weirton area. The Sanitary Board was formed in May 1956 under Mayor Samuel Kusic to centralize the communities wastewater treatment needs. In May 1998, a General Plan for the Wastewater Treatment Plant was developed to evaluate present and expected future conditions. The majority of the information presented in this section was based on that report.

The Wastewater Treatment Plant was constructed in 1958-59 and was officially put into operation on December 31, 1959. The treatment plant was upgraded to secondary treatment in 1977 by order of the State Department of Natural Resources under the Clean Water Act of 1972. The plant was sized as a regional facility to serve Pennsylvania, Hanover Township, Colliers, and Weirton. Although the plant was sized as a regional facility, to date other communities have not come on-line. Once these other communities come on-line, the facility will easily reach its 4 mgd limit. The treatment plant outfall is located at mile 66.25 of the Ohio River immediately north of the Fort Steuben Bridge. The current service area of the Sanitary Board of Weirton, as defined in the 1998 General Plan: the south boundary is Harmon’s Creek, the north boundary is King’s Creek Road (W.V. State Route 11), the east boundary is the West Virginia – Pennsylvania state line, and the west boundary is the Ohio River. The Treatment Plant is located at 5000 Freedom Way near the Fort Steuben Bridge and is designed to treat 4.0 million gallons of wastewater per day.

Forecasting future needs for wastewater collection and treatment involves projecting population and employment in general, as well as in industries with heavy wastewater treatment requirements. Based on demographic data provided by the Brooke-Hancock-Jefferson Metropolitan Planning Commission (BHJ), the 1998 General Plan concluded that a marginal increase of wastewater would occur from domestic uses over the next twenty years. Based on the same data source, the report also concluded that commercial and industrial growth over the next 20 years would require an expansion of the wastewater treatment facility to 6 MGD average daily wastewater flow. The report established that the majority of the wastewater treatment facility equipment is in need of replacement. It was also determined that the “super structures and distribution piping and valves are in useful condition for the next 20 years.” Several phased recommendations are made for improvements to the existing wastewater treatment facility.

Typically, sewage treatment plants require updating on a twenty-year cycle. The Weirton wastewater treatment facility is currently nearing the end of a twenty-year cycle and is faced with the task of updating its system to meet commercial and industrial growth demands. Changes for treatment plants often means constructing additional facilities to handle excess capacity, which translates into increased sewer charges. Before the city constructs any type of new facility, further examination should be given to newer systems that may reduce energy consumption and/or allow for increased capacity without additional energy expenses. A model that may be worth examining is the selector contact-stabilization activated sludge system. This innovative and relatively inexpensive system upgrade is allowing the municipality's using the system to treat twice as much wastewater without increasing energy consumption or plant size.

As previously noted, a component of the data gathering and inventorying process involved a number of neighborhood meetings and one-on-one interviews. During wards meetings, residents were asked to express areas of concern in their ward and, more broadly, citywide issues that need to be addressed. During a meeting with Ward 3, residents expressed concern about a sewage line located along Greenbriar Road that is discharging effluent directly into the road. This situation presents a health hazard and should be mitigated as soon as possible.

Sewage Rates:

- First 10,000 gallons per quarter - \$2.95 per 1000 gallons.
- Next 440,000 gallons per quarter - \$2.12 per 1000 gallons.
- Over 450,000 gallons per quarter - \$1.37 per 1000 gallons.
- Minimum charge no less than \$11.80 per quarter

TELECOMMUNICATIONS

New developments in telecommunications technology and personal computers are changing both the corporate headquarters and the individual household from dependence on an urban location. With this freeing of locational choice, telecommunication advancements are creating the opportunity for the diffusion of population and employment to small cities, towns and rural areas. This will allow people to move away from the traffic congestion, crime, and drug problems of large cities in order to seek more attractive and secure communities. Although anecdotal, these evolving trends can mean future opportunities for the City of Weirton. The City of Weirton has begun to realize the significance of the World Wide Web with the development of its Web Page, which summary data of the city and links to the Water Department, Sewer Department, CDBG program summary, and the Mary H. Weir Public library. The site also allows for connections to other related regional web pages.

In the past, being connected meant that an individual had a telephone. Today, being connected means having access to telephones, computers, and the Internet. Access to these tools is becoming increasingly critical to economic success and personal advancement. The dramatic growth of electronic commerce (e-

commerce) and the improving developments of information technology (IT) are becoming a major driving force of our nation's economic well-being. Estimates for personal computer ownership in the United States is increasing by about 15 percent per year, while household usage of the Internet is growing by over 100 percent per year. It has been estimated that this need for household Internet connections will grow from three million customers today to over six million by 2002. Within this same period, business employees estimated demand for fast Internet connections will increase from approximately 15 million to nearly 30 million. Between 1998 and 2003, U.S. business-to-business commerce over the Internet is projected to grow from \$48 billion to \$1.3 trillion. These trends will undoubtedly have profound impacts on future land development patterns and the various opportunities available to businesses, individuals, and communities alike.

The U.S. Department of Commerce has commissioned a number of studies to examine the effects of information technology on how people live their lives. The data suggest that Americans without access to the Internet at home or at work are making use of public resources, most notably at community access centers (CACs). CACs can include schools, libraries, community centers, and other public access points. Minorities, people earning lower incomes, those with low educational levels, and the unemployed primarily use these access points. The majority of the public making use of CACs are researching job opportunities and participating in on-line educational programs. This suggests that people earning lower incomes, those with lower educational levels, and the unemployed are working to advance themselves economically and professionally using the Internet. Consequently, CACs can play a critical role in workforce development, and, by extension, are an important component to community revitalization strategies.

As previously suggested, information technology improvements may create a population shift from large metropolitan areas to higher "quality of life" areas such as small cities and rural areas. This technology may allow many workers to work from a computer station at location remote from the "home office." Consequently, telecommuting may become a strategy for businesses to retain sought after employees, and as a means to reduce the cost of providing physical office space for employees. High quality schools, a low crime rate and scenic beauty in the City of Weirton may attract these employees as improved information technology and telecommuting becomes more popular.

Information technology may also change the way higher education opportunities are provided. Many colleges are realizing the benefits of offering distance learning opportunities, reducing the need for students to attend a campus to obtain a college degree. Although City of Weirton residents have a number of higher education opportunities in the region, travel time to these campuses often creates a burden. Consequently, this trend may present greater educational opportunity for residents of the City of Weirton. For example, West Virginia Northern Community College (WVNCC) has recently joined with Bell Atlantic and is now able to offer digital video conferencing and distance learning opportunities. Currently, WVNCC has a new telecommunications classroom under construction at the Weirton Campus.

Use of the Internet also has a number of implications for local governments. The Internet can be used to improve citizen participation in local government decision-making. For example, a local government public hearing can be transmitted over the Internet in real time, allowing the elderly who cannot attend the meeting an opportunity to participate and make their concerns known during the meeting. Local citizens and officials alike can have improved communications via e-mail. E-mail also provides greater efficiency to local governments by delivering public announcements without printing and mailing costs. Local governments can make materials that were once available only in hard copy format available on the Internet. For instance, if an out-of-town developer were considering a new development in Weirton, and the zoning regulations and associated city-wide information were available on the Internet, the developer would have more timely access to the necessary information, thereby improving his decision making process.

The city has developed a Geographic Information System (GIS) that links spatial data located in a computer database, which can be then converted into a digital map. The data stored in the GIS can be updated, manipulated, analyzed, and displayed geographically as digital maps. When fully utilized, a GIS can be a valuable tool for analysis and planning, as well as facilitate customer service requests through access to city information and databases. A fully utilized GIS can also make daily operations more efficient, such as creating meeting notices for all affected properties for proposed developments.

In an effort to better serve the local constituency, the city may consider improving the city-wide Geographic Information System (GIS) database and making the information available on the Internet. By integrating the city's GIS and Management Information Systems (MIS), then linking these systems to the Internet, several efficiency improvements can be realized such as enhanced city management, processing of data more quickly and efficiently, and improved communications with city residents. The city's building department may also consider using the Internet for an online application to file and track permits. Integrating spatial data with permit data and offering it on the Internet can create improved efficiency of the permitting process and allow the for planning department to have a better understanding of future land development implications.

The surge in the number of Americans connected to the nation's information infrastructure can be attributed, in part, to several public sector initiatives. Pro-competition policies at both the national and state levels are helping reduce prices for consumers. Recent initiatives underway are encouraging public/private partnering to provide Internet services at community access centers. The U.S. Commerce Department's National Telecommunications and Information Administration (NTIA) administers a program that funds CACs known as the Telecommunications Information Infrastructure Assistance Program (TIIAP). The U.S. Department of Education's CAC program is designed to fund CACs in economically distressed communities on a broader scale. Private sector companies are also encouraged to donate computers and software to neighborhood centers in support of this access effort.

Internet access technologies fit into four broad categories. Twisted-pair telephone lines are the Internet access means used primarily by households and most CACs. Over time, this category has developed a number of subcategories to provide faster data transmission. The second technology available for Internet connections is the fiber/coax system, initially developed for video-broadcast applications, as in cable television. Techniques have been developed to use this category to provide high-speed data transmission. Households are the primary users of the fiber/coax system. Wireless Internet access can be accomplished via two technologies: satellite systems developed for broadcast video and cellular/PCS systems developed for mobile telephone users. The final category used for Internet access is an all fiber network. An all fiber network is the predominate access system for business users and, in the future, is expected to become the primary access medium for residential users as well.

Telephone service is provided within the city through Bell Atlantic. Telephone service consists of both fiber optic and copper wire. Generally, fiber optic is provided to main points of the “hub and star” system, and copper is used to connect to the end user. Bell Atlantic is modernizing longer copper runs with fiber optic service in older service areas. Tele-Communications, Inc. provides cable television services, delivers digital television, and provides access to the latest in telephone and Internet service through its broadband network.

Cellular phone service is becoming increasingly popular. Consequently, the number of cellular phone service providers is increasing. As these providers continue to increase, the number of satellite signal receiving devices will also increase, potentially having a negative effect on the aesthetics of the various ridgelines within the city. Consequently, the city should encourage careful placement of these devices off of ridge lines and other highly visible areas, appropriate screening, and co-location on various towers.

For the City of Weirton to become competitive with other communities in the telecommunications arena improved telecommunication connection services must be encouraged. In the short term, Integrated Services Digital Network (ISDN) should be offered to residential, community access centers, and commercial users. This technology allows existing twisted-pair telephone lines to be relatively easily upgraded and enables phone and computer communication to take place on the same line at the same time. In the long term, the city should be lined with fiber optic cable. Realistically, the city can expect this to happen on a 20-year horizon. Planning for the impact of technological advancements on the city is impossible given the rapidly changing technological environment. However, open dialog and partnering with fiber optic service providers can broaden services available to city residents and businesses while putting Weirton on the forefront of new advancements in the telecommunications industry.

Findings:

Coverage Areas:

- Area south and west of Angeline Estates has little sewer and water infrastructure. Areas without sewer “districts” include: Three Springs Drive, Angeline Estates, the area along Cove Road, Penco Road.

Repairs and Replacements:

- Residents along Greenbriar Road have pointed out the need for sewer upgrades, as raw sewage is out-flowing into the road.
- Fire hydrants have not been strategically located around the city. Additionally, they are attached to 4” lines, which is limiting factor to water pressure used to fight fires.
- Most of the water lines throughout the city are in need replacement, especially in the Weirton Heights district.
- Update telecommunications to reflect advances in communications industry. This may be necessary in order to become competitive in the evolving information-based economy.

Capital Reinvestment:

- The water treatment plant will need upgrading to meet the demands of the Three Springs Business and Industrial Park, Three Springs Drive corridor, and Colliers Way.

H. Traffic and Transportation

The City of Weirton is logistically positioned to serve the manufacturing and distribution industries with its combination of transportation alternatives, including the Ohio River, numerous rail lines, and recently completed U.S. Route 22. Additionally, the city offers lower land prices and wage rates along with available labor, and is only 30 minutes from the Pittsburgh Airport and metro area. A new limited access highway is scheduled for construction, improving access into the Pittsburgh area and reducing travel time. This new connection will provide an alternate and shorter route to the Pittsburgh region, and will place Weirton at a unique site for economic growth and expansion.

A transportation sub-consultant is performing a transportation network modeling/analysis of the primary arterials within the city. The modeling/analysis will be a supplement to the information presented here and will focus on the following network arterials:

- Main Street - from Pennsylvania Avenue to Freedom Way
- Pennsylvania Avenue - from Main Street to the state line
- Colliers Way - from Pennsylvania Avenue to Harmon Creek Road
- Cove Road - from Main Street to Pennsylvania Avenue
- Three Springs Drive - the length of the road
- Colliers Road/Harmon Creek Road - from Cove Road to Colliers Way
- U.S. Route 22 - from WV Route 2 to state line
- Greenbrier Road, from Cove Road to Pennsylvania Avenue

Current Conditions:

Roadways

Roadways are classified in two ways. First, by administrative authority, relating to the government agency responsible for construction and maintenance: federal, state, or local municipality. Roads are then classified by their functions, based on their use and design standards. There are four major functional types of roadways:

1. *Expressways or freeways* are controlled-access, multilane, divided highways devoted to high speed, long-distance travel with little or no access to adjacent land.
2. *Arterials* serve primarily to move traffic between principle traffic generators, forming an integrated system. Typically, residential access does not occur, but commercial access is allowed along arterials. Arterials may be divided into principal and minor categories.

3. *Collectors* serve internal traffic movements within an urban area and connect it with the arterial system. Collectors may be divided into major and minor categories.
4. *Local Streets* provide access to adjacent land as their primary function.

The main transportation system in the City of Weirton is a combination of roadways and rail yards. The development of the city roadway network has been intrinsically tied to the region's steep topography. Major roads are located in valleys and along ridge tops with neighborhood and local streets extending up slopes and into valleys. Table F-1 below characterizes the expressways/freeways, arterials, and collectors in the City of Weirton as provides average daily trips, as determined by the Brooke-Jefferson-Hancock Metropolitan Planning Commission.

Table F-1		
City of Weirton, WV		
Existing Primary Roadways		
<i>Roadway</i>	<i>Classification</i>	<i>Approximate 1994 ADT¹</i>
U.S. Route 22	Freeway	17,540
WV State Route 2 (Main Street)	Arterial	21,570
WV State Route 105 (Pennsylvania Avenue)	Arterial	21,220
County Route 507 (Freedom Way)	Arterial	10,300
Three Springs Drive	Arterial	13,410
Cove Road	Arterial	12,340
Harmon Creek Road	Collector	2,400 ²
Colliers Way	Local Road	9,580
Colliers Road	Local Road	Not Defined

Source: Brooke-Hancock-Jefferson Metropolitan Planning Commission

¹ Average Daily Trips: defined as average twenty-four hour trips

² 1993 ADT

The primary north-south corridor through the City of Weirton is West Virginia State Route 2, locally known as Main Street. WV State Route 2 connects the city on a north-south axis with the entire northern panhandle of West Virginia including: Wheeling, Wellsburgh, Follansbee, New Cumberland, and Chester. It also connects the City of Weirton with Interstate 70 in Wheeling. WV State Route 2 is characterized primarily as a two-lane highway. As reported by the *Brooke-Hancock-Jefferson Metropolitan Planning Commission, 2020 Regional Transportation Plan* (hereafter referred to as the BHI 2020 Transportation Plan), traffic volumes along WV State Route 2 range from 5,300 to 22,000 in the Brooke-Hancock-Jefferson (BHI) region. The plan also prioritizes accident problem locations in the region. The Freedom Way and Main Street intersection, near the U.S. Route 22 interchange, has been ranked as a priority on the list. Additionally, interviews with local and regional officials have pointed to this intersection as experiencing traffic flow problems. A transportation network modeling/analysis of the

primary arterials within the city will be performed, including existing operational analysis of the major intersections within the network. This analysis will help to shape a better understanding of this intersection.

WV State Route 2 through downtown Weirton (Main Street), north from the U.S. Route 22 interchange to the beginning of Weirton Steel operations, can essentially be viewed as three separate sections. Automobile-oriented establishments, contributing a number of curb cuts to Main Street, dominate the southern portion of Main Street, from the U.S. Route 22 interchange to Marland Heights Road. From Marland Heights Road to Cove Road, Main Street is primarily civic oriented. Examples include the Senior Center, Post Office (just off Main Street on Mildren Avenue), banks, and Municipal Plaza, which includes City Hall, the Police Department, the library, the community center, the fire department, and Cove Ball Field. From Cove Road to about Virginia Avenue, Main Street has a more pedestrian-oriented character. Here, buildings have been built up to the sidewalk and include uses such as eating and drinking establishments, a bike shop, a pharmacy, an appliance center, and a photography supply shop. Parallel parking is encouraged along the road and there are several parking lots shared by the establishments. Trash receptacles and park benches are also provided along the sidewalks.

During a downtown merchant focus group meeting (May 18, 1999, notes are found in Attachment D), a primary concern of the merchants was the commercial truck traffic along Main Street. Many of the merchants perceive the truck traffic as a deterrent to potential customers from coming to their stores. Many of these trucks are traveling between Weirton Steel operations at the north end of Main Street and connecting with either U.S. Route 22 or Freedom Way at Main Street's south end. Consequently, these vehicles essentially travel the entire Main Street corridor. This traffic brings with it many negative impacts for downtown businesses, including increased noise, pollution, and congestion. Construction of an alternate truck route has been discussed. Development of an inter-mill road is being investigated to relieve truck traffic along Main Street; however, because of construction costs this road is not likely to be built in the near future.

Weirton has two east-west main transportation corridors: United States Route 22 and West Virginia Route 105 (Pennsylvania Avenue). U.S. Route 22 was recently completed as a four-lane limited access highway and has four interchanges into the City of Weirton: West Virginia State Route 105 (Pennsylvania Avenue), Three Springs Drive, Cove Road, and West Virginia State Route 2 (Main Street). The recent completion of U.S. Route 22 has created tremendous economic opportunity for the City of Weirton in terms of accessibility to both the City of Pittsburgh regional market and Pittsburgh International Airport. The BHJ 2020 Transportation Plan reports average daily traffic volumes along U.S. Route 22 to range from 14,850 in western Jefferson County to a maximum of 21,300 on Veterans Memorial Bridge.

West Virginia Route 105, locally known as Pennsylvania Avenue, was constructed in the 1920s and primarily provides access through the city for local residents connecting with U.S. Route 22 and major commercial and community destinations within the city. Pennsylvania Avenue can be characterized as a

two- and three-lane unrestricted access roadway lined primarily with typical automobile-oriented commercial land uses; some residential areas exist along both sides of the road. Most of the commercial uses are stand alone structures, creating a number of vehicle access points. However, the roadway has few curb cuts due to the lack of curbs. Consequently, most parking lots flow into the roadway. WV Route 105 has been constructed primarily to service automobiles. Consequently, pedestrian traffic is implicitly discouraged along the roadway due to the lack of sidewalks. The State of West Virginia is currently working with a consulting firm to improve the storm water drainage system, add curbs and sidewalks, and widen a portion of the roadway.

At a September 20, 1999 public informational hearing the following information was presented. As planned alternatives move forward, we will continue to maintain contact with regional and state officials. For construction purposes, the proposed Pennsylvania Avenue Improvement Project has been planned in three sections. Section 1 begins at WV Route 2 and ends just beyond 14th Street. Proposed reconstruction affects a minimal amount of private property. Sidewalks are provided along the south side and north side of the road, except between Weir Avenue and North 11th Street where sidewalks will only be on the south side. With this alternative, a truck escape ramp could be provided, if needed. To accommodate traffic flow, a right-turn lane is provided westbound at the WV Route 2 intersection and eastbound at the Weir Avenue intersection. Four lanes are provided between these two intersections to accommodate the turn lanes. A portion of two-lane roadway exists between 12th Street and the end of this section (just beyond 14th Street). The 12th and 13th Streets will be widened to three lanes. In the area beyond 13th Street, widening cannot be performed without adversely affecting adjacent businesses and residences. All drainage from this section of the project will be directed to an existing stream that runs parallel to Pennsylvania Avenue.

Section two begins just east of the intersection with 14th Street and terminates on the west side of the intersection with Cove Road. Most of this section already has a continuous center-turn lane; however, it contains a number of drainage problems. Since the pavement in section two cannot be widened without adversely affecting the adjacent properties, this section will not be widened. An asphalt overlay will be placed over the existing pavement to provide a smooth travel surface. To improve traffic flow at Pennsylvania Avenue, Penco Road, and Palm Drive, additional turn lanes may be required. To determine the best possible alternative traffic flows are being studied. Excavation of the hillside to the east of North 15th Street is proposed to improve the sight distance for traffic entering Pennsylvania Avenue from North 15th Street.

Section three starts west of the intersection with Cove Road (County Route 507) and extends to the Pennsylvania State line. The existing roadway within this section is two lanes wide, except for turn lanes westbound at Cove Road and eastbound at Starvaggi Drive.

Section three will be widened to three lanes, with the exception of approximately 650 feet before the Pennsylvania State line. Sidewalks will be provided on the north side and will be placed in developed areas on the south side. Crosswalks will be designated at two existing school crossings and at the Cove Road and Colliers Way intersections. The horizontal of Pennsylvania Avenue will be adjusted away from Stroud Avenue and Phillips Street to avoid tie-in problems with these steep side streets. The alignment will also be shifted slightly to the north at station 224+00 to avoid the elimination of a business parking lot. Left turn lanes at the Colliers Way intersection are being installed under a separate project. Drainage in this section will be corrected by the additions of curbs, gutters and inlets. All collected stormwater run-off will be directed by culvert to natural drainage streams. The drainage will be modified by the addition of curbs, gutters and inlets. All collected stormwater run-off will be directed by culvert to natural drainage streams.

The Three Springs Drive/Cove Road/Penco Road corridor has recently been experiencing tremendous new development pressures. This development is due to the relatively flat, open topography of the area and the construction of U.S. Route 22, which has an interchange at Three Springs Drive. Consequently, large footprint buildings, which tend to be large traffic generators, have recently developed along this corridor. Examples include a new Wal-Mart and a Kroeger's Supermarket, a K-Mart, and several fast-food establishments. Consequently, the Cove Road and Three Springs Drive intersection is ranked fourth on the accident problem location list reported in the BHI 2020 Transportation Plan. BHI has recommended that Three Springs Drive and Penco Road be redesigned to provide for a single intersection with Cove Road. Further, BHI has recommended removal of the median barrier from Penco Road.

Roads that connect neighborhoods with the arterial network are classified as collectors. The City of Weirton has four significant collector roads. Marland Heights Road connects the Marland Heights neighborhood with downtown Weirton. North 12th Street connects with Pennsylvania Avenue for many of the Weirton Heights neighborhood residents. Greenbriar Road follows a north-south axis essentially connecting Pennsylvania Avenue and Cove Road. During a June 22 neighborhood meeting with Wards 3 and 7, residents noted that Greenbriar Road has been experiencing increased traffic as community residents use the road as a "short cut" to connect with U.S. Route 22 at the Cove Road interchange. BHI's ADT (Average Daily Trips) data supports this claim. In 1990, BHI reported an ADT level of 700 vehicles for Greenbriar Road. By 1994, ADT for Greenbriar Road had escalated to 1,100.

Bridges

The City of Weirton is separated from Steubenville, Ohio by the Ohio River. Consequently, bridges have played an important role in connecting Weirton to Ohio markets and beyond. At present, two bridges connect Weirton with the State of Ohio over the Ohio River: Fort Steuben Bridge and Veterans Memorial Bridge. The Market Street Bridge also services Weirton, which is about 1.5 miles from Weirton city limits.

Fort Steuben Bridge is located along County Route 507 (Freedom Way) and connects Weirton to U.S. Route 22/S.R. 7 in Steubenville, OH. The bridge, built in 1928 and rehabbed in 1972, has a twenty-foot wide roadway with a 5-foot wide sidewalk on the south side. The BHJ 2020 Transportation Plan reports 11,280 traverse the bridge per day, which is predominately truck traffic leaving the Half Moon Industrial Park. Presently, the Ohio Department of Transportation, who owns and maintains the bridge, is considering closing the bridge.

Veterans Memorial Bridge is a cabled stay suspension bridge completed in May 1990 connecting West Virginia and Ohio via U.S. Route 22. The bridge provides six 12-foot lanes and is 1,964 feet long. The BHJ 2020 Transportation Plan reports daily traffic volumes of approximately 21,300. If the Fort Steuben Bridge is closed, it has been estimated that daily traffic volumes on the Veterans Memorial Bridge would increase approximately 49 percent. Both the West Virginia Department of Transportation (WVDOT) and the Ohio Department of Transportation (ODOT) maintain Veterans Memorial Bridge jointly. However, WVDOT has primary responsibility.

Other bridges in Weirton are used to pass over U.S. Route 22. These bridges are located on Colliers Way and Three Springs Drive. Anticipating the need to widen Colliers Way in response to increasing development, such as the Weirton Medical Center, BHJ has recommended that the Colliers Way Bridge be widened to four lanes. BHJ has also recommended that the Three Springs Drive bridge be widened to four lanes, including sidewalks, to accommodate the increased traffic anticipated by the developing Three Springs Business and Industrial Park, and increasing commercial and retail activities in the area.

Public Transit Busing

The Weirton Transit Corporation (WTC), a non-profit public transit service, services residents of the City of Weirton for local, in-city travel. Presently, the WTC operates one main route and three feeder routes. The main route begins at the Main Street/Freedom Way intersection and follows Main Street to Pennsylvania Avenue. The route then follows Pennsylvania Avenue to Penco Road, then from Penco Road to Three Springs Drive. The route follows Three Springs Drive to the end, turns around and comes back to Cove Road where it then turns east to Pennsylvania Avenue. The route then follows Pennsylvania Avenue to its terminus point, Weirton Medical Center. Future development along Colliers Way may require that the route continue further along the Colliers Way. Feeder routes are located in the Marland Heights and Weircrest neighborhoods, and along Cove Road and Weir Avenue.

Ridership for 1998 was approximately 27,000. FTA Section 5307 funds keep the WTC in operation with funds allocated to Weirton on a yearly basis. Hours of operation are daily 6:00 A.M. to 6:00 P.M., Saturday 6:00 A.M. to 4:30 P.M., and Sunday there are no routes. According to the BHJ *Transit Development Plan for Steubenville-Weirton Metropolitan Area, 1997-2001* local transit services are adequately meeting the overall needs of the existing community. However, the report does recommend that a connection between the City of Weirton and the City of Steubenville be designed, thereby

promoting a more comprehensive regional approach to public transit and the potential to increase ridership.

Presently, Greyhound Bus Lines does not have a stop in the City of Weirton.

River Port

The importance of the Ohio River to the City of Weirton's future cannot be overestimated. The Ohio River is navigable year-round, carrying an estimated 230 million tons of cargo to ports around the world. Presently, the City of Weirton does not have an established "port authority". However, a series of studies are being performed for the West Virginia Public Port Authority to develop a master plan for the Weirton Port and Industrial Center District.

In December 1997, a Port Feasibility report was submitted to the Department of the Army, Huntington District, Corps of Engineers, which examined the feasibility of developing a public port along the Ohio River at the Starvaggi Site, located between river miles 65.4 and 66.1 along the Ohio River. The site is owned by Starvaggi Industries and is approximately 60 acres in size. The Master Plan, when ultimately completed, will be utilized by the Weirton Port Authority.

Currently, about 25 acres of the site are being used for bulk terminal operations; Starvaggi Industries operates a public dry bulk stevedoring service under the name "Weirton Ice & Coal Supply Company." The site has experienced dramatic changes in recent years. In 1990, a coal preparation plant was closed with the implementation of the Federal Clean Air Act of 1990. More recently, imported hot-briquetted iron (HBI) has largely replaced the large quantities of iron ore once received at the terminal. Today the port receives lime, coal coke, HBI, other steel inputs, and sand and gravel. The port also handles iron and steel products, especially steel coils.

Feasibility was examined from a variety of perspectives, ranging from port operation's narrowly defined operating profits and losses, to its broader economic and associated impacts on the local economy, the state of West Virginia, and the nation. The study reported construction costs of the port over a fifteen-year period. Economic and financial feasibility of the port was examined over a thirty-year period, to weigh the long-range economic benefits of industrial plant operations.

Two scenarios were designed to illustrate the potential types of industrial development that might occur at the proposed Starvaggi site. The first was a general cargo scenario that incorporates a number of features proposed by local business leaders and port district officials. The second scenario focused exclusively on the transport, storage, and processing of steel, and was developed based on the knowledge of the consultant team. This second scenario was referred to as the Steel Super Centre scenario. For development of both scenarios, it was assumed that the public sector would pay for both the main entrance road and rail spurs into the port. However, the 1997 Port Feasibility report noted that Starvaggi

Industries has expressed interest in developing the proposed public port on their site, but only if the land is leased to the Port Authority and the sole right to build on the site remains with the owner. The Port Feasibility report estimated the construction of each scenario at the Starvaggi site: General Cargo at \$14,461,767 and Steel Super Centre at \$22,102,222. However, it is unclear as to whether these costs include engineering & design, environmental permits, and maintenance and contingencies. The Port Feasibility report reviewed the balance sheets for the Starvaggi site. The report indicates that revenues appear adequate to cover 70-80 percent of costs within the first fifteen years and 80-90 percent within thirty years.

The Port Feasibility report also analyzed the indirect and induced economic impacts on the local economy resulting from the port's development. Examples include the jobs created in the construction and operation of the port, income-induced spending benefits and new industries attracted by the port. The Steel Super Centre scenario is expected to create approximately 300 full-time equivalent (FTE) jobs per year over a 30-year period; the General Cargo scenario is expected to create approximately 200 FTEs. For the General Cargo scenario, output impacts (NPV 30-year) amount to \$370 million at the local level, while the Steel Super Centre scenario amounts to \$593 million.

Airports

The City of Weirton is primarily serviced by Pittsburgh International Airport. The airport is approximately 30 miles from Weirton and easily accessible via U.S. Route 22 and Route 681. A new limited access highway, known as the Findlay connector, has been proposed, improving access into the Pittsburgh metropolitan region. When the road is built, travel time to the airport from Weirton will be approximately twenty minutes, creating a significant economic opportunity for Weirton. Commercial passenger transportation is provided by a number of airlines including American Airlines, American Eagle, British Airways, Comair, Continental Airlines, Continental Express, Delta Air Lines, Northwest Airlines, TWA, United Airlines, United Express, and US Airways Express.

Besides Pittsburgh International Airport, four local airports serve the region. The Jefferson County Airpark is a publicly owned airfield located south of Wintersville, Ohio. The Wheeling-Ohio County Airport is publicly owned and located in West Virginia on the border between Ohio and Brooke Counties. The BHI 2020 transportation reports that both airports have recently been improved by an extensive amount of capital improvements. Jefferson County Airpark improvements include the construction of a new terminal building, the installation of approach indicators and an extended runway to 3600 feet.

The two other local airports serving the region are both privately owned and include the Herron Airport near North Cumberland, and the Eddie Dew Memorial Airport near Toronto in Jefferson County, Ohio. The BHI 2020 plan indicates the region is serviced relatively well by air transportation.

Rail

BHJ reports the region's rail network is comprised of approximately 135 miles of main and secondary lines, which are operated by four rail companies: Wheeling Lake Erie Railway (W&LE); Columbus & Ohio River Railroad Corporation (C&ORR); Ohio-Rail Corporation (Ohio-Rail); and Norfolk Southern, who has recently assumed responsibility for lines previously operated by Consolidated Rail Corporation.

Rail lines play an important role in the local commercial transportation network. The BHJ 2015 Transportation Plan Update warns of the potential economic detriments that can be caused by the recent trend toward abandoning rail lines and further identifies the need to preserve these rail corridors. Consequently, BHJ and local officials have been working closely with rail representatives to keep these lines from closing. Currently, the City of Weirton is not serviced by passenger rail service.

Bicycle and Pedestrian Connections

Providing alternatives to the automobile; such as sidewalks, bike lanes, and multi-use trails; is becoming increasingly popular in many communities across the country. However, it has been reported that residents in the local region are limited in these forms of transportation because of steep topography, old, narrow streets that cannot accommodate both automobiles and bicycle and pedestrian areas, and the suburban form of development that has evolved has made distances too far for this mode of travel.

The 1997 Bicycle/Pedestrian Plan developed by BHJ, indicates that there is interest among the region's residents for bicycle/pedestrian facilities for recreational purposes. According to the findings in the report, region residents are traveling to adjacent areas to use existing multi-use trails like Montour Trail and Wheeling Heritage Trail in Pittsburgh.

In light of the trend to abandon rail lines, multi-use rail-to-trails has become a popular reuse for these corridors. Many residents in the region have recognized this same value in abandoned rail lines. Most significantly to the City of Weirton is the potential conversion on the Weirton Secondary Line scheduled for possible abandonment. The route travels from the City of Weirton to the Pennsylvania state line and will ultimately link to trails being developed in Pennsylvania. Locally, this trail is known as the Harmon Creek - Independent Trail. The Brooke-Hancock-Jefferson (BHJ) Metropolitan Planning Commission has supported development of this trail. BHJ has also recommended development of the Brooke Pioneer Trail Link to Harmon Creek. This trail will connect the City of Weirton with the proposed trail network that continues to Washington, D.C. and Washington, Pennsylvania.

Walking is a form of exercise that is available to the majority of the public. Presently, many of the local residents use the Fort Steuben Mall and local neighborhood streets for walking. However, the city's sidewalk network is fragmented, which requires walkers to use roads. This is not only noticeable along

Pennsylvania Avenue, but also in the neighborhoods throughout the city where the sidewalks often stub-off, then begin again sometimes several parcels or blocks later.

Findings:

- Access to the waterfront is inadequate. Further investigation will identify potential access routes to points along the waterfront via car, bicycle, or foot.
- The pedestrian network is fragmented throughout the city. Neighborhoods should at a minimum have completely connected sidewalk network for residents. A coordinated approach to bike and pedestrian connectivity with major commercial and parklands may be necessary.
- The truck traffic along Main Street is not in harmony with Main Street commercial revitalization efforts. Development of an inter-mill road is being investigated to relieve truck traffic along Main Street; however, because of construction costs this road is not likely to be built in the near future.
- Commercial development along the Three Springs Drive corridor has resulted in congestion problems. Future development will continue to increase pressures on the existing infrastructure.
- Development of U.S. Route 22 will boost economic development activities in both the City of Weirton and the region. However, the interchange at Main Street and Freedom Way has experienced notable congestion problems, particularly with truck traffic. This congestion can only be expected to increase if the Fort Steuben Bridge is closed.

I. Environmental Inventory and Analysis

The City of Weirton is located in a region with an abundance of natural resources. A review of these reveals obvious constraints and opportunities for development. Natural constraints include wetlands, poorly drained soils, and floodplains, which restrain development. Natural opportunities include wetlands and other existing water features such as the various streams and the Ohio River. These areas serve as open space for residents and passive recreational opportunities as well as habitat for wildlife.

Existing Conditions

Water Features

The inventory of water features is concerned with surface streams, underground aquifers, floodplains and wetlands, and water quality. The City of Weirton is located along a major water resource, the Ohio River. Consequently, the Ohio River has played a significant role in the development of the city from both a commerce and life support perspective. Several other water bodies have also played, and continue to play, an important role in the City of Weirton such as Harmon Creek, Alexanders Run, and Kings Creek. The following summarizes existing water resource conditions in the City of Weirton. Much of the data presented was collected from existing West Virginia Division of Environmental Protection studies and reports.

Stream/River	Location
Ohio River	Follows western boundary of city
Harmon Creek	Forms southern boundary of city
Alexanders Run	Tributary of Harmon Creek; located behind Angeline Estates
Unnamed Creek	Tributary of Harmon Creek; located within the Starvaggi Farm
Kings Creek	Forms northern boundary of city
Marrow Run	Tributary of Kings Creek; located parallel to N. 12 th Street
Unnamed Creek	Tributary of Kings Creek; located parallel to Culler Road

The Ohio River follows the western boundary of the City of Weirton. The river is formed by the junction of the Allegheny and Monongahela Rivers at Pittsburgh and generally flows southwest 981 miles until it joins the Mississippi River near Cairo, Illinois.

Harmon Creek, a tributary of the Ohio River, forms the southern boundary of the city, generally flowing from the east, before draining into the Ohio River near the Veterans Memorial Bridge on U.S. Route 22. Because Harmon Creek flows past some of the most industrialized land in the City of Weirton, it has several contaminants and, is consequently found on the 1996 303(d) primary list due to its high temperature and high iron, which means the stream is water quality limited and not expected to meet water quality criteria.

Alexanders Run is located in the southeastern portion of the City of Weirton and generally flows in a southerly direction before converging with Harmon Creek. Alexanders Creek appears on the 303(d) sublist for Acid Mine Drainage (ACM). ACM relates to the acidic water discharge from an active or abandoned mine.

Kings Creek frames the City of Weirton's northern boundary and generally flows in a westerly direction before converging with the Ohio River at the northernmost point of the city. The West Virginia Division of Environmental Protection has listed the creek as one of the highest quality streams in the Northern Upper Ohio River Watershed.

Floodplains

The City of Weirton's floodplain areas are generally located along the rivers and creeks flowing through and around the city. In general, the areas that have most recently been affected are along Marrow Creek and Harmon Creek. Both include 100-year floodplains. More specifically, the Freedom Way/Main Street vicinity has experienced significant flooding problems.

Wetlands

The US Fish and Wildlife Service provided a listing and location of the statewide national wetlands inventory. Within Weirton, there are relatively few wetlands; the NATURAL RESOURCES map following page II-66 depicts their location. The largest classified wetland is Browns Island. The second largest wetland is along the shoreline of the Ohio from just north of the sewage treatment plant under the Rt. 22 bridge to the city line and beyond. Other small wetlands are located just east of Alexanders Run south of the Serbian American Cultural Center.

Watersheds

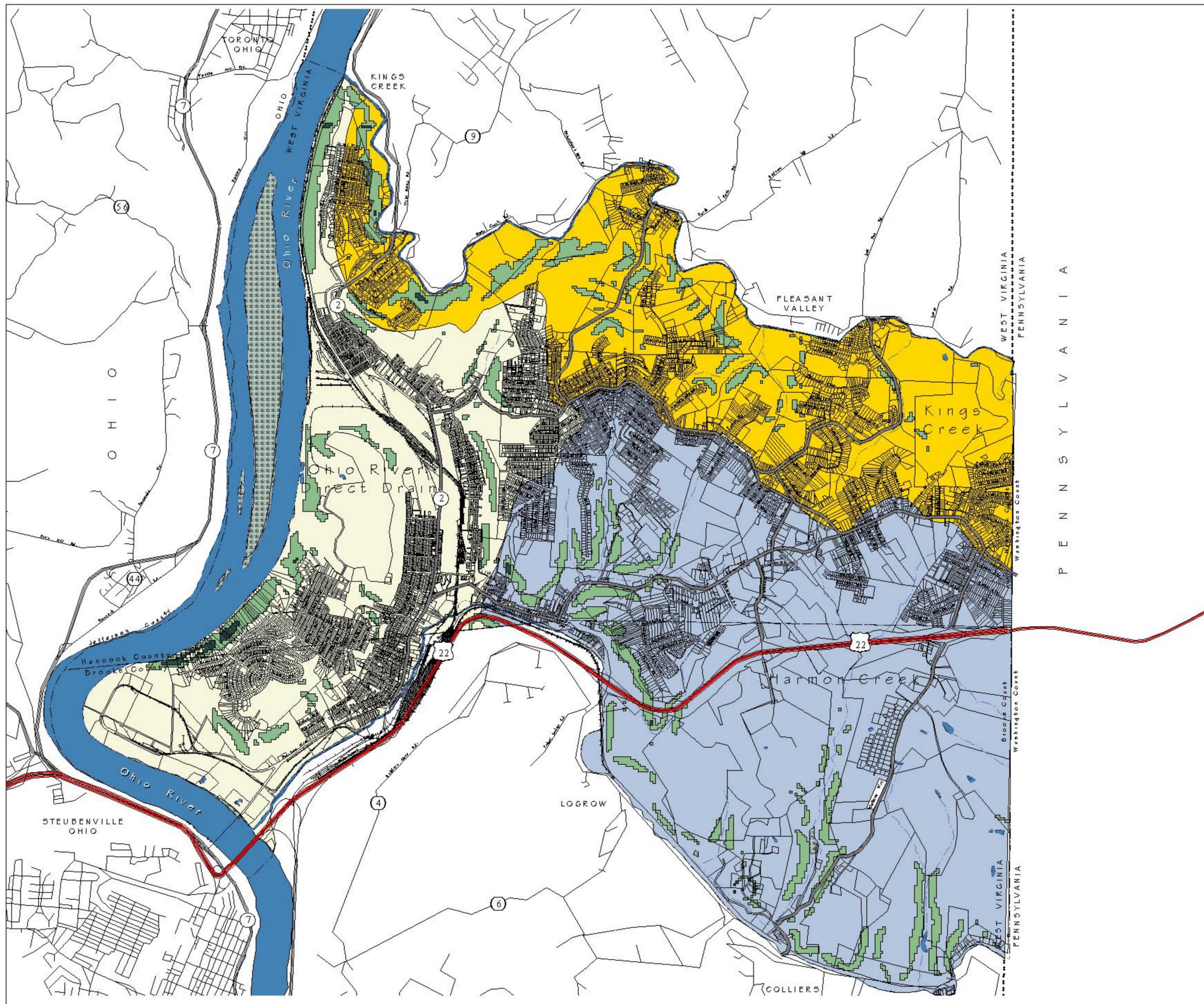
The NATURAL RESOURCES map following page 66 illustrates the watershed boundaries. The City of Weirton is located in the Northern Upper Ohio River Watershed. Within West Virginia, the Watershed is about 20 miles long (north-to-south) by 4.5 miles wide (east-to-west). Within the region, the watershed is

NATURAL RESOURCES MAP

FINAL DRAFT
CITY OF WEIRTON COMPREHENSIVE PLAN UPDATE
■
INVENTORY AND ANALYSIS
II-66

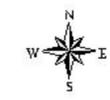
CITY OF WEIRTON Comprehensive Plan

Natural Resources



- Ohio River Basin Drain Watershed
- Harmon Creek Watershed
- Kings Creek Watershed
- Slopes With 25-35% Gradation
- Slopes With >35% Gradation
- Wetlands

- City Boundaries
- County Boundaries
- State Boundaries
- Railroad
- Local Roads
- Primary Local Roads
- State Roadways
- U.S. Route 22
- Streams, Creeks
- Rivers, Lakes



SOURCE: WEIRTON DEPARTMENT OF ECONOMIC DEVELOPMENT

THE SARATOGA ASSOCIATES

LANDSCAPE ARCHITECTS, ARCHITECTS, ENGINEERS, AND PLANNERS P.C.
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WEIRTON, WEST VIRGINIA

divided into three sub-basins, which include the following:

Sub-basin	Location/Boundaries
Ohio River Basin	Easterly boundary generally follows 11 St. to Penna. Ave. then follows Fairview St. to Figoura St. It turns westerly at that point directly to Steel Blvd. then north along St. Johns Rd. to the city line.
Harmon Creek	Located generally in the southeast portion of the city. The westerly boundary matches the easterly boundary of the Ohio Watershed. The northerly boundary follows Penna. Ave. over to the eastern edge of the city.
Kings Creek	Located along the entire northern boundary of the city and matches the northern boundaries of the Ohio and Harmon Watersheds.

Water Quality

The Clean Water Act set a goal of making U.S. waters safe for swimming and aquatic life. Consequently, the United States Environmental Protection Agency (U.S. EPA) was directed to develop national effluent standards. The following chart characterizes water quality conditions for the waters of the City of Weirton. The chart was developed from the WVDEP’s Northern Upper Ohio River Watershed findings.

<i>Stream</i>	<i>Overall Condition</i>	<i>Fecal Contamination</i>	<i>Biological & Habitat Assoc.</i>	<i>Recreational Uses</i>	<i>General Comments</i>
Harmon Creek	303(d) primary list	High	Non-supporting	N/A	Industrial pollutants, heavy sediments, lack of habitat. Receives wastewater discharge from Weirton Steel Corp.. Profuse sediment oils.

<i>Stream</i>	<i>Overall Condition</i>	<i>Fecal Contamination</i>	<i>Biological & Habitat Assoc.</i>	<i>Recreational Uses</i>	<i>General Comments</i>
Alexanders Run	303(d) sub-list	N/A	Not reported	N/A	Consideration being given to remove from 303(d) list. Chronic standards for aluminum content.
Kings Creek	High quality stream	Very high	Supporting	Fishing, foot trail	Low silt, abundant stream shade
Marrow Run	Undetermined	High	Non-supporting	N/A	None
Lick Run	Undetermined		Non-supporting	N/A	Low instream habitat quality. Clear turbidity.

Topography

Like much of western Pennsylvania, the City of Weirton has a tremendous amount of steep slopes. The SLOPES ANALYSIS map following page II-70 illustrates the distribution of the topography within the city. Using 10-meter Digital Elevation Model data provided by the United States Geologic Survey (USGS), slopes were calculated in four categories.

1. 0 - 8 percent Comparatively level land - Suitable for all land use types
2. 9 - 16 percent Not Excessively Steep - Suitable for residential and commercial development
3. 17 - 24 percent Steep - Suitable for residential development
4. 24 percent+ Very Steep - Additional investigation needed prior to development

Examination of the SLOPES map illustrates that much of the city is already built-out on the first category of slopes. For example, Halfmoon Industrial Park, Marland Heights, Williams Country Club, portions of Weir Heights, Three Springs Drive area, Angeline Estates, Weirton Medical Center, and other neighborhoods along the eastern edge of the city are subdivided into individual parcels.

At the next level of slopes, there is comparatively less development. Much of this land is considered at the base of the hills. In examining the map, there is some residential development in this area as “spill off” from the development on the comparatively level land. This includes the neighborhoods of Weirton

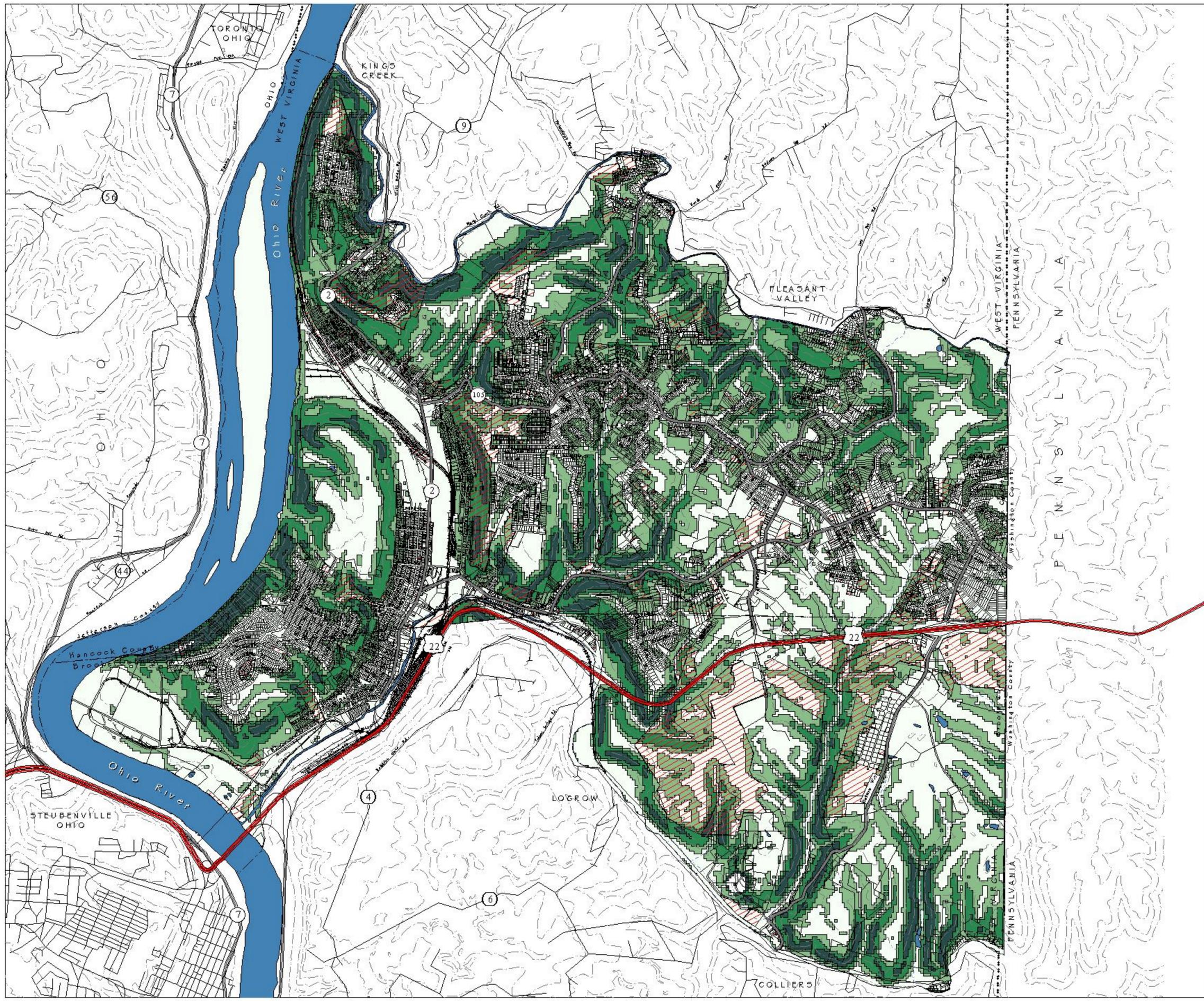
Heights, Owings Addition, Weir Crest, Kings Creek Bowl, Downtown, Pleasant Valley, Pleasant View, Liberty, Bel-Air, and some areas along Pennsylvania Avenue. Generally, the maximum slope for roads is about 10 percent.

SLOPE ANALYSIS MAP

FINAL DRAFT
CITY OF WEIRTON COMPREHENSIVE PLAN UPDATE
■
INVENTORY AND ANALYSIS
II-70

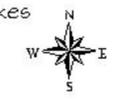
CITY OF WEIRTON

Comprehensive Plan



Slope Analysis

- Comparatively Level Land (0-8%)
- Suitable For All Land Use Types
- Not Excessively Steep (9-16%)
- Suitable For Commercial And Residential Development
- Steep (17-24%)
- Suitable For Residential Development
- Very Steep (>24%)
- Vacant Land
- Topography
- City Boundaries
- County Boundaries
- State Boundaries
- Railroad
- Local Roads
- Primary Local Roads
- State Roadways
- U.S. Route 22
- Streams, Creeks
- Rivers, Lakes



SOURCE: WEIRTON DEPARTMENT OF ECONOMIC DEVELOPMENT

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WEIRTON, WEST VIRGINIA

The next slope category, steep, there is very little. This includes the hillsides leading up to the peaks, or tops of the hills. Much of this land is located along the upper edges of the stream areas (e.g., along Alexanders Run) and north of Pennsylvania Avenue.

The last category is areas in excess of 24 percent slope. In examining the map, there is no development in these areas in the City of Weirton.

Hazardous Contamination Sites

The WV Department of Environmental Protection has a web site of information relating to many environmental features including US Environmental Protection Agency (USEPA) hazardous sites. Below is a description of what can be found in the City of Weirton.

This information was obtained from the USEPA CERCLIS database, which contains the official inventory of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) sites. The database was designed to support EPA personnel with site, program, and project management.

Within the city, there are five such classified sites.

Company Affiliation	Location
National Steel Corp.	Weirton Steel property along Ohio River near Ft. Steuben Bridge to Brown's Island
<ul style="list-style-type: none"> • Valley Systems Co., • Tri State Rubber Sales • Weirton Drum Disposal • Avenue F. • Weirton Steel • Signode Corp. • US Can Company 	WSA property near northeast corner of Lee Avenue and Main Street.
Sal Chemical Co. Inc.	Halfmoon Industrial Park
Colliers Way Landfill	Northern portion of Starvaggi Farm
Saddle Run Road Dump	Southern portion of Starvaggi Farm

Findings:

- One major river and two major streams in the city: Ohio, Harmon Creek, and Kings Creek.
- Small number of wetlands. Browns Island is entirely categorized as wetland.
- Tremendous amount of steep slopes. Limited areas for new development.
- Level land is relatively built-out. Exceptions: Weirton Steel's land along Main Street and un-zoned area south and west of Angeline Estates.
- Comparatively less development on steeper slopes.
- Six EPA CERCLIS hazardous waste sites in city.

III. VISIONING WEIRTON'S FUTURE

In October 1999, the Comprehensive Planning Committee assembled to discuss a vision for the future of Weirton. The visioning session was founded on the information gathered through the planning process, which included Ward meetings, a community survey, and interviews with local business leaders and public officials, as well as a market analysis of the Weirton region. The purpose of the session was to identify and select strategic choices available to the community as it plans for the next century. The results were then used to frame alternative plans for Weirton's future. Ultimately, these future alternative plans were shaped into one common vision. The net result was the foundation for development of the preferred plan, which is the foundation for the 2000 Comprehensive Plan.

The undertaking of this comprehensive plan was not only to develop a rational plan for the use of land in Weirton, but also to develop a sound economic revitalization plan. This involved a market analysis which defined Weirton's place in the regional, national, and global economy. This economic revitalization plan was then used as the foundation for the land use plans. Consequently, three alternative theoretical plans were outlined. These plans were then presented to the Comprehensive Planning Committee and the City Council, then used to develop the preferred plan approach.

A. Weirton's "Window of Opportunity"

Weirton is experiencing a population that is "aging in place," meaning that new, younger residents are not moving into the City and the young residents who currently reside in Weirton are moving away in search of new employment opportunities. The net impacts of these circumstances have serious implications for Weirton's future.

Although 1990 U.S. Census statistics indicate that Weirton has relatively high incomes, these incomes are principally a residue of past success. As noted above, an aging population dominates much of Weirton's population, many of whom are retired and collecting significant retirement incomes. This will change with the passing of the current senior generation.

B. Characteristics of a Sustainable Community

Today, communities can no longer compete on a regional or even national basis. To be a sustainable community means to be a community that is competitive on a global basis, providing an economic base that is export focused, information based, and highly diversified, while still maintaining the special character that makes the community distinctive from other places. The downsizing of the steel industry in recent years has had significant impacts on Weirton in a variety of ways, including a deteriorated self-image, population decline, and diminishing employment opportunities. Consequently, Weirton faces a number of challenges in addressing its economic future; but the City also is fortunate to have significant

strengths on which to build including its proximity to the Pittsburgh metropolitan area; accessibility to rail, surface, and water transport; and quality education opportunities. Below is a summary of common characteristics found in communities that are considered to be competitive and sustainable into the twenty-first century.

Export Focus

A community can better withstand fluctuations in the larger economy when it has businesses that are producing goods and services that are exported into other national and global communities. Businesses that bring money into the local community from outside the region bring added wealth to the region. The generation of more “new” income and employment in the region by definition results in regional economic growth.

Information Based

Information is fast becoming the most critical commodity in the emerging global economy. Nationally, service industry jobs are rapidly replacing manufacturing jobs as the largest employer. Those communities with the skilled workforce to support high-productivity manufacturing or high-value-added services, such as engineering, accounting, consulting, and scientific testing industries, will feel the greatest gains in jobs and wages. However, manufacturing will still play an important role in the economy, but will itself be more information-driven. An example, and more essential to Weirton, is the recent trend in the American steel market. No longer is there a need for giant facilities to make steel. Current U.S. steel manufacturing trends are shifting from large mechanical-driven processes to more efficient mini-mill systems, which rely on a greater amount of information technology and fewer employees to create the same product as large integrated steel companies.

Diversified

A diversified economy means that there are several different sectors that service the local and regional employment base. This includes both information based technologies as well as manufacturing industries. If a successful plan is developed, the measures that accomplish this will lead to a steadily expanding and relatively stable local and regional economy with the flexibility to respond to changing market conditions and withstand setbacks in individual sectors. For example, Weirton has historically been dependent on the steel industry as its primary, and for the most part its only, employment sector. In recent years the United States steel industry has been experiencing significant downsizing impacts as a result of both offshore competition and industry efficiency improvements. Consequently, Weirton has experienced an inequitable decline in its employment base as many young residents move outside the region for employment. Further, there are no employment opportunities attracting new residents. The net result is a decline in the local population base and, by default, a decline in the local tax base. A diversified economic base can attract new residents to Weirton as well as give opportunity for its youth to be gainfully employed.

Distinctive Community Character

Every community has its own history and heritage. This history and heritage creates distinctiveness between communities. A sense of community evolves from a series of individual experiences. Making people feel comfortable and allowing them to know where they are is important to building a distinctive and identifiable community character.

Quality of Life

Quality of life amenities are often as important to employees considering relocating as the quality and security that a new employment opportunity may bring. The amenities that are often sought after include quality schools, abundant recreational opportunities for children and adults, low crime and safe neighborhoods, accessibility to quality health care providers, and affordable housing. Weirton already provides many of these attributes. However, there is a need to improve upon the basic public realm visual features such as sidewalks, street trees, and improved street maintenance. A better quality of life creates jobs. When a community is cleaner, safer, and more attractive to residents, it also becomes a better place to do business.

Efficient and Cost-Effective Infrastructure

Industrial location decisions are influenced both by the needs of business and the desires of its relocating employees. Businesses need public-sector infrastructure: roads, water, sewer, utilities, solid waste disposal, access to air and rail transportation, educational facilities, and efficient telecommunications capability. For a company to consider relocating in a particular community, these services must be provided in an efficient and cost effective manner.

Regional Solutions - Mutual Benefit

Just as the regional economy must be understood in aggregate terms both as an entity in its own right and as an element of the national and global economic environment; however, it should be understood that the region is composed of interconnected subregional places. Interactions among these places can be of a nature that contributes more or less to regional welfare and development. Measures that result in the generation of more “new” income and employment in the region by definition result in regional economic growth, and by default more local opportunity. Intraregional exchanges are the vehicle of regional income and employment multiplication. The unique characteristics of different locations and the lines of communication between them heavily influence the volume and diversity of these exchanges in the region as a whole and among certain specific areas and groups in the region.

C. Strategic Choices

As illustrated in the matrix on page III-5, communities have choices regarding the nature of business and industry they chose to cultivate. Beginning in the lower left corner of the matrix, a community which is in its early stages of development may be principally dependent on a single industry, typically

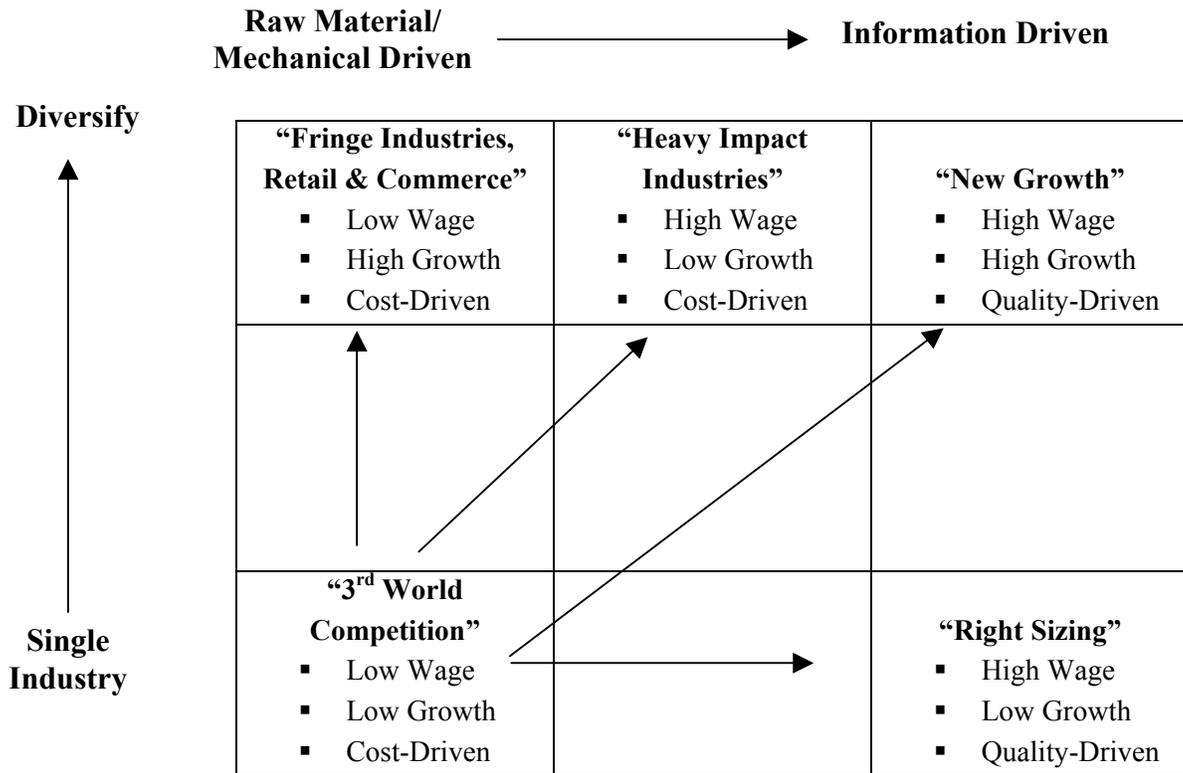
characterized as paying low wages and low growth potential. Additionally, industry location decisions are primarily determined by the cost of the local work force. This type of economy is typical of many developing third world countries. The matrix also illustrates how a community's economy can transition from this raw material/mechanical driven process economy to an information driven process economy through diversification.

A community may choose to become more diversified, but still chiefly be dependent on mechanical driven industries, as illustrated by the top left corner in the matrix. This type of economic development strategy may pursue fringe industries, and retail and commerce employment. These jobs are typically characterized as paying low wages, with greater growth potential, but are still heavily dependent on the cost of the local workforce. As a community chooses to move closer to an information-based economy, it may engage in attracting heavy impact industries such as jails and waste-to-energy plants. Typically, these professions will pay relatively high wages, but there are fewer job opportunities because the industry has become more automated, requiring fewer employees to carry out the work.

Finally, a community can become a “new growth” economy, driven by the information-based era. This strategy will ultimately produce high wage job development with high growth potential. Unlike the previous strategies, industries attracted in this strategy are more concerned with the quality of both the employment base and the amenities provided within the community. Examples of these industries include engineering firms, research institutions, and health sector related industries. Generally, these companies seek areas that are attractive and offer many cultural and recreational opportunities for children and adults. These amenities are in turn used by business and industry as marketing tools to attract young, high quality employees.

There is also an additional strategy that communities should be aware of, which is less dependent on the choices made by the public sector. This strategy is identified as “right sizing” and is motivated by private sector industries working to remain competitive in the global economy. This strategy involves a corporation's fundamental decision to move from its mechanical driven dependency, which requires a weighty employee base, to more information-based technologies, which requires fewer employees and more automated technologies. Consequently, these businesses are becoming more efficient as they produce a greater amount of “product” with fewer employees. Accordingly, communities which have a heavy dependency on a single employment sector are likely to feel the greatest impacts as the unemployment rate continues to increase as the industry becomes more automated. This is the current experience in Weirton.

Strategic Choices in a New Global Economy



IV. ALTERNATIVE DEVELOPMENT SCENARIOS

A. *Introduction and Purpose*

Creating alternative development scenarios is a visioning technique which helps communities understand their current state of affairs and build community consensus regarding how to develop a common vision for the future. Developing these alternative scenarios begins with a detailed understanding of the community; including its history; development patterns; and demographic and economic trends. Consideration is also given to the community's function in the regional, national, and global economic markets. Based on this analysis, alternative land use development patterns are constructed. Each alternative is then evaluated based on its general fiscal and infrastructure impacts. The definitive result is a preferred future land use map, which is used as the foundation for development of the comprehensive plan. Most often, the preferred approach is a combination of the previous alternative development scenarios.

The social, economic, and land use choices made today will have profound impacts on the future successes of Weirton. Consequently, this section outlines three possible alternative development scenarios for Weirton. The alternatives presented do not exhaust the potential range of alternatives that could be considered. The existing conditions inventory, community involvement process, community survey, and development trends and demand analysis were reviewed in conjunction with municipal leadership participation to shape the following alternative visions for Weirton. As a result, the following alternative development scenarios reflect various forms in which future development goals and policies might be conceptually carried out in Weirton. These scenarios do not attempt to predict future conditions exactly. Instead, if the assumptions concerning each alternative prove to be correct, the alternatives are used to determine what *could* happen if each alternative policy choice were made today. When reviewed aggregately, the alternative scenarios are a planning tool which can help visualize Weirton's future state of affairs based on today's policy decisions. This approach will result in a preferred strategy for economic revitalization and future land use patterns within the City of Weirton that will maximize the effectiveness of public investment and seek to stabilize and invigorate the local and regional economies.

The first part of this section begins with a summary of each of the alternatives. Each of the following alternatives outlined begins with a brief discussion highlighting the fundamental economic concepts driving the proposed land uses. This is followed by bulleted text, defined by districts, which illustrates potential land use changes associated with each alternative. Next, the fiscal and economic implications of each alternative are evaluated followed by the potential transportation implications resulting from each alternative if fully realized. The final part of this section incorporates municipal leadership and community comments to form a preferred alternative. In December 1999 these alternative plans were

presented to the community at a public information session held at the Mary H. Weir Public Library. The preferred alternative outlined is the foundation for the 2000 Comprehensive Plan.

B. Alternative Plan Approaches

The strategic choices that were outlined in the Vision Section are dependent on the degree of economic assistance and community services provided by a community to encourage and accommodate business development. These choices can range from a high degree of intervention to a relative “laissez faire” approach depending on the needs, resources, desires, and quite often the ability of a community to manage its response to changing conditions. Based on the strategic choices outlined in the Vision Session, three alternative plans were summarized for Weirton, as displayed below.

Alternative Visions	Investment and Results
1. Right Sizing “Patch & Mend”	<ul style="list-style-type: none"> ▪ Downsizing job base, fiscal & population ▪ Declining high wage job base
2. Niche Development “Cost Reduction”	<ul style="list-style-type: none"> ▪ Minimized investment in real estate product, don’t invest in QOL ▪ Low wage job growth/stable population
3. New Growth “Invest & Grow”	<ul style="list-style-type: none"> ▪ Invest in address including amenity, QOL ▪ High wage job growth/growing population

1. Right Sizing: “Patch & Mend”

The Patch & Mend alternative focuses on Weirton’s continued dependence on heavy industry, which is what has given the city its identity as a steel town. Generally, the Patch and Mend alternative maintains existing economic and land use development patterns with a renewed commitment to heavy impact land uses requiring large areas for development. Under this scenario, the primary employment base will be heavy impact industries. Examples of heavy impact industries include steel, waste to energy plants, power plants, and jails. Generally, these industries will pay relatively high wages, however the potential for job growth will be low, given that many of these industries are moving towards more automated, information driven processes. Location decisions for heavy impact industries are typically driven by cost and a community’s acceptance of the heavy impact industry. On the ground, heavy impact industries can have significant bearing on both aesthetics and the overall quality of life. The Patch & Mend alternative has little incentive to improve quality of life matters. Instead, the focus is on the functional regiments of industry such as effective and efficient infrastructure, accessibility and community acceptance. Often, this strategy involves profound public sector capital investment, which will “hold” industry in place, but will be less likely to attract new residents. The net result is often a stable tax base.

The following outline illustrates land use changes associated with the Patch & Mend alternative. Generally, land use decisions will focus on investing in significant land banks to foster heavy impact development with little focus on quality of life endeavors.

Ohio River Waterfront - Heavy Industry, Commodity-Based Transshipment Center

- Continued use for industrial/warehousing functions
- Port activities – intermodal
 - Commodity based materials handling (sludge, coal, waste material)
 - Similar to what is being done today (storage/movement of sludge, coke, waste materials, salt, coal)
- Freedom Way – industrial/warehousing
 - No design standards (i.e. landscaping requirements, signage regulations, building standards)
- No recreational amenity base
- No changes to north end of waterfront and Brown’s Island (Weirton Steel operations)

Downtown Main Street – Gateway to the Mill

- Maintain civic core (City Hall, Fire and Police Headquarters, library)
- Primary function: to serve local commercial market (pass through mill employees and adjacent neighborhoods)
- Retain heavy industry
- North end: maintain existing uses (shops, churches and various drinking and adult entertaining establishments, some office), pedestrian scale buildings, curbside parking, sidewalks
 - No design standards, sidewalk program or planting program
- South end: automobile dependent
 - Small building footprints, easy ingress/egress (i.e. fast food chains and automobile supply stores)
 - No design standards, sidewalk program or planting program
- Develop Intermill Road
- Continue scrap and rail yard use at south end

Pennsylvania Avenue – Citywide Commercial Services

- Continued individual free standing commercial activities
- Little pedestrian circulation amenities
- Continue individual parking areas
- No design guidelines
- Citywide commercial services
- Maintain bus stop locations/access
- No design guidelines (i.e. landscaping requirements, signage regulations, building standards)

Three Springs Drive/Penco Road – Regional Commercial

- Continue large footprint and auto-oriented development at both Three Springs Drive and Penco Road
- Build on existing office uses at Penco Road
- No design guidelines (i.e. landscaping requirements, signage regulations, building standards)
- Three Springs Drive: widen, no amenity
- Penco Road: modest pedestrian circulation improvements, no amenity

Colliers Way

- Traditional subdivision residential development

Three Springs Commercial and Industrial Park

- Commercial, Heavy industrial/light industrial/distribution/warehousing



Alternative Visions: Patch & Mend

Ohio River Waterfront



Downtown Main Street



Pennsylvania Avenue



Three Springs Business and Industrial Park



Colliers Way



Three Springs Drive/
Penco Road



CITY OF WEIRTON

Comprehensive Plan

Alternative 1:
Right Sizing
"Patch & Mend"

PROPOSED:

- R-1 Single-Family
- R-2 Single-Family and Two-Family
- R-3 Two-Family and Multi-Family
- PRD Planned Residential - Residential, Commercial, Professional
- C-1 Highway Commercial
- C-2 Regional Commercial/Professional
- C-3 Mixed Commercial/Light Industrial
- C-4 Mixed Commercial/Professional/High-Density Res.
- M-1 Heavy Industrial/Light Industrial/Commercial
- M-2 Mixed Light Manufacturing/Office/Commercial
- M-3 Office/Light Industrial
- Forested
- City Boundaries
- County Boundaries
- State Boundaries
- Railroad
- Local Roads
- Primary Local Roads
- State Roadways
- U.S. Route 22
- Streams, Creeks
- Rivers, Lakes



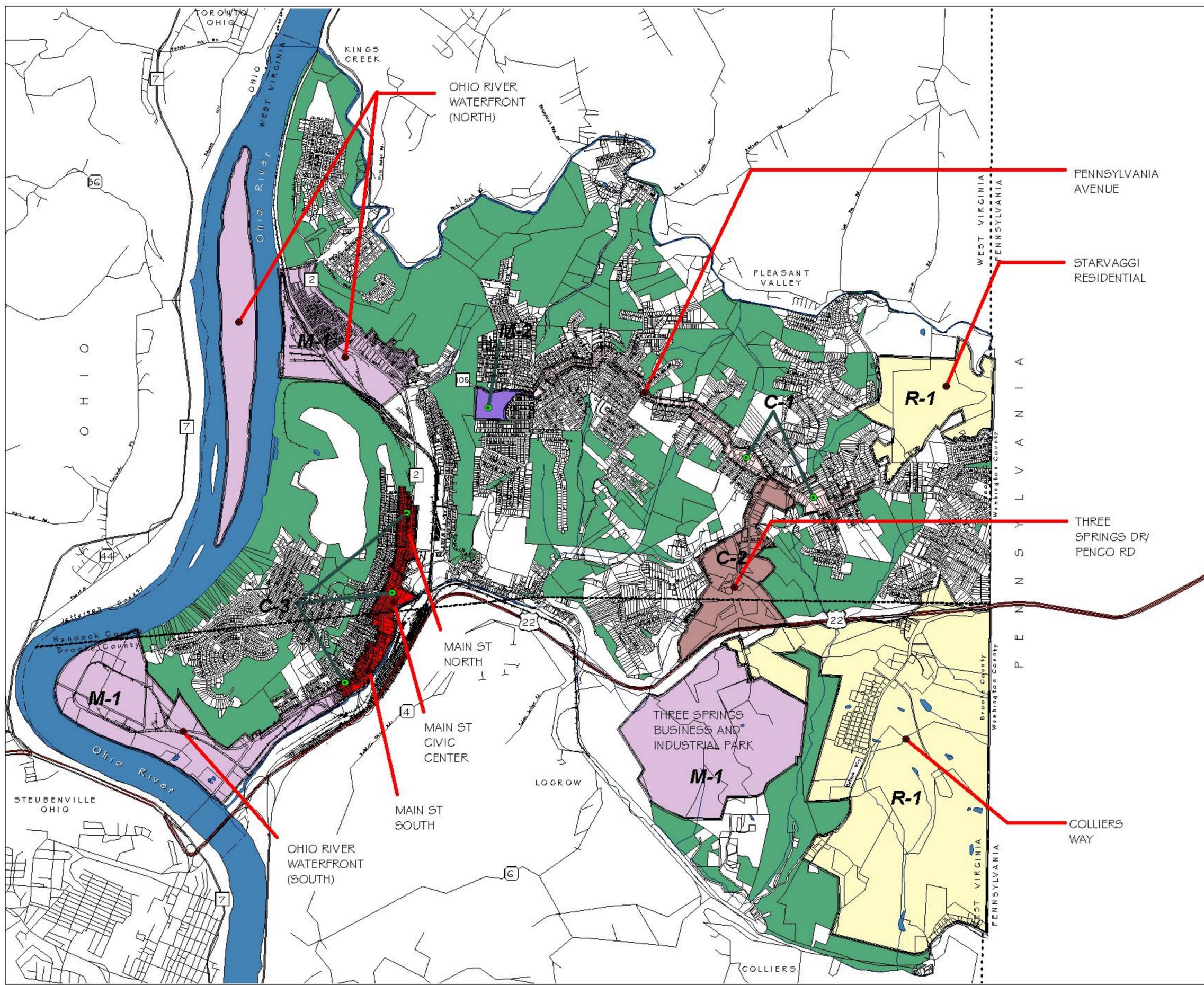
SOURCE: WEIRTON DEPARTMENT OF ECONOMIC DEVELOPMENT

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2. Niche Development: “Cost Reduction”

The Cost Reduction alternative includes Weirton’s continued dependence on heavy industry, but also diversification to include fringe industries that need to be located close to host companies in the greater metropolitan area in order to maintain efficient customer/supply relationships. Under this scenario, the employment base will be diversified between heavy impact industries and mechanically driven process companies. Examples of mechanically driven process companies include distribution centers, Just-In-Time (JIT) delivery companies, and light assembly plants. Location decisions for mechanically driven process companies are typically driven by low-cost, efficient infrastructure. Generally, these industries will pay relatively low wages, but the potential for job growth is high. Overall, this strategy involves minor, as-needed amenity improvements, such as the park system, and significant infrastructure improvements. The focus is to keep the cost of locating in the community as the key factor to incentivize location decisions. Low cost public amenity investments are preferred to establish an improved quality of life.

The following outline illustrates land use changes associated with the Cost Reduction alternative. Generally, land use decisions will focus on investing in strategic land banking for future economic development activities.

Ohio River Waterfront - Industrial Transshipment and Industrial Center

- Continued use as an industrial/warehousing center
 - Transshipment, Just-In-Time delivery, breaking goods down, management; regulates transshipment facilities and upland storage areas for values-added commodities
- Increased port activities: enhanced intermodal
- Redevelop Freedom Way as an industrial gateway to the waterfront and industrial park
 - Modest level of design standards (i.e. landscaping requirements)
- Modest recreation park – sufficient for public to view water and commercial shopping. Few amenities
 - Boat launch, fishing access
- No change at north end of waterfront

Downtown Main Street - Mixed-Use Economic Development

- Maintain and strengthen civic core
- Maintain heavy industry
- North end redeveloped as mixed use – light industrial/neighborhood commercial
- South end redeveloped as mixed use – light industrial/neighborhood commercial
- Intermill road
- Potential for land assembly at south end: land bank for light industrial

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■

ALTERNATIVE DEVELOPMENT SCENARIOS

IV-5

- Economic development zone (light industrial/office/commercial)
- Maintain scrap and rail yard at south end

Pennsylvania Avenue – Citywide Commercial Services

- Encourage infill commercial activities – city services and goods; smaller (less than 10,000 sf) buildings
- Pedestrian sidewalks in selected areas and reduce ingress/egress points with shared parking lots focus on public safety (not amenity)
- Maintain bus stop locations/access
- No design guidelines

Three Springs Drive/Penco Road – Regional Commercial

- Develop as a regional commercial center by encouraging large footprint, high volume uses
- Widen roadway for improved auto access without increased amenities
 - Include some pedestrian circulation enhancements such as sidewalks. Focus on public safety, not amenity (quality of experience)
- Limited design guidelines (landscaping, shared lots)

Colliers Way – Suburban Residential

- Traditional suburban residential – single-family subdivision; 1 acre lots
- Focus on housing without complementary medical uses, not neighborhood amenity

Three Springs Commercial and Industrial Park

- Commercial, light industrial/distribution/warehousing development continuity of 1-5 acre parcels. Minimal development standards – regulate size of lot, setback, parking, and use. Do not regulate the quality of site and building development character (landscape planting, building color)



Alternative Visions: Cost Reduction

Ohio River Waterfront



Downtown Main Street



Pennsylvania Avenue



Three Springs Business and Industrial Park



Colliers Way



Three Springs Drive/ Penco Road



CITY OF WEIRTON

Comprehensive Plan

Alternative 2:
Niche Development
"Cost Reduction"

- PROPOSED:
- R-1 Single-Family
 - R-2 Single-Family and Two-Family
 - R-3 Two-Family and Multi-Family
 - PRD Planned Residential - Residential, Commercial, Professional
 - C-1 Highway Commercial
 - C-2 Regional Commercial/Professional
 - C-3 Mixed Commercial/Light Industrial
 - C-4 Mixed Commercial/Professional/High-Density Res.
 - M-1 Heavy Industrial/Light Industrial/Commercial
 - M-2 Mixed Light Manufacturing/Office/Commercial
 - M-3 Office/Light Industrial
 - Forested
- City Boundaries
 - County Boundaries
 - State Boundaries
 - Railroad
 - Local Roads
 - Primary Local Roads
 - State Roadways
 - U.S. Route 22
 - Streams, Creeks
 - Rivers, Lakes



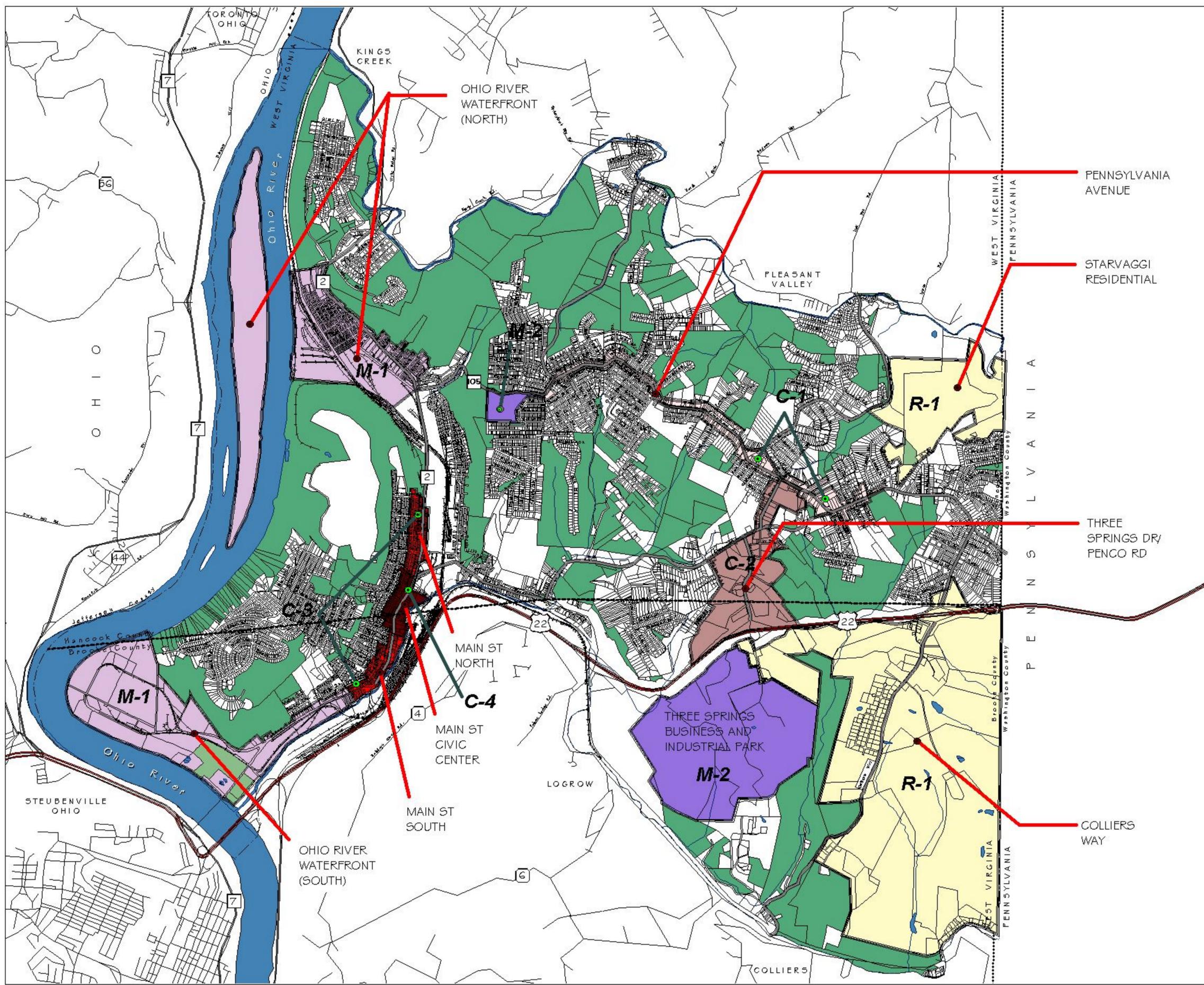
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3. New Growth: “Invest & Grow”

The Invest & Grow alternative requires the most significant amount of change for Weirton. The Invest & Grow strategy creates a highly diversified economy, which includes some level of heavy industry and fringe industries, and attracts both conventional and emerging high-tech, information driven industries. The Invest & Grow strategy builds on existing land use patterns, but also requires some significant changes, which are rationalized incrementally over time. Under this scenario, the employment base will become increasingly diversified, creating greater opportunity for a broader range of existing residents and opportunities to attract new residents. Examples of conventional and high-tech information driven industries include engineering firms, corporate offices, and high value added services such as healthcare-related industries. Generally, these industries will pay relatively high wages with high growth potential in the global economy. Location decisions in this industry are typically driven by high amenity. Consequently, this strategy involves a strong commitment by the public sector to develop high quality of life amenities.

The following outline illustrates probable land use changes associated with the Invest & Grow alternative. Generally, land use decisions will focus on investing in a diversified land development pattern, organized in a rational and complimentary manner. The strategy also requires a significant amount of public involvement to create the amenity and quality of life that are important elements to attract high-tech, information driven companies and employees.

Ohio River Waterfront – Industrial expansion of mixed-use activities

- Maintain and strengthen industrial/warehousing uses
- Develop an intermodal center
 - Regional transshipment center
 - Just-In-Time delivery, breaking down of goods, management
- Significantly improved port amenities
- Redevelop Freedom Way as mixed use, light industrial/commercial/warehousing
 - Highly developed design standards
 - Improved public right-of-way amenities
- Highest level of Invest & Grow; Mixed use, waterfront recreation-based development at both North and South ends of Ohio River:
 - Develop a waterfront park and conservation area as a regional recreational draw
 - Boat launch, fishing access, green space, boardwalk, restaurant
 - Redevelop Brown’s Island for recreation
 - Redevelop north end of Weirton waterfront as a planned development district
 - Waterfront-based housing, retail, commerce

Downtown Main Street - Maintain and Strengthen Civic Core

- Retain heavy industry (at a lower intensity level, i.e. mini mill)
- North end: strengthen pedestrian-oriented environment
 - Develop design guidelines
 - Attract niche market businesses (i.e. upscale clothing stores, bookstores, restaurants)
- Redevelop south end as a mixed use auto-oriented, professional office/neighborhood commercial
 - Develop design guidelines
- Higher level of design guidelines at civic and south end
- Intermill road construction
- Gateway to waterfront – intersection of Freedom Way and Main Street
- Relocate scrap yards and rationalize rail

Pennsylvania Avenue – Citywide Commercial

- Mixed use commercial/professional
 - Clarify strip zoning into nodes of activity
- Higher amenity – sidewalks, street trees, pedestrian scale lighting the length of the corridor
 - Soften connections with adjoining neighborhoods
- Shared parking lots
- Strategically located neighborhood commercial with connecting sidewalks
- Citywide commercial services
- Improved location/access of bus stops
- Some level of design guidelines

Three Springs Drive/Penco Road – New Growth Gateway

- Regional commercial center and emerging as the geographic and cultural center of commerce and business
- Develop Three Springs as regional commercial
- Develop Penco Road as mixed use citywide commercial/office
- Higher amenity: sidewalks, coordinated parking, landscaping (boulevard style)
- Design guidelines

Colliers Way – New Neighborhood Center

- Mixed residential, office, neighborhood commercial (PRD)
- Supporting neighborhood commercial
- Increased density – elderly living facilities
- Professional/medical offices
- Open space and recreation amenity

Three Springs Business and Industrial Park

- Light industrial/regional office



Alternative Visions: Invest & Grow

Ohio River Waterfront



Downtown Main Street



Pennsylvania Avenue



Three Springs Business and Industrial Park



Colliers Way



Three Springs Drive/ Penco Road



CITY OF WEIRTON

Comprehensive Plan

Alternative 3:
New Growth
"Invest & Grow"

PROPOSED:

- R-1 Single-Family
- R-2 Single-Family and Two-Family
- R-3 Two-Family and Multi-Family
- PRD Planned Residential - Residential, Commercial, Professional
- C-1 Highway Commercial
- C-2 Regional Commercial/Professional
- C-3 Mixed Commercial/Light Industrial
- C-4 Mixed Commercial/Professional/High-Density Res.
- M-1 Heavy Industrial/Light Industrial/Commercial
- M-2 Mixed Light Manufacturing/Office/Commercial
- M-3 Office/Light Industrial
- Park
- Community-Wide Trail Network
- Activity Nodes
- Conservation Overlay District

- City Boundaries
- County Boundaries
- State Boundaries
- Railroad
- Local Roads
- Primary Local Roads
- State Roadways
- U.S. Route 22
- Streams, Creeks
- Rivers, Lakes



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SOURCE: WEIRTON DEPARTMENT OF ECONOMIC DEVELOPMENT

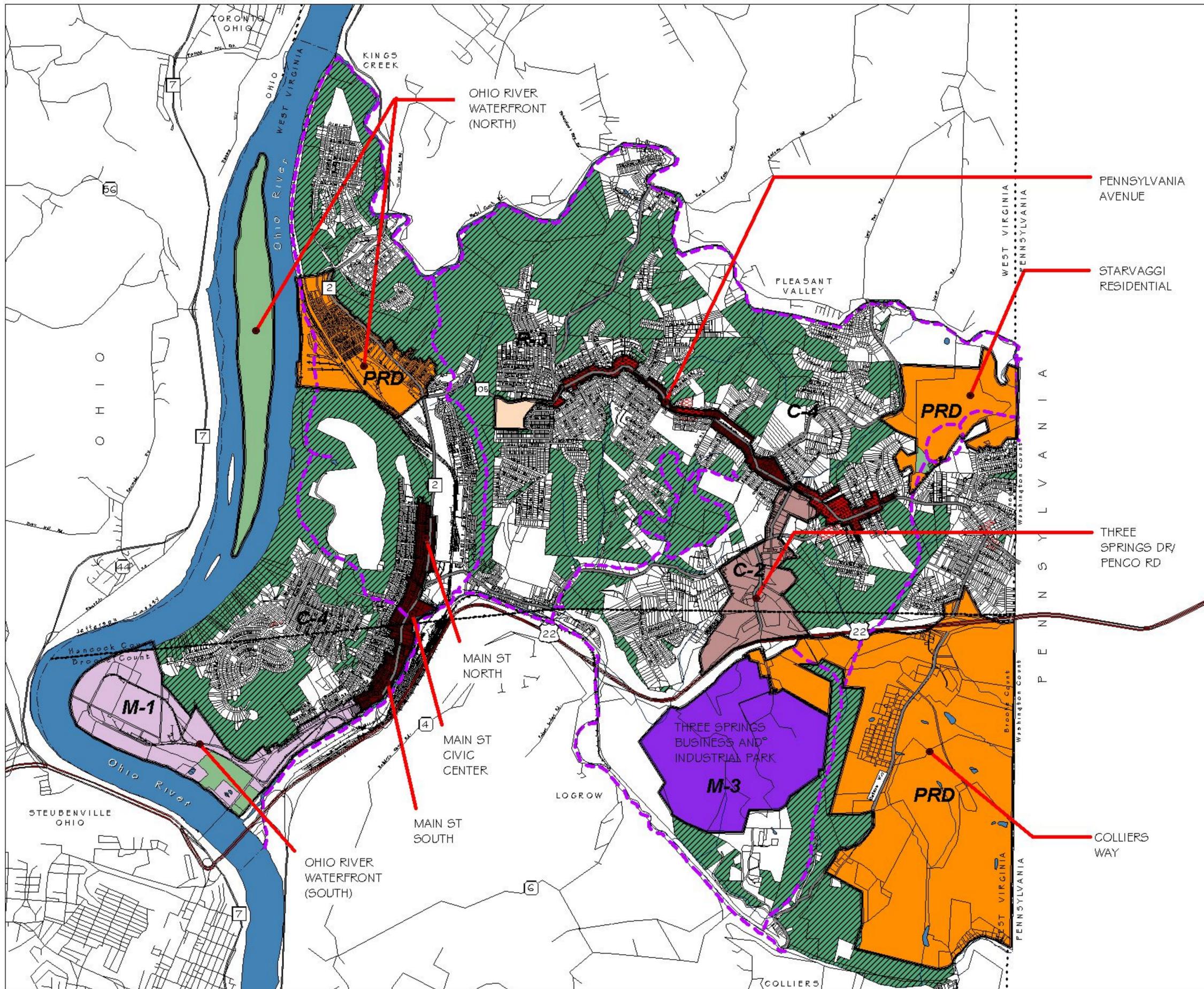
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4. Preferred Alternative: “Strategic Plan for Economic Transition”

The Preferred Alternative Plan has evolved from an evaluation of the previous three alternatives for the resulting land use characteristics, neighborhood character, environmental considerations, projected traffic generation, and fiscal analysis. It is this plan that is recommended as the basis for development of the City of Weirton 2000 Comprehensive Plan Update.

The Preferred Alternative Plan has evolved largely from the economic revitalization strategies proposed in the Invest & Grow alternative. However, some of the land uses have been modified. Most notably are the land uses in the western half of the City along the Ohio River. The Preferred Alternative Plan recognizes a continued need to maintain heavy industry along the northern portion of the Ohio River. However, this approach also recognizes that within the life of this Comprehensive Plan, some of the land may become available for redevelopment. Recognizing this, the Preferred Alternative Plan proposes uses that will help attain long-term revitalization of this area in the form of a planned development district, and include uses that are complimentary to heavy industry, such as commercial activities and warehousing. Brown’s Island maintains its industrial nature at the north end, but the south end may be used for active recreational activities, such as a boating marina. The Preferred Alternative Plan also identifies the rail yard, located at the south end of Main Street, as being incorporated into the City and, therefore, rationalization of the land. Activities proposed in this are should be complimentary to an enhanced intermodal port.

Like the Invest & Grow strategy, the Preferred Alternative Plan creates a highly diversified economy, which includes some level of heavy industry and fringe industries, and attracts both conventional and emerging high-tech, information driven industries like engineering firms and corporate offices, and high value added services such as healthcare-related industries. As with the Invest & Grow Alternative, the Preferred Alternative Plan involves a strong commitment by the public sector to develop high quality of life amenities.

Public parks are fundamental features of livable and enjoyable communities. In order to attract industries proposed in the Preferred Alternative Plan, public parks, open space, and recreational activities will be important to address. Moreover, enhancing the public realm becomes an important means for Weirton to maximize its share of future private sector investment. Investments made in public amenities such as bicycle paths, landscaping along major arterial highways, street trees, sidewalks, concrete curbs, public parks and open spaces; when viewed collectively, create an inviting and livable environment in which to live. These types of public investments will make a significant impact on future generations as they make their choices of where to live and raise families.

The following outline illustrates probable land use changes associated with the Preferred Alternative Plan. Generally, land use decisions will focus on investing in a diversified land development pattern, organized in a rational and complimentary manner. The strategy also requires a significant amount of public

involvement to create the amenity and quality of life that are important elements to attract high-tech, information driven companies and employees.

Ohio River Waterfront - Industrial and commercial expansion of mixed-use activities

- South end of waterfront
 - Maintain and strengthen industrial/warehousing uses
 - Develop intermodal center
 - Regional transshipment center
 - Just-In-Time delivery, breaking down of goods, management
 - Significantly improved port amenities
- Redevelop Freedom Way as mixed use, light industrial/commercial/warehousing
 - Some level of design standards
- Rationalize north end for mixed heavy/light industry, commercial, and warehousing
 - Develop south end of Brown's Island as marina and supporting water-based commercial activities
 - Redevelop landside north end of waterfront as a planned development district
 - Includes heavy/light industry, warehousing and retail, commerce

Downtown Main Street - Maintain and Strengthen Civic Core

- Retain heavy industry (at a lower intensity level, i.e. mini mill)
- North end: strengthen pedestrian-oriented environment
 - Develop design guidelines
 - Attract niche market businesses (i.e. upscale clothing stores, bookstores, restaurants)
- Redevelop south end as a mixed use auto-oriented commercial
 - Develop design guidelines
 - Potential for land assembly at south end: land bank for light industrial
 - Rationalization of rail yard
 - These additional lands are not included in Alternatives 1 through 3.
 - Port-based supporting activities and uses (i.e. warehousing and light assembly)
- Higher level of design guidelines at civic and south end
- Intermill road construction

Pennsylvania Avenue - Citywide Commercial

- Mixed use commercial/professional
- Clarify strip zoning into nodes of activity
- Higher amenity – sidewalks, street trees, pedestrian scale lighting the length of the corridor
- Soften connections with adjoining neighborhoods
- Shared parking lots
- Strategically located neighborhood commercial with connecting sidewalks
- Citywide commercial services

- Improved location/access of bus stops
- Some level of design guidelines

Three Springs Drive/Penco Road - New Growth Gateway

- Regional commercial center and emerging as the geographic and cultural center of commerce and business
- Develop Three Springs as regional commercial
- Develop Penco Road as mixed use citywide commercial/office
- Higher amenity: sidewalks, coordinated parking, landscaping (boulevard style)
- Design guidelines

Colliers Way - New Neighborhood Center

- Mixed residential, office, neighborhood commercial (PRD)
- Supporting neighborhood commercial
- Increased density – elderly living facilities
- Professional/medical offices
- Open space and recreation amenity

Three Springs Business and Industrial Park

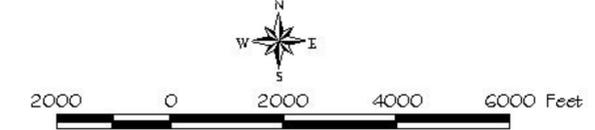
- Light industrial/regional office

CITY OF WEIRTON

Comprehensive Plan

Preferred Alternative :
"Strategic Plan for
Economic Transition"

- PROPOSED:
- R-1 Single-Family
 - R-2 Single-Family and Two-Family
 - R-3 Two-Family and Multi-Family
 - PRD Planned Residential - Residential, Commercial, Professional
 - C-1 Highway Commercial
 - C-2 Regional Commercial/Professional
 - C-3 Mixed Commercial/Professional/High-Density Res.
 - M-1 Office/Light Industrial
 - M-2 Mixed Light Manufacturing/Office/Commercial
 - M-3 Heavy Industrial/Light Industrial/Commercial
 - Park
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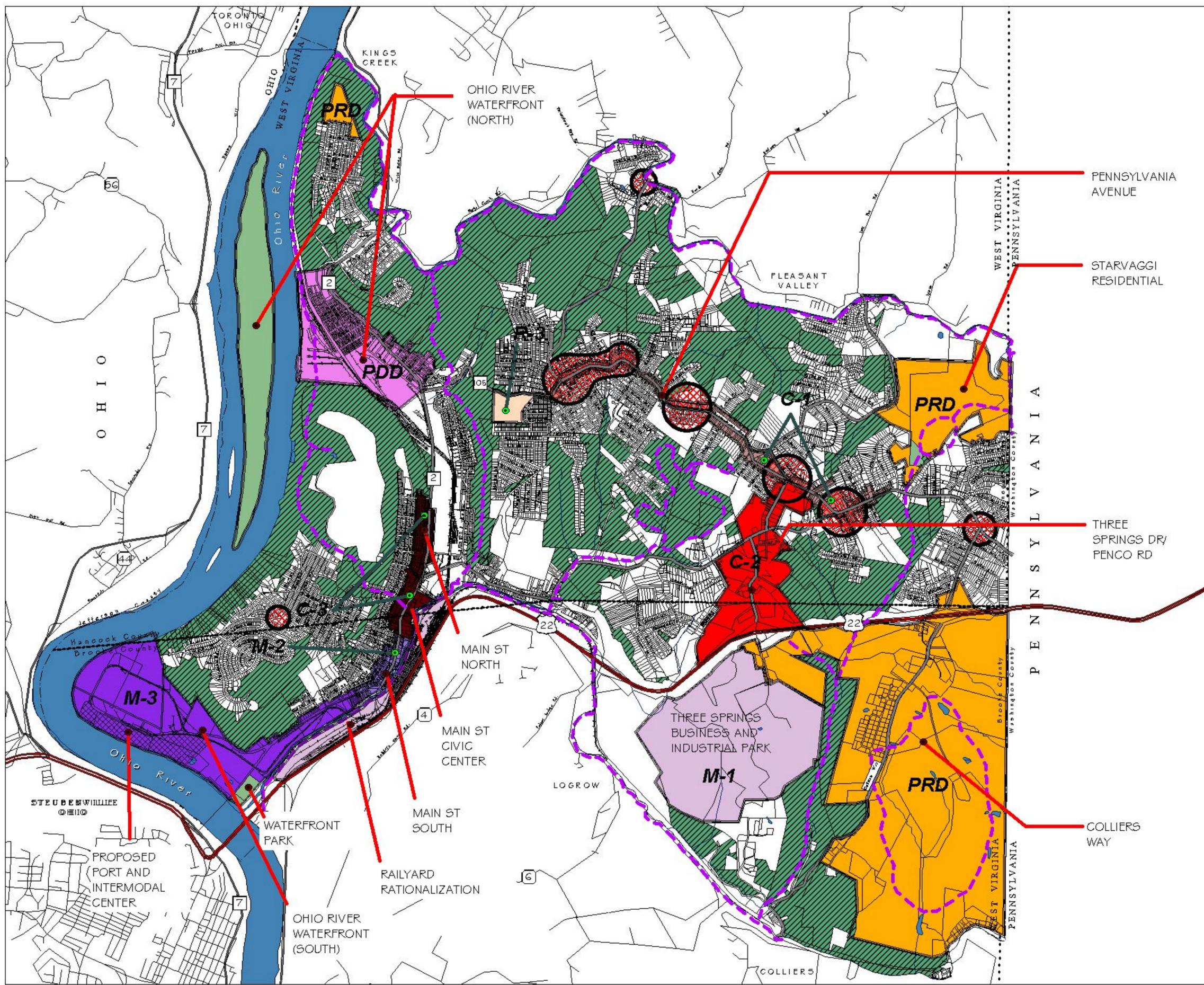
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C. Fiscal Analysis of the Alternatives

Introduction

The fiscal impact analysis is intended to be one of several tools policy makers can use to evaluate alternative plans for Weirton's future. For each of the plan alternatives, the analysis identifies the expenditures and revenues resulting from the associated pattern of development. Thus, policy makers will have a general sense of which of the alternatives imposes the greatest fiscal cost from subsequent development and which ones might provide the greatest fiscal savings. This, combined with such other decision criteria as quality of life, conservation values, projected traffic impacts, and others, should provide a rigorous framework for choosing among the alternatives.

The model of fiscal analysis used for this plan is geared toward a comparative analysis. It estimates the annual revenues and costs associated for each scenario as if that scenario was fully "built-out" under the property values, spending patterns and tax rates in place in fiscal year 1999. It doesn't provide a comprehensive picture of Weirton's total fiscal position. Rather it indicates show the City's fiscal position would change under each of the plan alternatives. The "Patch and Mend" scenario provides the baseline case. The results of the analysis of that scenario can be compared with the City's present financial position to see how Weirton would fare with only slight changes in the existing development patterns. The analysis of the "Low Cost" scenario shows how Weirton's fiscal condition would change under the policies associated with that plan. Finally, the analysis of the preferred plan shows how Weirton's fiscal condition would change if the preferred plan of "Invest and Grow" was used to shape development.

Note also that the analysis focuses only on those districts affected by the plan alternatives. The results of the fiscal analysis reflect the changes that are slated in each plan for the following districts:

- Ohio River Waterfront
- Downtown Main Street
- Pennsylvania Avenue
- Three Springs Drive/Penco Road
- Colliers Way
- Three Springs Business and Industrial Park

Given the necessary imprecision of both the data and assumptions used, the analysis cannot provide a definitive projection of the absolute fiscal impacts of any one of the three alternative scenarios. Nonetheless, by applying reasonable assumptions consistently across the alternatives, this approach provides a solid basis for comparing the relative fiscal impacts of among the four scenarios.

Operating Assumptions

In order to create a reasonably realistic estimate of the costs and revenues associated with each of the plans, the following assumptions were used in the model:

- ***The analysis builds upon the estimates of land development and jobs associated with each of the three alternatives provided earlier in this report.*** The estimates of tax revenues are made by identifying the various parcels that would come under development for residential, commercial or industrial uses. The increase in assessed value for those properties is estimated by applying the currently Citywide average assessed value per acre for all similar properties. Expenses associated with development are estimated separately for residential and nonresidential properties. For residential properties, the number of new housing units is calculated by applying the proposed zoning to the residential properties. (One acre of residential development in a zone with half-acre lots would yield two new houses. One acre of residential development in a zone with single-acre lots would yield one new house, etc.) On the nonresidential side, the number of new buildings developed was estimated based upon the number of jobs generated per square foot for each industry divided by the average number of employees per firm for that type of industry.
- ***The analysis focuses strictly on local spending and revenue generation involving city government.*** Other special districts which may also be affected by commercial and residential development (schools, County government, special-use taxing districts, etc.) are beyond the control of the City and therefore are excluded from the analysis.
- ***The analysis concentrates on those revenues from taxes and fees most closely associated with real estate development.*** In this case, the analysis focuses on the municipal property tax and the municipal service fee. Other revenue sources contribute to the City's coffers, particularly the utilities tax and the Business and Occupations tax. We have not included these in our analysis because they are dependent upon a variety of intervening factors that make them much more difficult to analyze. (For example, as new industries develop in Weirton, they are likely to be much more energy efficient than the existing industrial base. These changes in energy efficiency (coupled with changes in energy prices) can have dramatic effects on tax revenues in ways that can not be anticipated or captured in a build-out analysis of the City's land bank.
- ***Rates for taxes and fees are maintained at current rate throughout analysis.*** Just as it would be difficult to project changes in energy efficiency and prices, it is equally difficult to anticipate how Weirton's taxation policies will change over time. Therefore this analysis merely continues the existing rates for taxes and fees into the future. Since the focus on the analysis is to compare alternatives rather than make a precise future projection, this approach still provides useful results. While it cannot provide an exact forecast of the City's future revenue picture, it does provide an approximate indication of the revenue benefits and expenditure costs associated with each alternative land use plan. Table IV-1 provides current rates for taxes and fees.

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CITY OF WEIRTON COMPREHENSIVE PLAN UPDATE

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ALTERNATIVE DEVELOPMENT SCENARIOS

IV-13

Table IV-1: Taxes and Fees for the City of Weirton

Business & Occupations Tax

3 % on gross proceeds of Gas and Electric Company

Utilities Tax

2 % on gross proceeds of utility providers (gas, electric, water and sewer)

Municipal Service Fee (for protective services)

Residential:

\$5 per household

Nonresidential:

Per square foot rates for various enterprises:

Manufacturing: \$0.15

Services/Retail/Wholesale/Banking/FIRE: \$0.12

Governments/Schools/Not-for-Profits: \$0.01

Property Taxes

	Rate
Class 1: Agriculture	\$0.125 per \$100 of Assessed Value
Class 2: Residences	\$0.25 per \$100
Class 3: Outside municipality	\$0.00 per \$100
Class 4: Nonfarm and nonresidential	\$0.50 per \$100

- ***Expenditures by city government are primarily driven by the need to provide service to occupied structures (i.e., homes, offices, factories, and other buildings.)*** On the expenditure side, it is also important to ensure that our measures reflect the kinds of activity that generate government spending. While the increased flow of visitors through a community certainly creates a demand for some government services, using a strict per capita measure for expenditures does not reflect the costs associated with nonresidential development. For example, a community with two residents and no commercial or industrial buildings would certainly have lower government expenditures than a community with two residents which also had a large commercial sector attracting workers and shoppers into the community on a daily basis. Therefore, it is not just the residential population that generates local government spending. Such spending is driven by the construction and use of *all permanent structures* that require police, roads, fire service, etc. Thus expenditures are generated by growth in the number of both residential *and* nonresidential establishments.

In order to capture uses related to permanent structures, our analysis uses electric utility hook-ups as the unit for analyzing expenditures. An increase in utility hook-ups reflects increase use of the built environment. This is not a perfect proxy for use of the built environment. For example, some of these hook-ups are associated with much more intensive use than others. (A restaurant generates much more activity and related costs than a one-bedroom apartment used by a single person who commutes daily into Pittsburgh.) This range of intensity of use should average out among a few thousand hook-ups. Therefore they should provide a reasonable proxy for the increased demand for government services generated by both residential and nonresidential structures.

Note that the methodology is designed to err on the high side in estimating the City expenditures associated with each alternative. In the case of properties zoned for commercial or industrial uses, we calculated number of new businesses based upon average size of business. Used this number to estimate the number of new users that would generate services. Note that this will somewhat overestimate services generated. Many companies will share building with other firms. This will reduce the level of service required per firm. Since our analysis assumes each firm occupies its own building and therefore generates the level of services required for a building.

Interpreting the Results

Two aspects of the City's fiscal condition should be considered when looking at the results of the fiscal analysis. First, how does that scenario affect the City's ability to cover expenses? That is, are the revenues generated in line with the costs associated with that scenario. Second, does the change in development patterns change the "fiscal mix" of the City? That is, does the scenario generate a higher level of revenues than current conditions? Does the property tax or the municipal service fee become a more productive source of revenue for the City and therefore can be used for more purposes or does it become less productive, and therefore have to be supported or supplemented by other forms of revenue?

Table IV-2 presents the results of the fiscal impact analysis. It shows the annual revenues and expenditures associated with each of these scenarios once they are fully built out. Given the comparative nature of this analysis, the "Patch and Mend" scenario should be considered the "baseline case" and used as the basis by which to evaluate the others. As shown in the Table, the "Patch and Mend" Alternative generates \$1.4 million in new revenues from property taxes and municipal service fees. It also generates \$2.9 million in new operating expenditures by the City to support the new development. Thus the property taxes and municipal service fees combine to cover 49 percent of new operating expenditures. This is consistent with existing patterns in Weirton. For example, in the Fiscal 1999 budget, those two sources of revenue covered 45 percent of the operating budget. Thus, the "Patch and Mend" scenario keeps the fiscal mix of revenues versus expenditures about where they are now.

However, both the "Low Cost" and "Invest and Grow" scenarios have the potential to change the fiscal mix of the city. As shown in the Table, the revenues from the municipal service fee and the property tax could offset 64 percent of the expenditures associated with the new growth. However, if the other

revenue sources were kept in place, that additional revenue *above* 49 percent of spending would be offset by those other taxes. This would free up revenue from property taxes and municipal service fees to be used for other purposes. The Table identifies the amount of "freed up" revenue associated with the "Low Cost" and "Invest and Grow" scenarios. For the "Low Cost" scenario, the difference between the expected contribution by property taxes and municipal service fees of 49 percent and the projected contribution of 64 percent means that--assuming all other revenue sources remain in place--\$457,864 of revenue would be available for other uses.

The final row of the table shows the size of debt that "freed up" revenue could support for the City through 20-year bonds at 9 percent interest. Thus, in the case of the "Low Cost" alternative, the build-out would free up \$457,000 annually, which could enable the City to finance a \$4,179,633 bond issue without raising taxes. Thus, at build-out, the growth generated through this scenario could support an additional \$4 million in investment by the City with no increase in tax rates.

As the Table makes clear, the "Preferred Plan" has the most favorable fiscal impact. It generates \$3.4 million in new revenue from property taxes and municipal service fees, while incurring \$4.9 million in new spending. This scenario has the highest tax revenues of all three. Note also that it changes the fiscal mix the most. Under build-out of this scenario, property taxes and municipal service fees cover 69 percent of new revenues. This exceeds the current 49 percent share by twenty points, freeing up \$986,896 in revenues each year at build-out. As shown in the last row of the table, the City could use this "freed up" revenue to support \$9 million in new investments without increasing taxes.

This last row of the Table may provide an approximate measure for evaluating each of the alternative plans. As indicated elsewhere in this report, each alternative plan has associated with it key public investments in infrastructure, community projects, etc. The revenue generating potential of each scenario should be compared with the capital costs associated with that scenario. Again, given the limitations of this analysis, a precise comparison is not possible. Nonetheless the analysis does suggest that both the "Low Cost" and "Invest and Grow" scenarios can generate some revenues to support required investments. The next question is which of these scenarios would provide a future for the City most acceptable to its residents. As discussed elsewhere in this report, that issue is key focus of choosing among these alternatives. The results of the fiscal analysis should help clarify the kinds of consequences associated with choosing one of them as a pattern for future development.

Table IV-2			
Projected Additional Revenues and Operating Expenses Per Year at Build-Out for Each Alternative Compared to Expenses Compared to Current Conditions			
	<u>Alternative 1</u> <u>"Patch & Mend"</u>	<u>Alternative 2</u> <u>"Low Cost"</u>	<u>Preferred Plan</u> <u>"Invest & Grow"</u>
<u>Property Tax Revenues</u>			
Class 4 Properties	326,429	532,213	825,803
Class 2 Properties	92,461	691,012	572,330
<u>Municipal Service Fees</u>			
Residential	13,785	13,580	18,839
Non-Residential	435,407	708,763	2,011,427
<u>Total Revenues & Fees</u>			
	1,468,083	1,945,567	3,428,400
<u>Total New Operating Spending</u>			
	2,979,613	3,019,435	4,955,264
New Revenues Generated from Property Tax and Municipal Service Fee as a % of New Spending Generated by Development	49.3%	64.4%	69.2%
Revenues above 49.3% share of expenditures (share at build out of current conditions)	-	457,864	986,896
Additional Bonding Able to be Supported by Added Revenue (20-year bond @ 9%)	-	4,179,633	9,008,927

V. COMPREHENSIVE PLAN

A. *Mission Statement*

To actively participate in and lead revitalization initiatives in Weirton through the identification and implementation of projects, programs and actions designed to improve the financial return on new private sector investment.

B. *Introduction*

The Weirton 2000 Comprehensive Plan is an update and revision of the 1961 Comprehensive Plan. The 2000 Comprehensive Plan is intended to serve the community as a vision and development framework that will guide action by not only government, but most significantly to the success of the future of Weirton, public/private partnerships, private sector corporations, community action groups, neighborhood groups, and individual residents of the City of Weirton. Furthermore, the Plan should serve as a policy guide to the Planning Commission, the Zoning Board of Appeals, and City Council.

The Plan suggests new possibilities for Weirton. In general, the Plan lays out the possibilities of future development and the land use and fiscal implications associated with those development decisions. The Plan should not be considered a “steel clad law of development”, but one that emphasizes the importance of Weirton’s diverse cultures and its role in a continually changing global economy. The foundation of the 2000 Comprehensive Plan Update is to enhance the ability of Weirton to compete on a global basis to attract new business and industry and as well as new residents.

To accomplish this, the leadership of Weirton must work to stimulate new growth and development. The City must also continue to preserve and enhance the existing stable neighborhoods and work to revitalize neighborhoods experiencing decline and lack of investment. In a society that is becoming increasingly mobile, the City’s neighborhoods and cultural and recreational amenities will become increasingly important as Weirton begins to promote itself in the new global economy to attract business and industry, and new residents. Consequently, economic revitalization and improved public amenities are the foundation of this plan.

It is crucial that as the City embarks on this ambitious task that the leadership realizes the change will be gradual and will require determination. For instance, the Lehigh Valley in eastern Pennsylvania, which essentially had a single employment base in Bethlehem Steel, has recently been experiencing great successes with new and emerging high-tech industries locating in the region. However, this revitalization began in the early 1980’s when it became clear that steel was on the way out. The change has been incremental. Local leadership first began by attracting small companies with high growth potential. Larger companies followed as it became evident that the region was transitioning and they could benefit

by locating near from these smaller companies. It will still be another decade before the Lehigh Valley region fully realizes its goals. This lesson of incremental change is important for Weirton leadership to take into account as it works to give a new life to Weirton.

The Plan begins with an overall land use strategy for Weirton that establishes complimentary land uses that will help the City realize successful redevelopment. The subsequent sections outline strategies for parks and recreation, natural resources and open space, transportation, community facilities, infrastructure and telecommunications, and economic development.

Each section begins with a brief introduction summarizing the topic, followed by the general goal of that section, and concludes with specific recommendations for action. Built into these recommendations are projects which will help Weirton achieve success in implementation.

C. Comprehensive Plan

1. Recommended Land Use Strategy

(a) Land Use Introduction

The land use plan, as illustrated in the Future Land Use Map following page V-26, developed for Weirton's 2000 Comprehensive Plan expresses a long-range vision of land use development patterns appropriate for the City of Weirton. This vision was developed from the visioning process, involving the Comprehensive Planning Committee, the City Council, and the public. The outlined strategy is generally a refinement of the preferred alternative, as discussed in the previous section.

Another means of input was from community survey. Issues from the survey that directly impact land use decisions are housing, recreation, and economic development. In this regard, the community survey indicated that residents were relatively split regarding whether Weirton should become a bedroom community to Pittsburgh or a destination community. The land use strategy is sensitive to this and recommends a mixture of housing that can supplement the Pittsburgh economy, while at the same time providing the amenity that business and industry need to attract a quality employee base. With regard to housing, survey responses indicated that it was important to develop housing opportunities to meet the demands of the growing retirement community; but residents still consider single family housing an important part of the local housing stock. However, residents overwhelmingly chose new jobs and economic growth as the most important issue for the City to address. The survey also indicated that residents feel a need for an improved recreational base. Consequently, the land use plan works to achieve a balance between new housing opportunities, quality recreational amenity and new job opportunities which will attract new residents and create quality local employment opportunities for younger generations in Weirton.

While the land use plan cannot predict the impact of future technological change, it recognizes that some technological advancement is likely to influence future land use patterns. For example, telecommunications and computers have had profound impacts on land use patterns throughout the world. Home-based telecommuting is rapidly evolving as a viable alternative to the traditional work environment. Accordingly, telecommunications systems are beginning to be considered as infrastructure, much like sewer and water systems. Communities that can offer advanced telecommunication systems in the near future will be at a competitive advantage for certain types of economic growth opportunities. Recognizing this fact, the future land use plan reflects realistic land use consumption based on future demand. Telecommunications is discussed in greater detail in Chapter II - Inventory and Analysis.

(b) Land Use Goal

Promote development and redevelopment uses, patterns, and densities, which reduce conflicts between non-compatible land uses and encourage investment in new construction and improvement of existing structures necessary for a vigorous economy, and provide the recreation amenity essential to a healthy population.

(c) Land Use Action Strategies

1. Ohio River Waterfront

Numerous cities have developed along the edges of waterfronts because of the commerce advantages created by water transport. Typically, commercial and residential activities developed around a central waterfront district to support industrial-shipping activities. For Weirton, however, commercial and residential development was formed in Steubenville, while Weirton's waterfront developed as a heavy industrial and warehousing district. Over the years, activities such as the Half Moon Industrial Park at the south end, and Weirton Steel operations at the north end have emerged. Although some communities have utilized the shoreline area for recreation, Weirton's heavy industry and steep slopes have prevented this from occurring.

Given the proposed development of a new port and transshipment facility at the south end of the waterfront, and the likelihood that some level of Weirton Steel operations will continue at the north end beyond the life of this Comprehensive Plan, the general strategy outlined below enhances the potential for mixed-use industrial, warehousing, and commercial activities along the Ohio River waterfront and related lands. Nonetheless, a long-term redevelopment proposal is briefly summarized for the north end of the waterfront. In response to the community survey, some recreation-based amenity at the water's edge has been programmed into the overall strategy.

For purposes of this comprehensive plan, the southern Ohio River Waterfront includes the Half Moon Industrial Park to U.S. Route 22; the area between the parcels fronting the west side of Freedom Way and U.S. Route 22, north to the intersection of Freedom Way and Main Street. The Plan recognizes that the

lands located in Brooke County, between Harmon Creek and U.S. Route 22, are currently outside municipal boundaries; however due to the integral nature of these lands to the successful development of the proposed port and related transshipment activities and the areas prominence as a key gateway into the community, this area has been included as part of the rail yard rationalization. The northern Ohio River Waterfront is principally defined by Weirton Steel operations in the northwestern portion of Weirton, including Brown's Island.

Ohio River Land Use Strategies

- *Maintain and Diversify Industrial/Warehousing Uses.* Much of the southwestern portion of Weirton is dominated by industrial and warehousing activities. The area is favorably located along a U.S. Route 22 interchange, and near rail and water transport opportunities. Given these various modes of transportation, and the proposed rationalization of the existing rail yard, proposed intermodal port, and proposed Intermill Road, light industrial and warehousing operations should be encouraged in this area. The area also includes opportunities for land assembly to create the necessary footprint space for these types of operations.

Although the area will continue to serve as an industrial/warehousing district, it is located at an important gateway into Weirton. Because the area will continue to be a significant gateway into the community, standards should be developed to improve the overall visual character of the area addressing site, signage, and building characteristics.

- *Rationalize Rail Yard.* Currently, the land in Brooke County, between Harmon Creek and U.S. Route 22 is outside municipal limits. It is highly unusual for a community not to have the ability to influence the land that is a major gateway into the community. Annexation of this land should continue be a priority for the City. Recently the land in Hancock County, between Harmon Creek and U.S. Route 22 was annexed to the City of Weirton. Combined, these two areas will play an important role in Weirton's revitalization efforts and ability to reshape its image as a steel town.

Today, this area is primarily used as a scrap metals yard, creating a blighted image of the City of Weirton from U.S. Route 22. Because of the area's relation to the proposed port, the area will play a key role in the City's economic revitalization efforts. The area has a unique redevelopment opportunity for large-scale packaging of development sites found in few places in the region. To this end, the area was selected as an Urban Activity Center. A proposed redevelopment plan can be found in Chapter VI – Urban Activity Centers. Generally, the redevelopment plan recognizes the importance of complementary port development in a coordinated manner, capitalizing on all of the surrounding assets, including the area's proximity to the U.S. Route interchange, large areas for lay-down space and warehousing, and connections to the proposed port via the planned Intermill Road and existing rail lines. Combined with the unique intermodal distribution opportunities, high visibility along a major transportation corridor, and its relatively close connections to the Pittsburgh

metropolitan region, the area has very strong potential for redevelopment. However, redevelopment efforts will require a partnering strategy between private landowners and the City.

Ohio River Programs

- *Develop the Proposed Port.* A 1997 port study prepared by Jack Faucett Associates and endorsed by the West Virginia Port Authority, indicates a strong need for a port facility in the region. The study found the Starvaggi Industries site in the Half Moon Industrial Park a favorable site for the development of a port along the Ohio River. Although a significant amount of resources have already been spent studying and planning the site, very little has been completed to realize port development. The potential development of the port creates a unique revitalization opportunity for Weirton to diversify its economic base and create new employment opportunities.

A Master Plan has already been developed for the proposed port site which addresses various development issues including site organization and permitting requirements. The intermodal distribution opportunities, combined with high visibility along a major transportation corridor, and its regional location give this site significant strategic value in the regional and national economy. As Weirton works to create a diversified local economic base, development of the port will be critical to the recovery of both the Weirton and regional economy.

- *Implement a Coordinated Streetscape and Site Improvement Program.* The visual attractiveness of the Freedom Way corridor and lands related to the development of the port should be given design consideration. To the extent possible, parking, storage, service, and loading areas, mechanical equipment, and utilities should be screened from public view. Landscaping should be used to create a distinctive working environment and to enrich portions of the area visible to the public, especially at entry points into individual parcels. To ensure future industrial development does not create any adverse impacts on adjacent neighborhoods, consideration should be given to using restrictions and site enhancements that serve as a buffer between commercial/warehousing/industrial and residential uses. Improved lighting and street trees should also be developed along the roadways to enhance the visual characteristics of the area. Weirton residents indicated a clear desire for street trees in the community survey; 70.9% said that it is “important to protect and maintain existing street trees”. Together, these standards will help to create a pleasant environment. To advance the creation of a coordinated program and offer a tool to the Planning Commission, a Site and Architectural Design Guidelines manual should be developed for the Freedom Way corridor.
- *Create a Waterfront Park.* The community survey indicated that waterfront access is highly desirable by Weirton residents. As noted above, current land uses along the waterfront are primarily dedicated to industrial uses. Moreover, the proposed transshipment port activities will help enhance the waterfront as an active commercial and industrial waterfront. These types of activities present an opportunity for a unique and memorable authentic waterfront park experience as the site “comes

alive”. While these activities may be interesting to watch, they also create an educational opportunity for students to experience commerce in motion. Development of a waterfront park should include viewing areas of port activities. Such a park may become a regional draw, especially if connected by a trail to a larger trail network as proposed in the “Trans-Shipments Commerce Interpretive Trail” (See Downtown Programs)The park provides a logical termination point for the proposed Trans-Shipments Commerce Interpretive Trail. The community survey also indicated a desire for development of a boat launch and fishing access. Consequently, these amenities should be included as a component of the waterfront park.

- *Partner with Weirton Steel to Redevelop the North Waterfront.* One of the implicit goals of this comprehensive plan is to create land use redevelopment opportunities beyond the life of this comprehensive plan. In order to achieve this, it is important that the redevelopment of key lands occur under a rational manner that will contribute to the next comprehensive plan update. An area that the City of Weirton should pay particular attention to is the north end of the waterfront, now dominated by Weirton Steel operations. As Weirton Steel begins to rationalize its land holdings, the City of Weirton should be at the table working in coordination with Weirton Steel to bring the land back to a more productive use. The long-term value of the area would be significantly reduced if it were subdivided in a piecemeal manner to serve current local market needs. As such, a long-term and comprehensive area redevelopment master plan is recommended.

One strategy that the City and Weirton Steel may choose to redevelop this land, is to develop a partnership management plan. This approach distributes the risks and benefits of the area’s redevelopment between Weirton Steel and public agencies. For instance, Weirton Steel would make strategic investments in the removal of existing underutilized structures and other manufacturing-related materials. The public sector can then provide capital investment for infrastructure, site access, and other public amenity. Weirton Steel’s investments would feasibly generate public and political support to leverage environmental remediation cost reductions (if necessary), set a theme for the redevelopment plan, and clearly show plan commitment. Public investment would result in new economic revitalization opportunities and contribute to rebuilding Weirton’s image.

2. Downtown

Historically, downtown areas in many communities have served as the gathering place for cultural, civic, entertainment, and social functions. Throughout much of the 20th Century Steubenville, Ohio has been considered the commercial and financial center, while Weirton played its part as the industrial force. Downtown Weirton is not like most other downtown communities. Primarily, downtown Weirton grew to serve the mill workers, pass through traffic, and municipal employees. As seen today, downtown Weirton has become a disfunctioning downtown with some vitality at the civic core.

In more recent times Three Springs Drive has become recognized as the commercial center with new late twentieth century-style developments such as Wal-Mart, K-Mart and the Kroeger grocery chain.

Combined, Steubenville and the Three Springs Drive corridor have placed downtown Weirton at a severe competitive disadvantage. In reality, the likelihood of downtown Weirton becoming the primary location for general merchandise retailing cannot be a goal. However, this is not to say that downtown Weirton cannot have a role as a civic, shopping and entertainment destination. It is likely that a successful strategy will involve fostering retail establishments in downtown that are more oriented towards specialty merchandise and unique dining and entertainment experiences. In fact, the community survey identified “Downtown Revitalization” as the number four top priority for the City to address in the next ten years.

For downtown Weirton to become a destination, there must be various activities to draw people. Vital downtown’s have several common characteristics. These include: compact and walkable in size; social, cultural and economic centers of the community; and layers of activity that are seasonal and daily. The challenge for downtown Weirton is to build these characteristics into a strategy that will make downtown Weirton a destination, not just an area which residents “pass through”, as indicated by the majority of survey respondents. Although this survey finding is somewhat discouraging from one perspective, from a downtown merchants perspective it can be encouraging to know that nearly 51% of the City’s residents are passing through on a daily to weekly basis; a potentially large client base.

Weirton has several downtown revitalization strategies to choose from. Some of the more common strategies include Historic Preservation, Nightlife/Entertainment, Main Street Approach, and New Office Development. Other strategies include Pedestrian Improvements, Tourism, Downtown Housing, Centralized Retail Management, Pedestrian Malls and Sports Stadium/Arena, to name a few. Based on survey responses, a potentially effective strategy for downtown Weirton may be to develop a strategy that creates a purpose for people to come downtown to shop and dine, while providing various entertainment opportunities. For instance, question twenty-seven on the Community Survey provided categories of activities that might attract residents downtown if available. The most popular responses were from the Shopping category, which included a Farmers’ Market and Outlet Shops. A first-class restaurant was also selected as a top choice among residents. The Main Street North Development District, found in Chapter VII-Urban Activity Areas was developed with these findings and principles in mind.

Downtown Land Use Management

- *Establish Downtown Management Program.* Revitalizing downtowns can be a daunting task for municipalities to undertake single-handedly. To assist in some of the downtown revitalization efforts proposed in the 2000 Comprehensive Plan, the City should work cooperatively with downtown business and property owners to create a program which focuses on downtown redevelopment issues. A range of potential management structures exist, including a Main Street Merchant and Property Owners Association, formation of a Local Development Corporation or an Urban Renewal Area

- **Committee.** A formal downtown management organization will give downtown Weirton business and landowners owners a structured forum in which to coordinate various revitalization and marketing efforts.

A downtown management organization can work as a mechanism to facilitate the pooling of funds for property and streetscape improvements, additional parking, increased district-wide maintenance, heightened security, improved local promotion, business attraction, and organization of special events. A carefully planned and properly administered downtown management organization can dramatically increase commercial activity, improve property values, and provide a source for civic pride. The cumulative effect will attract and maintain customers, clients, and shoppers to the commercial area as well as help attract new businesses to the community.

The downtown management organization should focus on office and commercial uses that do not compete with recent and proposed development in the Three Springs Drive corridor and Starvaggi Farm area. Specifically, the downtown management organization should work to encourage specialty retail or outlet shops, and cluster them in key areas to generate a critical mass of retail activity.

Downtown Land Use Strategies

- *Market Focused Sub-Districts.* As noted above, successful downtowns are compact and walkable. Currently, downtown Weirton does not possess these important attributes. To address this issue, the Main Street corridor can be divided into three sub-districts, each serving a different function. Similar activities should be clustered into “Critical Mass Centers” to efficiently utilize and share existing and future infrastructure and support services. By encouraging “Critical Mass Centers” potential new businesses will be more likely to succeed. Additionally, complementary uses within a district help to generate higher concentrations of people activity, thereby creating a more vibrant environment. Consequently, when passers-by see this activity they tend to become curious and stop. The activities defined for each district will serve a unique purpose, and when combined will help catalyze and create a vibrant and functioning downtown Weirton. The proposed districts outlined below will help to achieve this end.
 1. *South Main Street Auto-Oriented District:* With its fast food restaurants and gas stations, south Main Street primarily accommodates the needs of daily truck traffic and others “passing through” the Main Street corridor en route to or from U. S. Route 22 or Freedom Way. The district can generally be defined as the area between the U.S. Route 22/Freedom Way/Main Street intersection and Hudson Avenue. Uses in this district should continue to cater to the needs of these travelers. However, because this district is a primary gateway into Weirton, it is important that the overall image of the district be refined, such as improved signage highlighting this

gateway. To accomplish this, site design architectural standards, and landscaping requirements should be developed for the district.

It is critically important that a concentrated effort be put on the U.S. Route 22/Freedom Way/Main Street intersection. To this end, this area was chosen as an Urban Activity Area; as such a redevelopment plan was created and can be found in Chapter VI – Urban Activity Areas. The general concept of the redevelopment plan is to create an enhanced gateway into Weirton through adaptive reuse of existing buildings and new construction complementary to the intermodal activities generated by development of the port. Enhanced landscaping and a new artistic focal point at the intersection will also play an important role in the plan. Part of this plan involves building demolition to create the necessary space for proposed land uses. In fact, the community survey indicated that 82% of the respondents consider demolition of vacant and deteriorated buildings a high priority as the City is establishing its priorities.

2. *Civic and Office District:* The area generally from Hudson Avenue to Cove Road functions as the primary civic district for Weirton. Activities here include the Municipal Plaza, the Weirton Senior Center, various religious establishments, and banks. During the data collection phase it was determined that the Mary H. Weir Library is in need of additional space and, more importantly, significant roof repairs. Also during the data collection phase it was determined that City Hall is currently engaged in plans for expansion. These types of actions in the district will undoubtedly be catalytic to spin-off activities. The City should continue with this focus.
 3. *Downtown Entertainment/Retail/Office/Civic District:* For downtown Weirton to become competitively viable, it must develop strategies to improve its image. Redevelopment of this district can help to significantly enhance the overall image of Weirton. To this end, redevelopment in this district should be consistent with the proposed Site and Architectural Design Guidelines manual. Based on survey responses and community input, a viable land use redevelopment plan was formulated for this area. This plan can be found in Chapter VI – Urban Activity Areas. Generally, the plan calls for catalytic activities, which can help attract people downtown, revitalize adjacent neighborhoods, and spur new development opportunities while providing family activities for both Weirton and regional residents. Creating a downtown with cultural activities, entertainment, recreation, and specialty retail will transform into a destination for both Weirton and neighboring communities resident’s to visit. Subsequent recommendations will compliment this concept and create a destination-oriented downtown.
- *Fund and Construct Intermill Road.* In addition to a compact and walkable environment, downtown visitors must be able to amble about freely and efficiently when they leave their vehicles and become pedestrians. Although some degree of truck traffic is normal in any downtown, the truck traffic generated by Weirton Steel operations produces an unusual amount of noise and dust that is not conducive to a pedestrian-friendly environment. The proposed Intermill Road will relieve some of

these pressures and, by default, make downtown Weirton more inviting to pedestrian activity. A proposed route generally following the existing rail lines on the east side of Main Street has informally been discussed. Development of this road will require significant public and private coordination. The City of Weirton should support and encourage development the Intermill Road as a means to help create a traditional downtown district.

Downtown Programs

- *Implement a Coordinated Streetscape and Facade Improvement Program.* Aesthetics and functionality of downtown streets, buildings and sidewalks are important factors in attracting people to the downtown. The City should work to improve the appearance of downtown to create an inviting and pleasant environment. Examples of improvements include facade restoration and sidewalk improvements. Other improvements could include historical lighting, tree planting, and appropriate street furniture. Together, these standards will help to create a “traditional downtown”.

All of the enhancement recommendations should be located in one Site and Architectural Design Guidelines manual. The City should create a Traditional Urban Design District and implement the standards as a development requirement in the district. The program can be administered through the proposed Business Improvement District or jointly with the City’s Community Development Office.

- *Implement Guidelines for Downtown as a Pedestrian- and Bicycle-Oriented District.* Vital downtowns include several different modes of transportation. For downtown Weirton, the pedestrian, bicycle, and vehicle will be the most relevant. Consequently, pedestrian, bicycle and vehicular circulation should also be addressed. For the pedestrian, the City should establish highly visible crosswalks at key intersection such as Main Street and Cove Road and Main Street and Marland Heights Road. These improvements will help to enhance pedestrian safety as well as provide a visual relief to the road pavement. Signage at key intersections should be installed to direct visitors to points of interest in downtown Weirton as they enter the City from the north or south. This signage can be developed at two levels. At the south end of Main Street the signage should be aimed more at the automobile. At the Civic and north ends of Main Street the signage should be at street level for pedestrians use. This will become particularly important when new destination activities are created downtown. With regard to bicyclists, efforts should be made to install bicycle lockers at the proposed Family Living and Arts Center and City Hall. Other forms of bicycle racks should be provided at the Mary H. Weir Library, City Hall, and various strategic locations throughout downtown. Utilize circulation improvements suggested in the Site and Architectural Design Guidelines manual to enhance the district.
- *Develop the “Trans-Shipment Commerce Interpretive Trail.”* To enhance the downtown area as a potential regional draw, a highly visible trail connection to the Ohio River and proposed port should be developed. The trail route can begin behind City Hall and generally follow Harmon Creek, and

terminate at the proposed waterfront park (see Ohio River Programs above), which will provide an opportunity for trail users to observe trans-shipment activities. As the trail is being programmed, it should include interpretive signage describing the various trans-shipment activities taking place. Further, the signage may portray the diverse countries that the commodities are coming from and going to. The trail should also be connected to the Panhandle Rail-Trail Project effort currently underway, which generally follows Cove Road. Development of such a trail is consistent with survey findings; nearly 51% of the respondents agree that abandoned railroad lines should be developed as recreational trails.

- *Create an Authentic Community History Trail.* Heritage tourism is playing an increasingly popular role in many revitalization programs. Weirton has an important story to convey to its residents and visitors. Building on this concept, an interpretive signage trail should be developed which leads people through downtown Weirton. The general theme of the trail should tell the saga of Weirton's role in both the national and global economy as a steel-manufacturing powerhouse, as well as portray the significance of various ethnic neighborhoods and the contributions Weirton Steel workers made to "building" the City. The trail may also include a partnering with Weirton Steel to "show-off" steel making operations.

The name of the trail should be reflective of Weirton's steel heritage. The trail should ultimately be connected to the proposed Trans-shipment Commerce Recreation Trail and the Panhandle Rail-Trail Project effort already underway. Recent research has found that tourists are seeking out places with authentic stories, not fabricated experiences. Although Weirton will never become a major tourist destination, this is an authentic approach which allows Weirton to preserve its roots in the steel industry while telling the dynamic story of local economic change, from a local economy driven by raw material and highly mechanical processes, to an information driven global economy. The Weirton Historical Landmarks Commission should coordinate development of the trail. Development of such a trail would likely be received well by Weirton residents, evidenced by the community survey, which indicated that historic preservation should be the second most important issue the City should address.

- *Target Infill Development.* The City should encourage infill development in established areas downtown that are compatible with existing and/or planned uses, that is at a compatible scale with the surrounding area, and that can be supported by adequate public facilities and transportation systems.
- *Establish Downtown's Role as a Neighborhood Center.* Connections to the adjoining neighborhoods in the downtown districts are important to the success of revitalizing downtown. Creating pedestrian and bicycle linkages should be the focus. The intent is to encourage these residents to visit downtown and provide safe and efficient linkages for the residents who work downtown. The streetscape should be an inviting and safe place for the pedestrian and bicyclist. Utilize circulation improvements suggested in the Site and Architectural Design Guidelines manual to enhance these connections.

FINAL DRAFT

CITY OF WEIRTON COMPREHENSIVE PLAN UPDATE

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COMPREHENSIVE PLAN

V-11

Specifically, plantings, pavement enhancements crosswalk improvements, etc. can be added to improve the pedestrian realm.

In an effort to stabilize adjoining neighborhoods, transitional zones should be established. These zones should control the height of buildings, limit uses compatible to traditional neighborhood development principles, and include a higher level of vegetated buffering and screening.

- *Develop a Community Garden.* Although a community garden is proposed as a component of the Urban Activity Area outlined in Chapter VII, it is an important enough project to highlight here. Community gardens can have many positive impacts in urban areas. Two of these benefits include the beautification of barren space and the opportunity to build a strengthened sense of community. Community gardens can also be used as an educational tool to teach basic agricultural concepts to children. These gardens are typically collaborative projects created by community members; residents then share in both the maintenance and rewards of the garden. However, the City should begin organizing a committee for the creation of a community park. There are an estimated 10,000 community gardens within the United States. The Internet is filled of informational sources regarding community gardens. A good web site to begin with is the American Community Gardens Association's, www.communitygarden.org.
- *Reinforce the Adopt-A-Spot Program.* Downtown Weirton currently has a number of Adopt-A-Spot locations. The Adopt-A-Spot Program creates an opportunity for local residents and organizations to feel a greater sense of ownership in the community. The program also creates inviting areas for residents to informally sit and enjoy the “downtown experience” while encouraging a chance encounter with other residents. Residents engaging in conversation generally build community. These chance encounters can lead to new ideas for ways to help improve Weirton. Accordingly, Weirton can continue its transformation, from the bottom up. The City should revive the Adopt-A-Spot.
- *Expand Public Art Program.* Public art and decoration can remind a community of its origins and history. Public art can also help contribute to the goal of improving the image of downtown Weirton and help in the process of place-making. Public art also functions as a conversation piece. This is true with the mural painted on the wall near the intersection of Purdy Lane and Main Street. Other opportunities for public art may include imprinted dance steps in the sidewalks or sculptures made from steel; whatever an artist can imagine should be considered an opportunity to translate Weirton's various ethnic groups and rich history to the broader public; from its early days as an agricultural community to its transformation into an industrial giant. Public art that graces public spaces adds a sense of comfort and security and reinforces the identity of individual neighborhoods. It brings a vitality to the City that makes the experiencing inviting as well as educational and interesting.

- *Promote the Concept of an Ethnic Restaurant Row.* The community survey indicated the desire for a first-class restaurant downtown; 42.9% of the respondents said such an activity would draw them downtown. This, combined with Weirton’s rich ethnic history, presents the City of Weirton an opportunity to promote development of an “ethnic restaurant row”, building on the rich ethnic legacies of Weirton. If the concept were to evolve, downtown Weirton would have the potential to become a regional destination for ethnic dining experiences.

3. *Pennsylvania Avenue*

Pennsylvania Avenue is the primary east-west corridor through the heart of Weirton. Pennsylvania Avenue is generally characterized as a two- and three-lane unrestricted access roadway lined with typical automobile-oriented commercial land uses; residential pockets are intermingled the length of the road. Most of the commercial uses are stand alone structures; many of which have been converted from residences. There are a relatively high number of commercial uses along the roadway, creating a number of vehicle access points. However, the roadway has few curb cuts due to the lack of curbs. Consequently, most parking lots flow into the roadway.

Pennsylvania Avenue was constructed primarily to service automobiles. Consequently, pedestrian traffic is implicitly discouraged along the roadway, evidenced by the lack of sidewalks. The West Virginia Department of Transportation is currently working with an engineering firm to improve the storm water drainage system, add curbs and sidewalks in selected areas, and widen a portion of the roadway. These improvements should generally improve traffic flows on the roadway. Community survey responses show that many Weirton residents shop the Pennsylvania Avenue corridor on a weekly basis. The City of Weirton should continue to support these activities.

Although Pennsylvania Avenue enhancements should improve vehicle circulation, bike and pedestrian enhancements need further attention. It is imperative that the state’s improvements include bike and pedestrian enhancements the entire length of the corridor as a component to reconstruction. Current plans do not provide for this. During interviews with local residents it was learned that many residents in the adjoining neighborhoods use Pennsylvania Avenue as an early morning exercise walking route. These residents would be particularly grateful of sidewalk improvements. The community survey also indicated a desire for trails through the City. Trails can take many different forms; an urban trail following existing sidewalk networks and dedicated bike lanes are just two examples.

Street trees also play an important role in helping people feel more comfortable in an automobile-oriented district. Street trees should be a component of the state’s Pennsylvania Avenue improvements. At a minimum, existing trees should be replaced if removed during the reconstruction period.

Pennsylvania Avenue Land Use Strategies

- *Create Commercial Nodes of Activity.* As noted above, multiple stand-alone commercial buildings characterize Pennsylvania Avenue. Most of these businesses have their own parking either in front or to the side of the establishment with uncontrolled access to Pennsylvania Avenue. The net result is multiple vehicle access points along Pennsylvania Avenue. The “nodal” strategy would reduce the number of access points along Pennsylvania Avenue, concentrating commercial and retail development. Simply reducing curb cuts by half and defining entrances for business establishments with curbing will greatly enhance safe automobile travel. The strategy, combined with higher density uses and improved pedestrian connections, would conceivably reduce the need for residents to use their automobiles and have some level of reduced automobile congestion. Both new and existing businesses should be encouraged to develop a coordinated shared parking program. A coordinated shared parking program would help to clarify the road network and reduce the number of curb cuts.

Shared parking should be conveniently located to all uses, but does not need to be located on the same parcel as the use. Generally, people are will to walk 1,300 to 1,500 feet, and prefer to see their destination. These standards should be maintained when developing any shared parking areas. Complementary land uses should also be encouraged to group together, encouraging multipurpose trips. Thus, a single parking space can serve several establishments. Reducing the amount of land devoted to parking allows more efficient use of land.

Reasonable areas to implement the “nodal” strategy would be key intersections and civic-related locations. Preliminary analysis found five plausible commercial node districts. The first node, the largest of the five, is generally between 11th Street and 18th Street. Another is generally around White Street and the Weirton Healthcare Conference Center. The Pennsylvania Avenue/Penco Road intersection provides an opportunity for more intense community wide commercial and retail development. A fourth area is the Pennsylvania Avenue/Cove Road intersection, and the final is the Pennsylvania Avenue/Colliers Way intersection. The areas in between each node should be dedicated to higher density residential uses. The nodal strategy, combined with the residential development, will require zoning changes.

Three reasonable locations to begin developing this strategy are at the Pennsylvania Avenue/11th Street intersection, the Pennsylvania Avenue/Penco Road intersection and the Colliers Way/Pennsylvania Avenue intersection. All three intersections were used as models to illustrate the “nodal” concept in Chapter VII – Urban Activity Areas.

- *Selectively Locate and Construct Higher Density Housing.* As noted above, Pennsylvania Avenue includes a number of residential homes that have been converted to commercial uses. The overall land use strategy for the corridor is to consolidate commercial activities into commercial development

nodes. As businesses begin moving into these more concentrated activity nodes, residential redevelopment opportunities will be created in between. It is recommended that the parcels vacated by commercial operations be consolidated and redeveloped to higher density uses, such as apartment complexes. Increased residential development, combined with an improved bike and pedestrian network and proposed street tree program, will help to generate people activity along Pennsylvania Avenue. Although higher density housing is proposed along Pennsylvania Avenue, single-family housing will still play an important role in the functionality of the corridor because many of these homes are of high quality.

- *Construct Bike and Pedestrian Linkages.* By encouraging a land use pattern that concentrates commercial and retail activities, and then linking these nodes with clearly defined bike and pedestrian connections, the City of Weirton can help to significantly reduce the amount of traffic congestion and related problems along Pennsylvania Avenue. These links will also improve connections to the adjoining neighborhoods, offering alternatives to the automobile. Community survey respondents considered congestion along Pennsylvania Avenue among the top priorities for the City to address. The nodal concept and bike and pedestrian linkages would help the City get closer to relieving circulation problems along Pennsylvania Avenue.

Pennsylvania Avenue Programs

- *Implement a Street Tree Program.* Street trees play an important role in the design of the public realm. Most important to the Pennsylvania Avenue corridor is the role trees can play in creating a visual relief from the concrete and enhanced pedestrian safety. For these reasons, a coordinated street tree program should be developed along Pennsylvania Avenue. A street tree program would be consistent with the community survey findings; 70.9% of the respondents said, “it is important to protect and maintain existing street trees”.
- *Enhance Bus Stops.* As Weirton continues to transform itself into a 21st Century community, the City’s population will begin to increase. Alternatives to the automobile are becoming an important value to the general population. Some of these alternatives include bicycling, walking and public transit systems. The foundation of the future land use pattern proposed for Pennsylvania Avenue is to encourage a more pedestrian-oriented environment. In an effort to supplement previous recommendations, the City of Weirton can improve bus stops along Pennsylvania Avenue in the proposed commercial nodes and areas of higher density housing. The need for improved access to bus stops was also heard from elderly residents during the Ward meetings. In order not to slow traffic traveling the corridor, bus pull-offs at the stops can be incorporated into current Pennsylvania Avenue improvements.
- *Develop Compatible Transitions Between Adjoining Neighborhoods.* Some of Weirton’s most established neighborhoods closely border the Pennsylvania Avenue corridor and related commercial uses. These areas should be targeted for increased buffering. When new commercial development

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occurs or existing development is expanded as proposed, special consideration should be given to the surrounding neighborhoods. To safeguard the integrity of these neighborhoods, residents should be protected noise, fumes, lack of privacy and other intrusive aspects of commercial development to the greatest extent possible. Mechanisms to achieve this buffering should include additional open green space between residences and commercial operations, plantings, berms and wooden fences. The Site and Architectural Design Guidelines should articulate these buffering concepts.

- *Adopt Design Standards.* Aesthetics and functionality of streets, buildings and sidewalks are important factors in attracting people to an area. The City should work to improve the appearance of Pennsylvania Avenue to create a more pedestrian-friendly and aesthetically pleasing environment. Examples of improvements include locating parking behind or at the side of buildings and constructing the buildings closer to the street. This pattern will reinforce a more pedestrian-oriented corridor rather than traditional suburban forms of development with large parking areas in front of buildings. Other improvements could include tree planting and required green space to soften the visual impacts of the built environment, and appropriate street furniture.

All of the enhancement recommendations should be located in one Site and Architectural Design Guidelines manual.

4. Three Springs Drive/Penco Road

Recommendations made for the Three Springs Drive/Penco Road corridor generally provide clarity for a confusing and inconsistent thoroughfare. The recommendations made here will ultimately improve the corridor both aesthetically and functionally, creating a greater sense of arrival into Weirton. Essentially, the district can be viewed as two separate pieces, the first being the portion of Three Springs Drive between the U.S. Route 22 interchange and Cove Road and the second being Penco Road. For all practical purposes, the Three Springs Drive section has become an automobile-oriented district, with buildings significantly set back off the road and large parking surfaces. However, the Penco Road section has the potential to become a more pedestrian-oriented district with sidewalks linking to adjoining neighborhoods, buildings built closer to the front of the parcels and parking to the rear and side of buildings. These principles are discussed in greater detail in Chapter VII-Urban Activity Areas.

Three Springs Drive/Penco Road Land Use Strategies

- *Consolidate Vehicle Access Points.* Three Springs Drive has emerged as an area meeting the needs of large footprint and automobile-dependent land uses such as Wal-Mart, K-Mart, and various fast-food establishments. The larger footprint buildings have been developed on parcels behind those fronting Three Springs Drive. The parcels fronting Three Springs Drive consist of smaller, stand alone structures. The current transportation circulation pattern vehicles to enter Three Springs Drive to move from one parcel to the next. Because of these major traffic generating land uses Three Springs Drive is rapidly approaching maximum capacity levels for which it was engineered. This was also

recognized in the community survey as respondents indicated in question four that a top City priority should be to “address traffic problems on Pennsylvania Avenue”.

An important transportation enhancement within the Three Springs Drive area emphasizes the need to reduce the number of vehicle access points along Three Springs Drive with a clearly defined interconnected parking lot connection network. The general concept is to allow vehicles to travel from one establishment to the next without accessing Three Springs Drive. Vehicle access to the buildings fronting Three Springs Drive should be provided from the rear via this network. This will allow for vehicles to pass through the corridor more efficiently as the number of turning vehicles should be reduced. It is recognized that this approach will not necessarily reduce the number of vehicles on Three Springs Drive; however, the number of vehicles disrupting the traffic flow will be reduced. To clarify the interconnected parking connections a tree planted median along both sides of this internal system should be planted.

- *Direct Large Footprint Retail Development to Three Springs Drive.* Contemporary retail development has moved away from small building footprint, locally owned operations to large footprint, corporate owned chains. Most of these new retail developments are occurring at the edge of urban centers, where large land parcels are available for development. Often, these new building types are single story, with few windows, and constructed in a manner which does not relate to local architectural styles. Studies have indicated that these types of operations will exist in the market for approximately fifteen years before they are replaced with a new form retail marketing and development. Adaptive reuses of these styles of buildings will be challenging to determine. Consequently, many of these buildings may ultimately become a blight on local communities as they are abandoned.

It can be anticipated that larger footprint retailers will continue to realize market potential in the region, and will undoubtedly recognize Weirton as a potential development area. These retailers will surely recognize the land fronting U.S. Route 22 on the south side, near the interchange, because of its high visibility and proximity to a major transportation route. However, the 2000 Comprehensive Plan recognizes the value of this land as an opportunity to develop more long-term and higher value uses, such as mixed-use high-density residential/office. Because this land will play a significant role in helping Weirton to rebuild its image, it should not be left to large-footprint retail development. Rather, these uses should be required to develop within the Three Springs Drive corridor north of U.S. Route 22.

- *Encourage Higher Density Housing Near College.* Presently, a large parcel of land behind the parcels fronting Penco Road and south of St. Joseph’s church is vacant and underutilized. This area could be used for higher density residential development, such as townhouses. The road network of the new neighborhood should be developed on a grid pattern and focused around small neighborhood-scale green open space. Sidewalks connecting to Penco Road, the elementary and high schools, the

church and the community college are an imperative part of this new development. Community survey respondents identified small affordable starter homes as the third most popular choice for new housing options in Weirton. These townhouses should meet some of these demands.

- *Establish Penco Road as a Pedestrian-Oriented District.* The Penco Road corridor has potential to be redeveloped as a pedestrian-oriented district connected to the adjoining neighborhoods and civic uses. One of the most significant assets to the area is West Virginia Northern Community College because of the number of people it draws to the area. The corridor should be redeveloped as a pedestrian-oriented district relating to the adjoining neighborhoods and West Virginia Northern Community College. A conceptual redevelopment plan for this area is explain in further detail in Chapter VII-Urban Activity Areas.

Three Springs Drive/Penco Road Programs

- *Enhance Bus Stops.* The City of Weirton can improve bus stops along Three Springs Drive and Penco Road to provide greater access for Weirton residents. Along Penco Road, bus stops should be located central to adjoining neighborhoods and along the primary in the proposed commercial nodes and areas of higher density housing. The need for improved access to bus stops was also heard from elderly residents during the Ward meetings. In order not to slow traffic traveling the corridor, bus pull-offs at the stops can be incorporated into current Pennsylvania Avenue improvements.
- *Enhance Pedestrian Connections Along Penco Road.* The shopping plaza at the corner of Penco Road and Pennsylvania Avenue is currently underutilized. The large parking surface is not well maintained, and is rarely completely used. This area has high traffic volumes and is adjacent to many single-family residential neighborhoods and the West Virginia Northern Community College, creating an opportunity for mixed-use commercial/retail/entertainment district with sidewalks connecting to adjoining neighborhoods.
- *Establish Design Standards.* The City should work to improve Penco Road to create a more pedestrian-friendly and aesthetically pleasing environment. Examples of improvements include locating parking behind or at the side of buildings and constructing the buildings closer to the street. This pattern will reinforce a more pedestrian-oriented corridor rather than traditional suburban forms of development with large parking areas in front of buildings. Other improvements could include tree planting and required green space to soften the visual impacts of the built environment, and appropriate street furniture.

All of the enhancement recommendations should be located in one Site and Architectural Design Guidelines manual.

5. *Colliers Way*

Traditional neighborhood development principles are becoming increasingly popular. These principles generally revolve around creating walkable mixed-use environments, communities in which residents can live, work, and recreate, including public spaces and small neighborhood commercial establishments. Residential land uses are typically a mix of housing densities, ownership patterns and architectural styles. The local street network is clear and understandable, connecting neighborhoods with core commercial areas, parks and open green spaces. The streets are also pedestrian friendly with sidewalks, street trees, and clear pedestrian crossings. Buildings generally address the street and sidewalk with interesting architectural features and built near the roadway with parking to the side and rear, in addition to roadway parking. Office and commercial uses are clustered to help create vitality at the core. Clear connections to public spaces are provided. These are the principles that were used to develop the land use strategies and programs outlined for Colliers Way. A model of these principles can be seen in Chapter VII-Urban Activity Centers.

Colliers Way Land Use Strategies

- *Develop Under a Coordinated Plan.* Development of Colliers Way must provide a coordinated plan for the entire area, regardless of the number of property owners. Piecemeal development of the area can lead to a disconnected and confusing setting, resulting in a missed opportunity to recreate the image of Weirton. The plan is not intended to be a rigid and inflexible document; rather it is intended to provide a coordinated management plan for the final outcome of the area. Ultimately, market conditions will dictate future development of the area, but the principles outlined in the plan will provide a foundation for proposed future projects to work under.

- *Protect Open Space.* The Colliers Way area is a unique and special place in Weirton, providing scenic vistas and open space found nowhere else in the City. Future development of the Starvaggi Farm property, in particular, should respect this unique character by developing land uses which do not spoil these characteristics.

One type of regulatory tool that may be considered for the area is the creation of a scenic overlay district. Standards developed for this district (to be defined) will protect the beauty of this unique area from future development pressures that do not respect these unique characteristics. Future development, if properly planned, can contribute to the overall economic assets of Weirton, serve individual needs, and respect the natural setting.

- *Safeguard Land Fronting U.S. Route 22.* The setting in which Weirton is located is characterized by steep slopes. Additionally, much of Weirton is built out. One notable area of exception is the land south of and fronting U.S. Route 22, generally between the Three Springs Drive and the Cove Road

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interchanges. Because this stretch of developable land is highly visible to passers-by, it should be considered an opportunity for Weirton to rebuild its image with high value land uses. Consequently, Weirton must maximize the development of this land by encouraging development which will help to rebuild Weirton's image as a desirable community in which to live and work. The area generally between Colliers Way and Three Springs Drive has been conceptually addressed in the Colliers Way Urban Activity Area found in Chapter VII - Implementation. This plan recommends office and high-density residential types of development along the U.S. Route 22 as complementary to the Three Springs Business and Industrial Park.

Colliers Way Programs

- *Incorporate Recreation and Open Space Amenity in Development.* Open space buffers should be provided throughout the area to separate land uses and provide an aesthetically pleasing visual greenway. This greenway system should be developed in accordance with the development of adjoining neighborhoods, such as Angeline Estates. A strong emphasis on street trees should be used as a means to tie together the different areas of activity.
- *Create a Walkable Environment.* As noted above, walkable communities are becoming increasingly popular. Development of the area should include sidewalks and curbing connecting the various areas of development.
- *Encourage Mixed Housing Densities and Styles.* New senior housing opportunities were highly recognized as a preferred housing type for Weirton to encourage in future residential development. The north end of Colliers Way area is a logical place to encourage senior living opportunities because of its relation to the Weirton Medical Center and complementary surrounding land uses. New, affordable single-family housing was also important to the community survey respondents. Consequently, a diversified housing stock should be encouraged at the north end of Colliers Way area. Some of this new housing can feasibly provide housing for young professional workers at the Weirton Medical Center and new business and industry locating at the Three Springs Drive Business and Industrial Park. Larger, estate-style housing can be provided at the edges of the open space district in the southern portion of the Colliers Way area.

6. Three Springs Business and Industrial Park

A well located and properly designed industrial park can create significant benefit to local and regional economies and expand the fiscal capacity of local and regional government by adding new investment to the property tax base. Today's business and industrial parks have evolved due to the shift from a heavy manufacturing driven economy to one driven by service, information, finance, and technology. The Three Springs Business and Industrial Park will play a significant role in diversifying Weirton's economic base and creating new opportunity for Weirton and regional residents.

Three Springs Business and Industrial Park Land Use Strategies

- *Attract Appropriate Business and Industry.* The Three Springs Business and Industrial Park is an important resource for the City of Weirton to attract new technologically based business and industry to the regional market, resulting in a diversified local and regional economic base. The park has significant potential for future development because of its access to the regional transportation network and development of the proposed port and intermodal center. Development of the park was initiated under the principles of diversifying Weirton’s economic base, with the intent to attract 21st century industries to the region. This is the appropriate strategy and should be maintained, as the park is built-out. Business and industry that will not create quality jobs should not be developed within the park as regional residents need quality employment opportunities to remain in the region and to attract new residents

Three Springs Business and Industrial Park Programs

- *Establish Design Standards.* High-quality architectural design of office and industrial facilities in business parks has become increasingly important to tenants. Consequently, it is essential to establish a theme for the park so all the design elements related to architecture, landscaping and signage are coordinated to reinforce the image of the park. This is not to imply that all buildings will look the same. Instead, these standards are intended to encourage new tenants to develop interesting and exciting buildings, reinforcing the vitality of the park. These standards should then be incorporated into the park’s covenants, conditions, and restrictions.
- *Implement a Planting Program.* Trees can help reduce the visual impacts of the large buildings constructed far from the roadway and the large parking surfaces required for park employees. These areas can become more interesting and enlivened with trees and flora and fauna.
- *Create Public Transportation Enhancements.* Public transportation provides an opportunity for low-wage earners who cannot afford private transportation the opportunity to live in areas further from their employment. Not all jobs created in the business and industrial park are going to pay salaries which allow for private transportation ownership. In an effort to create a more comfortable environment for these travelers, bus stops should be provide that offer protection from the outdoor elements. The style of these stops should include interesting architectural design features, as they will be prominently located along the roadways. The stops should be strategically located so as to serve all facilities within the park and have clear pedestrian connections.
- *Develop a Pedestrian Network.* Increasingly, people are recognizing the benefits of living a healthy lifestyle, which includes some form of aerobic activity. As information-based office careers become more common and schedules become full of activity, lunchtime walks are becoming more popular. This trend should be recognized as Three Springs Business and Industrial Park is built-out.

While urban employment centers generally allow for safe pedestrian movements, business and industrial parks are more isolated and need to create their own pedestrian environment. While sidewalks may not be economically feasible throughout the park, at a minimum signage should be developed that indicates to vehicular traffic that pedestrians are using the roadway. Trail development through wooded areas may also be considered.

7. *Weirton Neighborhoods*

Weirton's neighborhoods are one the City's greatest assets to build upon. Question thirteen on the community survey asked respondents to rate their neighborhoods; 84.5% of the respondents selected either "Excellent" or "Good". Generally, residents are also pleased with existing housing quality; 75.9% selected "Excellent" or "Good" regarding the existing the housing stock. Maintaining high quality neighborhoods and creating diverse types of housing are key components of Weirton's vision for an improved community character.

Nevertheless, particular neighborhoods in Weirton are experiencing decline. As in many communities, social problems associated with a decline in high paying industrial employment have contributed to some of this deterioration. Many of the neighborhoods located in the downtown area and adjacent to Freedom Way, in particular, are experiencing the pressures of an aging housing stock, deferral of maintenance, and absentee landlords, resulting in non-conforming, poorly maintained properties. For instance, many of the homes that were originally constructed as single-family residences have been converted to multiple unit dwellings. Conversions in an area that was originally not planned for these increased densities contribute to overcrowding service problems, parking concerns, and under-maintained rental units; all of which generally detract from the integrity of the neighborhood. The strategies outlined below will help protect the character and integrity of well-established neighborhoods and address the needs of these deteriorating areas.

Neighborhood Land Use Strategies

- *Neighborhood Commercial Districts.* Neighborhood commercial establishments generally provide convenience goods and services to the immediate area. For the purposes of this comprehensive plan, neighborhood commercial establishments are between 3,000 feet and 5,000 feet. These establishments generally service about a one-half mile radius and are oriented towards walking and bicycling. A good example of an existing neighborhood commercial establishment in Weirton is the convenience store and pharmacy in Marland Heights. These principles should be recognized in the zoning ordinance update.
- *Emphasize the Significance of Neighborhood Centers.* Understanding that the basis of defining a neighborhood is a 1,500-foot walkable distance from a center point such as a park, church or school,

the City should work to recognize the different neighborhoods and establish an identity and sense of public ownership for each.

Identification can be achieved through a coordinated sign program. Signs can be installed along the roadways indicating the general neighborhood name or may be specifically identify neighborhood watch programs.

- *Enforce Sidewalk Construction and Maintenance.* The sidewalk network through Weirton is extremely fragmented; within neighborhoods sidewalks exist but are not continuous. Currently, the City has an ordinance requiring residents to install sidewalks; however, the ordinance has not been fully enforced. One way the City may encourage sidewalk construction is to proactively seek a contractor to provide sidewalk construction at a discounted cost to City residents for a specific period of time. In order for this program to be most effective, it should be heavily marketed to City residents.

- *Maintain the Integrity of Single Family Neighborhoods.* Currently, the City’s zoning ordinance has three residential categories: R-1, R-2, and R-3. The R-1 zone is the only district that strictly allows single-family residences exclusively. However, much of Weirton is currently zoned R-2, which allows two-family housing construction.

Existing neighborhoods which are low-density should be rezoned to single-family. Using a Geographic Information System, the residential land use pattern was examined. Areas to consider single-family generally include the Marland Heights, Weircrest, Kings Creek Bowl, Owenings Addition, Weirton Heights, Starvaggi Hill, Green Lawns, Rose Gardens and Colliers Way neighborhoods, among others.

It is absolutely critical to the future success of Weirton that the Planning Commission and Zoning Board work cooperatively to enforce the intent of the 2000 Comprehensive Plan. Today, one of Weirton’s greatest assets are the solid and established neighborhoods. This is supported in the community survey; question thirteen asked respondents to rate their neighborhood. Overwhelmingly, the respondents selected “excellent” or “good” (84.5%). These neighborhoods will be a significant draw for Weirton to market to potential future residents. Preserving the integrity of Weirton’s neighborhoods should be of paramount importance. Consequently, it is extremely important to remember that poor administration and the indiscriminate granting of variances can dilute the effectiveness of the zoning ordinance in a short period of time, and result in deteriorated neighborhoods.

Neighborhood Programs

- *Promotion of Home Ownership.* A critical component in maintaining the high quality of life that Weirton residents value is a commitment on the part of the City to ensure that the integrity of neighborhoods is properly maintained, and that there is quality housing available for the residents of the City. Home ownership is an important factor in accomplishing this.

During the Ward meetings residents from Ward 4 expressed concern about the number of homes converted from single family to two family units and the high number of rental units in their neighborhoods. Using a Geographic Information System, a digital mapping tool, data provided by the Weirton Department of Economic Development indicates that Ward 4 should primarily consist of single-family homes. However, a windshield survey of the district indicates that many of these homes are in fact two-family. Information regarding the resident's perceptions of a high degree of rental units was not available. However, based on the general condition of many of the homes, it can be assumed that these perceptions are accurate.

Homeowners are more likely to maintain their residence than are renters and absentee landlords. The City uses CDBG funds to assist first-time homebuyers to promote this philosophy and should continue to do so. CDBG funds are also used to rehab existing homes. However, current City policy does not focus housing resources in a particular area of the City. Instead, funds are being spent in areas on an as needed basis. The overall effect is marginal. Approximately three years ago the City did have a coordinated approach. This practice should be renewed, and resources should be directed into concentrated target areas in an effort to build enough momentum to stabilize these areas and leverage new private sector investment. This approach is an acknowledgement that public resources alone will never be sufficient to reverse a downward trend in a neighborhood if private investment cannot be attracted.

- *Recognize the Growth of Home Occupations.* Telecommunication advancements are changing the way society works; no longer does an individual need to work in a traditional office environment to be a part of a larger business. Consequently, many individuals are leaving their traditional nine-to-five jobs and corporate office environments and working from their homes. Telecommunications advancements and home occupations are redefining the geography of employment locations. It is often faster and more efficient for one to work at home on the computer than to unnecessarily travel through highway congestion and find parking. It is important that the City take this opportunity to understand the nature of home occupations and reflect these changes in the zoning ordinance update.
- *Recognize the Aging Population.* The proportion of the population 65 and older in Weirton is growing. Consequently, there is a growing market demand for elderly living opportunities in the

Weirton. This fact is supported by the community survey; elderly living arrangements were selected by nearly 50% of the respondents. However, as previously noted, most of the housing stock in Weirton was built during the post-war boom; a time at which homes were constructed to house growing families with four or more bedrooms. As the population continues to age and children leave the home, these residents will require new living quarters.

Community-style living opportunities may become enticing to an aging single population, such as those who have lost their spouse. Currently, Weirton's housing supply does not meet these demands and will require increased living opportunities for the senior population.

These emerging housing demands in the Weirton are consistent with both national and state trends, and are being met with varying approaches. One approach is to build one and two bedroom town houses and/or condominiums with recreational amenities to meet the demands of a healthy retired community, such as congregate care communities and facilities. Another level of housing development is to build for a population which requires assistance in daily routines such as cooking meals and laundry, as in assisted living facilities. Both congregate care and assisted living housing allow residents to continue to be as independent as possible while providing the security and knowledge that amenities and support services are available. Many such housing opportunities provide regular organized activity programs including speakers, seminars, and entertainment, as well as transportation to grocery stores and banks. A third level of housing for an aging population is to develop nursing home facilities. Often nursing home facilities are built near hospitals and other medically related services, and provide for those requiring 24-hour medical attention. Weirton is at a crossroads and should determine the type of elderly housing it wishes to encourage.

FUTURE LAND USE MAP

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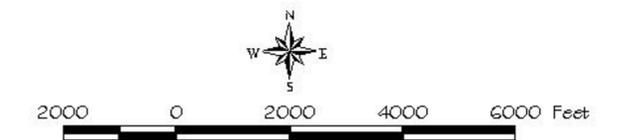
CITY OF WEIRTON

Comprehensive Plan

FUTURE LAND USE

PROPOSED:

-  Single-Family
-  Single-Family and Two-Family
-  Two-Family and Multi-Family
-  Planned Residential - Residential, Commercial, Professional
-  Highway Commercial
-  Regional Commercial/Professional
-  Mixed Commercial/Light Industrial
-  Mixed Commercial/Professional/High-Density Res.
-  Planned Industrial/Commercial/Recreation
-  Heavy Industrial/Light Industrial/Commercial
-  Mixed Light Manufacturing/Office/Commercial
-  Office/Light Industrial
-  Recreation
-  Conservation Overlay District
-  Community-Wide Trail Network



SOURCE: WEIRTON DEPARTMENT OF ECONOMIC DEVELOPMENT

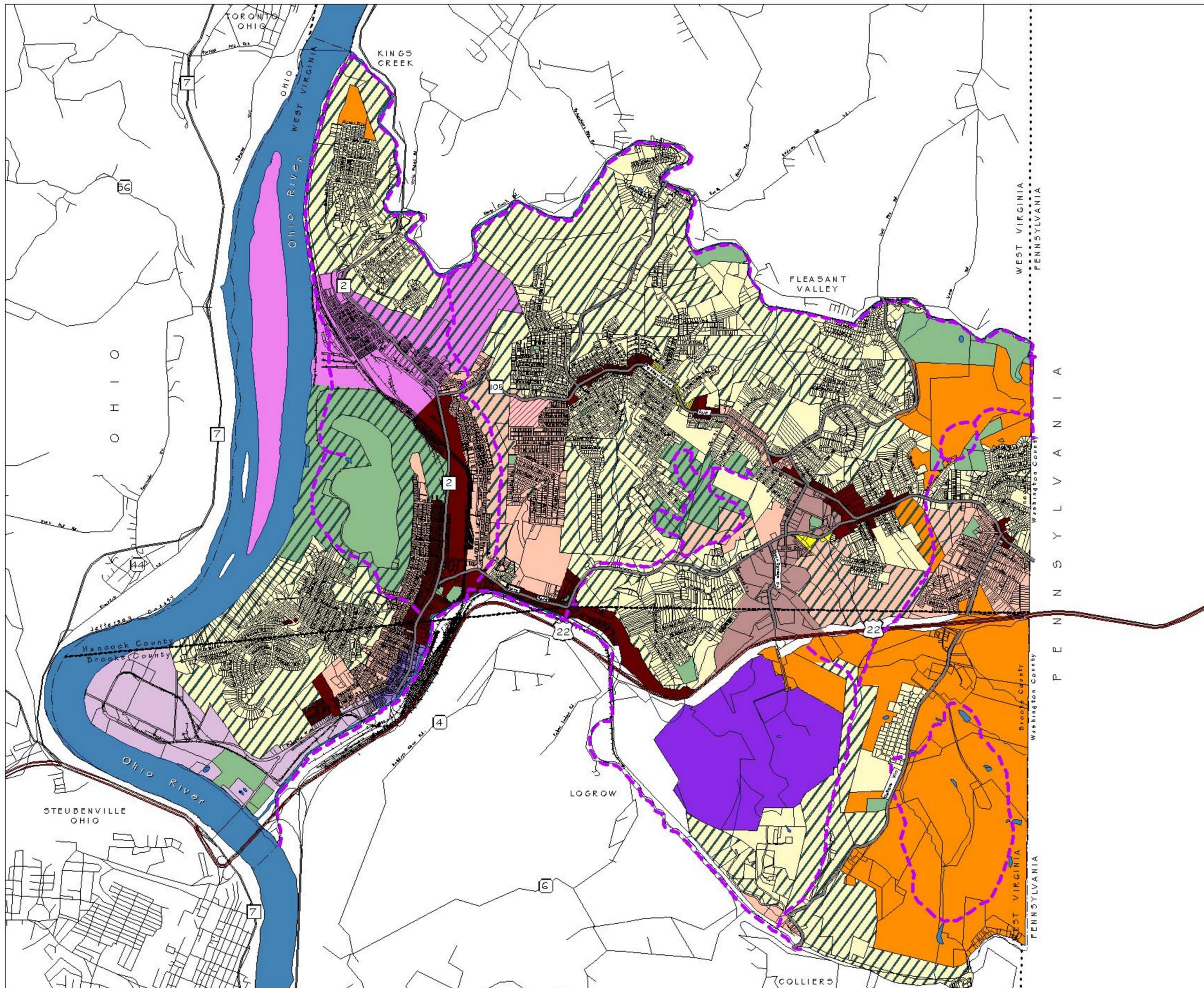
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WEIRTON, WEST VIRGINIA



2. Recommended Parks & Recreation Strategy

(a) Parks and Recreation Introduction

Generally, Weirton’s parks and recreation facilities are a reflection of the steel industries heydays; from the neighborhood parks, including the Margaret Manson Weir Memorial Pool and Starvaggi Park, to the Thomas E. Millsop Community Center, Weirton’s parks and recreational facilities were once thriving with community pride and excitement. At one time these facilities satisfied the needs of the Weirton population; but today the demographic characteristics of Weirton have changed, as have the types of recreational activities the youth of today are involved in. Consequently, the parks recommendations outlined below will generally work to satisfy the needs of an aging population, while meeting the “extreme” sports nature of today’s youth culture.

The community survey asked respondents to rate various facilities and services provided to Weirton residents. Five of the categories asked respondents to indicate their general satisfaction with recreation park/recreation facilities available to various groups. Nearly one-half (45.9%) of the respondents indicated a general dissatisfaction with the existing parks/recreation facilities; 58.3% were not satisfied with activities/facilities for youth; 56% were not satisfied with middle aged activities/facilities; 41.7% were not satisfied with activities/facilities for senior citizens; and 55.1% were not satisfied with activities/facilities for families. As these statistics indicate, Weirton residents generally are not satisfied with the Weirton’s parks and recreation system.

As previously noted, recreational opportunities are an important quality of life component. A foundational concept of this comprehensive plan is to rebuild Weirton as a community with high public amenity. Public parks can play a significant role in rebuilding Weirton’s image as a livable and enjoyable community. One strategy to attract new businesses and residents to the City of Weirton is to invest in public parks, open space, and recreational activities. It’s important that Weirton residents first develop a favorable impression of the parks and recreation network before Weirton begins to effectively market itself to outside business operations and future residents.

(b) Parks and Recreation Goal

Maintain balance between small-scale recreation opportunities and large-scale environmental features to provide a variety of recreational and cultural opportunities to all residents and visitors.

(c) Parks and Recreation Action Strategies

- *Develop Trails Along Hillsides.* Trails can link neighborhoods to community and cultural resources, and to adjacent communities. Question twenty-tree on the community survey asked residents if the steep sloped areas of Weirton should be used for recreational purposes, such as hiking and mountain

biking trails. The majority of the respondents (51.6%) selected “Yes”. Development of a trail network along the hillsides can potentially serve not only local residents, but also other recreationalists seeking alternatives to typical lackluster flat trails; creating an opportunity for trail enthusiasts to visit local restaurants and shops. The City should work with local trail development organizations and residents to encourage the development of a trail network following the hillsides through the City. A potential name for the trail network could be the “Rim Trail Network”, as the trails may follow the “rims” of the hollows.

Because much of the lands along the hillsides are predominately privately held, the acquisition of some easements from property owners will be necessary to provide the land for the trail. Consequently, the City should make these land owners an integral part of the design and siting of the trail.

A logical first attempt for a hillside trail would be following the Monongahela Power Corporation and Weirton Steel Corporation-owned lands, generally between Weir Avenue and Mayfair Street. This would connect downtown with the proposed “extreme sport’ park along Pennsylvania Avenue. (See below)

- *Develop Kings Creek Trail.* As noted above, trails can link neighborhoods to community and cultural resources, and to adjacent communities. The community survey also indicated that Weirton residents desire trail development. Weirton should build on the Panhandle Rail-Trail effort by developing an approximately 7.5 mile multi-use trail following Kings Creek. The goal of the trail is to provide local residents and trail enthusiasts an opportunity for nature appreciation and to view the regional landscape in the form of walking, bicycling, and rollerblading. Additionally, the trail can provide a recreational resource that is a handicapped accessible, allowing these residents to experience the beauty of Kings Creek and the surrounding landscape. The Kings Creek Trail will connect the Ohio River with two parks and the Pleasant Valley Country Club, as well as several adjoining neighborhoods. The trail should ultimately connect with the proposed hillside trail network and the Panhandle Rail-Trail project.

An opportunity also exists to develop interpretive signage along the trail depicting the various types of plant and animal life that exist in the area. The signage may also describe the role that wetlands and other environmental features have on the ecosystem and how these effects relate to human vitality.

Because much of the lands along Kings Creek are predominately residential and privately held, the acquisition of some easements from property owners will be necessary to provide the land for the trail. Consequently, the City should make these land owners an integral part of the design and siting of the trail.

- *Develop the Kings Creek Trail Park.* The community survey indicated that a waterfront park is highly favored among Weirton residents; 53.5% believe that a waterfront park would be the most appropriate waterfront access. A logical location for such a park is near the intersection of Kings Creek and the Ohio River. Recreation activities at the park should include barbeque pits, picnic benches, and a fishing access point. When programming the site, a boat launch should also be considered as a component of the park. It was proposed above that a trail be developed following Kings Creek. Consequently, the Kings Creek Trail Park should be the trailhead for the proposed multi-use trail.
- *Connect the Panhandle Rail-Trail Project to Regional Trails.* The local Rails-to-Trails organization recognized the opportunity to develop a trail along the now abandoned rail line generally following Cove Road. Efforts should continue to develop the Panhandle Rail-Trail through Weirton. Additionally, the City should work with local trail development organizations to encourage connections to other regional trails. Regional trail development can generate a significant amount of tourist activities. For instance, the Cuyahoga Valley National Recreation Area/Ohio and Erie Canal Corridor completed a multi-use trail, called the Towpath Trail (about 22 miles long), in 1993. Since 1993, the Towpath Trail has seen visitation levels rise to nearly 2 million visits per year.

Question twenty-one on the community survey asked if abandoned railroad lines should be developed as recreational trails. The results found that 50.9% of the respondents selected “Yes”. The Panhandle Rail-Trail effort should be used as a model for future trail development along other abandoned railroad right-of-ways in Weirton.

- *Improve Parks and Playgrounds and Expand Programs.* The community survey results indicate that Weirton’s existing park system is not meeting the demands of the current population and should be upgraded. Additionally, many of Weirton’s recreation facilities are in need of repair and upgrading; such as Starvaggi Pool, which loses approximately 60,000 of water per day and the Millsop Community Center, which identified the need to build an additional gymnasium to meet basketball and indoor soccer demands. The City should increase its annual park maintenance program to ensure the quality of its recreational resources.

In an effort to reestablish programmed activities offered at some parks, a Parks Conservancy Group made up of private sector businesses should be formed. The group should formulate a relationship between the City and the private sector to sponsor programmed activity and expanded park development. The Group should also advance development of the Weirton Regional Park.

- *Develop the Weirton Regional Park.* It was heard repeatedly through the public outreach and data collection processes that the City of Weirton needs a large community-scale park. The recreation needs assessment, based on National Recreation and Parks Association standards, supported these perceptions indicating a 293-acre deficit in total parklands available to local residents. The majority

of the deficit was the community park category in which a 145-acre deficit was found. The need for the park will become most obvious to Weirton residents when the land being used for soccer fields is no longer available from Weirton Steel.

A 1997 preliminary master plan was developed for the Weirton Regional Park. The plan proposes the 210-acre park to be located in the Weirton Heights neighborhood, a centrally located site within Weirton limits. The plan outlines a four-phased approach to include activities such as soccer, softball and football fields, basketball courts, playground equipment, picnicking facilities, an amphitheater, and a teen center. The plan also includes activities such as skateboarding, rollerblading, mountain biking, and street hockey. During the data collection phase of this comprehensive plan, residents expressed a desire for such intense recreational amenities. However, municipal officials cited their concern regarding liability issues associated with these types activities. Consequently, these activities have been proposed for private sector development at the current slag area along Pennsylvania Avenue.

As a component of creating a new image for Weirton, it is strongly recommended that municipal leadership work to advance development of the proposed Weirton Regional Park. Above, it was recommended that a Parks Conservancy Group be formed, made up of private sector businesses. Once formed, the Group should spearhead development of the Weirton Regional Park.

- *Develop an “Extreme Sports Facility”.* “Extreme Sports” is a term being used here to categorize non-traditional sporting activities such as skate boarding, rollerblading, and mountain biking, among others. In recent years these types of recreation activities have become increasingly popular among the youth cultures. Consequently, “extreme sports” parks are becoming more widespread in communities across the country.

A fundamental concept driving this comprehensive plan is to develop a strategy to keep the current youth population in Weirton. Recreational opportunities and other types of entertainment, combined with economic viability, will play an important role in where these people choose to live. Consequently, municipal leadership should steer the development of the types of amenity these residents are seeking. In terms of recreation, the proposed Weirton Regional Park will meet the needs of more traditional recreation, but their remains a void with respect to these “extreme sports”. Weirton officials should take a proactive lead in the redevelopment of the slag area along Pennsylvania Avenue as an “extreme sports” facility. (See Chapter VII – Urban Activity Areas for a conceptual land use design for an “extreme sports” facility.)

In an effort to streamline the process for development of the park, the City should follow a few straightforward steps. First, the City should coordinate with the current landowner (Starvaggi Industries) to determine if the landowner has an interest in developing the “extreme sports” facility concept. If not, the City should work to acquire the site. Under either scenario, the next step involves

appropriately rezoning the site. Finally, the City should solicit Request for Proposals from developers interested in sponsoring the concept.

3. *Recommended Natural Resources & Open Space Strategy*

(a) *Natural Resources & Open Space Introduction*

Weirton is comprised of many natural features that define its built environment. Most significantly are the steep hillsides that wind through the City and create natural buffers between neighborhoods and commercial and industrial areas. Open space in Weirton is limited, thereby making it a precious commodity. The approach outlined below recognizes this and recommends special measures to enhance these distinctive areas. Weirton has a large undeveloped and unspoiled area (Starvaggi Farm) that, if developed in a balanced manner which respects the natural and open space features of the area, can become the centerpiece for the City.

As with parks and recreation, protection of natural resources and open space can be important quality of life components. A foundational concept of this comprehensive plan is to help rebuild Weirton's image. Natural resources and open space protection can play a significant role in rebuilding Weirton's image as a livable and enjoyable community, especially because Weirton's hillsides are so visible to passers-by.

(b) *Natural Resources & Open Space Goal*

Identify and preserve those natural resources that characterize Weirton and provide the scenic buffers enjoyed by the community.

(c) *Natural Resources & Open Space Action Strategies*

- *Create Open Space Buffers.* Open space buffers should be provided throughout the City to separate conflicting land uses and provide aesthetically pleasing visual relief. This is supported by question twenty-three on the community survey; the majority of the respondents (53%) answered "Yes" when asked if steep slopes and stream corridors should be protected as buffers and natural areas. In addition, during the Ward meetings many residents mentioned how they find the sloped areas an enjoyable relief and believe these areas should be protected from development.

In response to these concerns, the City should incorporate a steep slopes overlay district in the zoning regulations update to be completed as a subsequent component of the comprehensive plan update.

- *Protect Hillsides From Costly Impacts.* Weirton's land use development patterns have been dictated by the topography of the region. Given that steep slopes characterize much of the undeveloped areas in Weirton, the potential implications of disturbing the hillsides is an important consideration for the City of Weirton to address. From an environmental perspective hillside are inherently unstable and need careful management. Vegetation, including trees, helps to stabilize the hillside and slow the

natural erosion process. When rain occurs, the runoff on hillsides is greater in terms of both quantity and velocity than on level ground, thereby creating increased erosion. The prime cause of accelerated erosion is vegetation removal. Erosion can lead to increased deposits of silt in nearby streams, raised water levels, and damage to personal property as the potential for landslides is significantly increased and stream banks collapse and widen the water channel.

From an aesthetics and visual quality perspective, the hillsides in Weirton provide visual relief, generally define the boundaries of the urbanized area and neighborhoods, and form important edges to the developed landscape. Additionally, the hillsides in Weirton are highly visible to travelers along U.S. Route 22 and various other heavily traveled corridors.

Existing zoning regulations do not include hillside protection policies. Consequently, it is imperative that some form of hillside regulations be developed as part of the upcoming zoning regulations update. These regulations might be as simple as limitations on vegetation removal, or they may involve more complex design issues, such as limitations on building bulk, shape, height, or color. Hillside deforestation should be prohibited on hillsides greater than 25%; standards should be established for slopes between 15% and 25%. Zoning revisions should include guidelines for the management of timber, including harvest and reforestation.

- *Enhance Stormwater Management Techniques.* Encourage stormwater management techniques, such as grassy swales, that are both effective on-site control measures and aesthetically pleasing. These techniques should especially be applied along the Three Springs Drive/Penco Road corridor and at the intersection of Main Street, Freedom Way, and the U.S. Route 22 interchange, which has experienced significant flooding in recent years.
- *Reduce Parking Requirements.* When the zoning and subdivision regulations are revised, the number of required parking spaces should be more flexible by reducing unnecessary amounts of impervious surfaces. Parking standards should be based on actual parking levels. Large flat green space can be used to accommodate overflow parking levels which increase with the holiday shopping season. Such improvements would visually enhance the general area.
- *Require Open Space for New Development/Redevelopment.* Currently, Weirton zoning and subdivision regulations do not include provisions for open space and park improvements associated with new development. The City should require that developers' proposals over a set amount of land (to be determined) be required to retain a minimum percentage of existing forested land as open space or park land.
- *Improve Water Quality of Harmon Creek.* During the inventory and analysis phase it was determined that Harmon Creek is severely contaminated with industrial pollutants, heavy sediments, and a lack of habitat. Much of the contamination has been attributed to wastewater discharge from the Weirton

Steel Corporation. The City can implement various strategies to improve the water quality. One such measure is to create manmade wetland systems along strategic areas of the creek. These systems can also be used as flood control measures in other parts of the City, such as near the Freedom Way/Main Street intersection, where significant flooding has been reported. These systems should be built in areas suspect to pollutant runoff. For example, U.S. Route 22 has general areas where road run-off discharges into the various streams throughout Weirton. These would be logical areas for manmade wetland systems. Suitable areas should be identified through engineering studies and coordination with West Virginia Department of Environmental Protection.

4. Recommended Transportation Strategy

(a) Transportation Introduction

Transportation network modeling and analysis of the primary corridors, intersections and interchanges within the City were performed in this subtask. Deficiencies were identified and recommendations formulated. The following describes the data collected, existing deficiencies, projected traffic volumes, and projected deficiencies/needs.

The network considered for analysis and modeling included the following eleven corridors:

- Main Street;
- Pennsylvania Avenue;
- Colliers Way;
- Cove Road;
- Three Springs Drive;
- Harmon Creek Road;
- U. S. Route 22;
- Kings Creek Road;
- N. 12th Street;
- Cullers Road; and
- Greenbriar Road/S. 24th Street.

Automatic traffic recorder counts were collected along each study corridor at a minimum of one location in each direction. The average daily traffic (ADT) volumes determined from these counts are presented in **Figure V-1**.

Data was also collected at 19 key intersections/interchanges in the form of turning movement counts. These intersections were as follows:

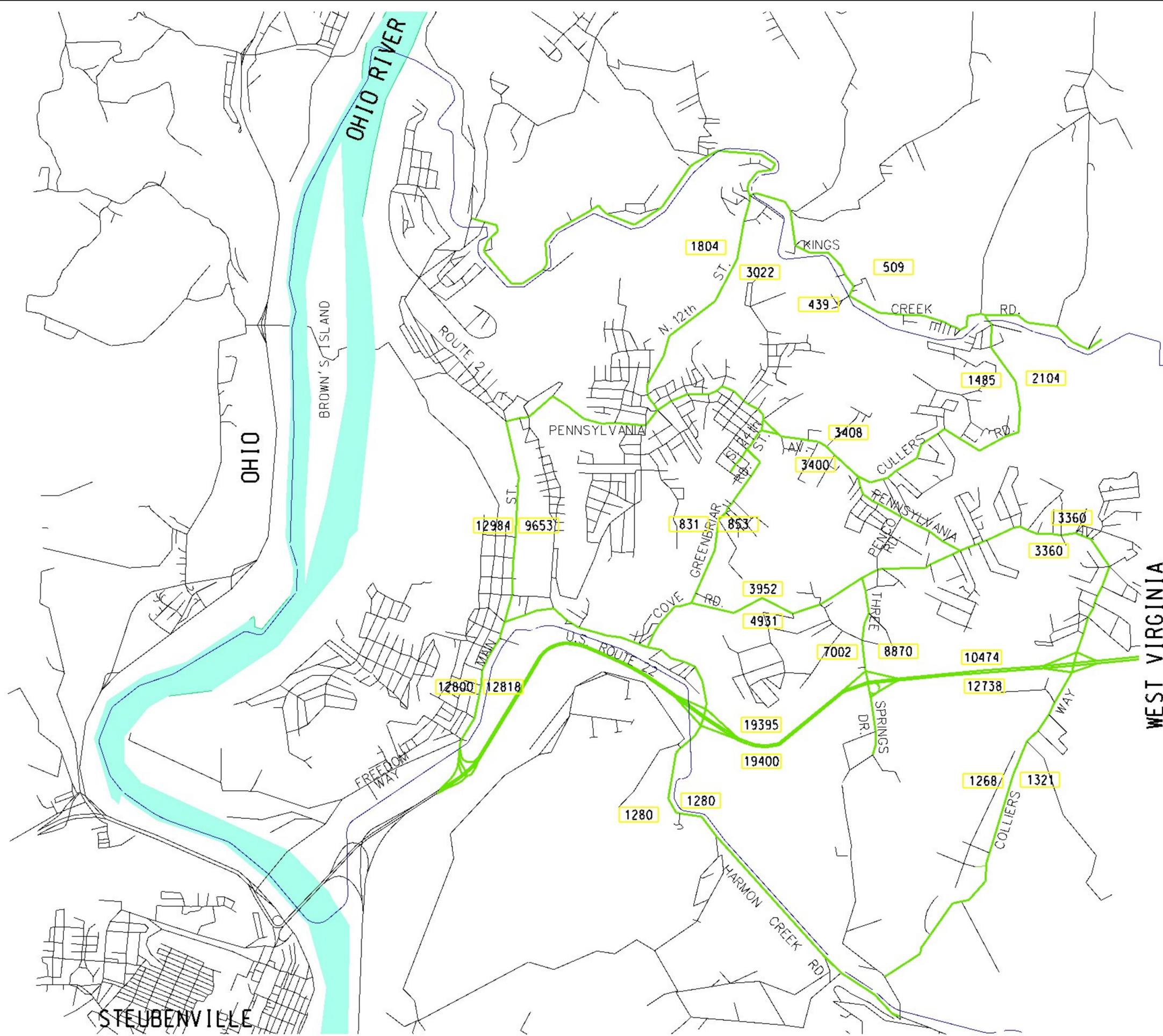
- Three Springs Drive and U.S. Route 22 Eastbound On/Off Ramps;
- Three Springs Drive and U.S. Route 22 Westbound On/Off Ramps;
- Three Springs Drive and St. Thomas Drive;
- Three Springs Drive and Potomac Street/Wal-Mart Driveway;
- Three Springs Drive and Cove Road;
- Colliers Way and U.S. Route 22 Eastbound On/Off Ramps;
- Colliers Way and U.S. Route 22 Westbound On/Off Ramps;

FINAL DRAFT

CITY OF WEIRTON COMPREHENSIVE PLAN UPDATE



COMPREHENSIVE PLAN



LEGEND

-  - STUDY ROADWAY
-  - OTHER ROADWAY
-  - CITY BOUNDARY
-  - STATE BOUNDARY
-  - AVERAGE DAILY TRAFFIC VOLUME (ONE DIRECTION)

 SCALE: N.T.S.	PROJECT NO. SARAT00 - 9131
	PROJECT: CITY OF WEIRTON COMP. PLAN
	TITLE: EXISTING AVERAGE DAILY TRAFFIC

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FIGURE V-1
D.B. _____ C.B. _____
REV. _____

WEST VIRGINIA
PENNSYLVANIA

STUEBENVILLE

- Harmon Creek Road and U.S. Route 22 Eastbound On/Off Ramps;
- Harmon Creek Road and U.S. Route 22 Westbound On/Off Ramps;
- Main Street and Freedom Way/U.S. Route 22 Ramps “E” and “F”;
- Main Street and Cove Road;
- Main Street and Pennsylvania Avenue;
- Pennsylvania Avenue and Cove Road;
- Pennsylvania Avenue and Culler Road;
- Pennsylvania Avenue and 24th Street Extension;
- Pennsylvania Avenue and 12th Street;
- Culler Road and Lick Run Road;
- 12th Street and Kings Creek Road; and
- Cove Road and Greenbriar Road.

In addition to traffic counts, a field reconnaissance of the study corridors and intersections was conducted to obtain information on roadway geometrics, adjacent land uses and access control. A summary of the corridor characteristics is presented in **Table V-1**. Traffic signal plans were obtained from the West Virginia Department of Transportation, Division of Highways, for each of the signalized study intersections.

(b) Transportation Goal

Provide a transportation system that is safe, economical, efficient and aesthetically pleasing, serving a diverse population.

(c) Existing Deficiencies and Recommended Mitigations

The results of the turning movement counts and the field reconnaissance were used, in conjunction with the methodologies published by the Transportation Research Board in their *Highway Capacity Manual, Special Report 209*, Third Edition, 1994, in order to perform capacity calculations. The criteria for this analysis assumed that every study intersection was to operate at a minimum overall level of service (LOS) C. An LOS C equates to an average delay to the motorist of between 15.1 and 25 seconds at a signalized intersection and between 10.1 and 20 seconds at an intersection without a signal. Only three existing locations were identified to have capacity deficiencies. The following needed improvements were determined to mitigate these deficiencies:

1. Three Springs Drive at U.S. Route 22 Westbound

- Install Traffic Signal Control
- Construct Southbound Right Turn Lane on Three Springs Drive

**TABLE V-1
CORRIDOR CHARACTERISTICS
COMPREHENSIVE PLAN UPDATE FOR THE CITY OF WEIRTON**

Corridor	Orientation	Land-Use	Description
Three Springs Drive	North-South	Commercial	Two Lanes with Center Turn Lane, Services Shopping District and Office Complexes
Colliers Way	North-South	Residential/Commercial	Two Lanes, New Residential Development south of U.S. 22
Cove Road	East-West	Residential/Commercial	Two Lanes, Steep Grades & Cross-Slopes Limit Roadside Development
Main Street	North-South	Commercial/Industrial	Four Lanes, Service Downtown Area and Weirton Steel Complex
Pennsylvania Avenue	East-West	Residential/Commercial	Two Lanes, Services Established Neighborhoods and Commercial Development
U.S. 22	East-West	N/A	Limited Access, Main Connection to Pittsburgh, PA and Steubenville, OH
Harmon Creek Road	North-South	Residential/Commercial	Two Lanes, Services Residential Developments and Limited Commercial Development
12 th Street	North-South	Residential	Two Lanes, Services Established Neighborhoods, Steep Grades & Cross-Slopes Limit Roadside Development
Culler Road	North-South	Residential	Two Lanes, Services Established Neighborhoods, Steep Grades & Cross-Slopes Limit Roadside Development
Kings Creek Road	East-West	Residential	Two Lanes, Services Established Neighborhoods, Steep Grades & Cross-Slopes Limit Roadside Development
Greenbriar Road	North-South	Residential	Two Lanes, Services Established Neighborhoods, Steep Grades & Cross-Slopes Limit Roadside Development

2. **Three Springs Drive at Wal-Mart Driveway/Potomac Street**

- Construct Eastbound Right Turn Lane on Potomac Street
- Construct Westbound Left Turn Lane on Wal-Mart Driveway

3. **Colliers Way at U.S. Route 22 Westbound**

- Install Traffic Signal Control

A summary of the existing capacity calculations and the results of the recommended mitigation are summarized in **Table V-2**.

In addition to the specific deficiencies identified, the following concerns were noted along these corridors:

Pennsylvania Avenue

- Lack of access control from roadside development
- Pedestrian safety

Three Springs Drive

- Lack of access control from roadside development
- Lack of secondary access from Three Springs Business and Industrial Park

Main Street

- Parallel parking constricting capacity through business district
- Deficient turning clearances for larger vehicles

(d) Projected Traffic Volumes

Traffic projections were derived for four development/redevelopment alternatives as follows:

- Alternative 1 – Right Sizing – “Patch & Mend”
- Alternative 2 – Niche Development – “Cost Reduction”
- Alternative 3 – New Growth – “Invest & Grow”
- Alternative 4 – Preferred Development Plan

For each alternative, proposed land uses and development densities were formulated for ten areas as follows:

1. Ohio River Waterfront (South)
2. Downtown Main Street (South)
3. Downtown Main Street (Civic Center)
4. Downtown Main Street (North)
5. Ohio River Waterfront (North)
6. Pennsylvania Avenue
7. Starvaggi: Residential
8. Three Springs Drive/Penco Road
9. Three Springs Business & Industrial Park
10. Colliers Way

Using the Institute of Transportation Engineers (ITE) publication *Trip Generation*, Sixth Edition, 1997, the forecasted volume of vehicle trips to be generated by each of the ten areas of development were determined for the four development alternatives during a typical 24 hour weekday, as well as during the evening peak street traffic hour.

Forecasted trips to be generated by each of the development alternatives were distributed to and from each of the ten areas of development, and to and from external origins/destinations outside the City based on the forecasted number of trip productions and attractions of each area of development, as a percentage of the total trip productions and attractions of these areas.

Forecasted trips to be generated by each development alternative were then distributed onto the study roadways and through the study intersections. The trip distributions were based on a “most likely” scenario of intersections transversed when traveling between areas of development, or between areas of development and external destinations outside the City. A contingency of trips were also assigned as “through trips”, having neither an origin nor a destination within the City.

The projected number of vehicle trips generated by each alternative is as follows:

**TABLE V-2
EXISTING CONDITIONS INTERSECTION CAPACITY ANALYSIS SUMMARY
COMPREHENSIVE PLAN UPDATE FOR THE CITY OF WEIRTON**

Intersection	Control Type	LOS - Approach				LOS - Overall		Improvement
		NB	SB	EB	WB	Overall ¹	Delay ²	
U.S. 22 EB and Three Springs Dr.	Stop		A		C		2.4	
U.S. 22 WB and Three Springs Dr.	Stop	A			F		21.1	
U.S. 22 WB and Three Springs Dr. ³	Signal	C	B		C	B	15.0	<ul style="list-style-type: none"> Warranted Traffic Signal Southbound Right Turn Lane
Three Springs Dr. and St. Thomas Dr.	Signal	A	B	C		B	9.0	
Three Springs Dr. and Potomac St.	Signal	F*	B	F*	F*	F*	*	
Three Springs Dr. and Potomac St. ³	Signal	B	C	C	C	C	21.2	<ul style="list-style-type: none"> Signal Timing Modifications Eastbound Right Turn Lane Westbound Left Turn Lane
Three Springs Dr. and Cove Rd.	Signal	F*		B	C	F*	*	
Three Springs Dr. and Cove Rd. ³	Signal	B		B	C	C	16.5	<ul style="list-style-type: none"> Signal Timing Modifications
U.S. 22 EB and Colliers Way	Stop		A	E			8.7	
U.S. 22 WB and Colliers Way	Stop	A			E		11.7	
U.S. 22 WB and Colliers Way ³	Signal	B	B		C	B	10.0	<ul style="list-style-type: none"> Warranted Traffic Signal
U.S. 22 EB and Harmon Creek Rd.	Stop		A	C			3.3	
U.S. 22 WB and Harmon Creek Rd.	Stop	A			B		3.0	
Main St. and Freedom Way	Signal	A	B	C	C	B	11.0	
Main St. and Cove Rd.	Signal	A	B		C	B	8.0	
Main St. and Pennsylvania Ave.	Signal	C	D	D	D	D	25.9	
Main St. and Pennsylvania Ave. ³	Signal	B	C	C	C	C	19.3	<ul style="list-style-type: none"> Signal Timing Modifications
Pennsylvania Ave. and Cove Rd.	Signal	C		C	B	C	15.7	
Pennsylvania Ave. and Culler Rd.	Stop	B	B	B	A		0.7	
Pennsylvania Ave. and 24 th St. Ext.	Stop	C			A		1.4	
Pennsylvania Ave. and 12 th St.	Signal	D	D	B	C	C	22.0	
Kings Creek Rd. and Lick Run Rd.	Stop		A	A			0.7	
12 th St. and Kings Creek Rd.	Stop	A	A	D	A	B	8.9	
Cove Rd. and Greenbriar Rd.	Stop		A	A			0.5	

* = Delay and LOS not meaningful when any v/c is greater than 1.2 or 1/PHF

1 = HCM procedures do not produce overall LOS for two-way stop controlled intersections

2 = Delay results reported in units of seconds per vehicle

3 = With Improvements

	AVERAGE WEEKDAY TRIPS	PEAK HOUR TRIPS
▪ Alternative 1 – Right Sizing – “Patch & Mend”	200,000	13,368
▪ Alternative 2 – Niche Development – “Cost Reduction”	194,000	15,215
▪ Alternative 3 – New Growth – “Invest & Grow”	254,500	20,554
▪ Alternative 4 – Preferred Development Plan	204,000	18,110

The projected ADT volumes derived for study roadway segments under the Preferred Development Plan are presented on **Figure V-2**. The five study corridors projected to experience the greatest increase in daily volume on a percentage basis are as follows:

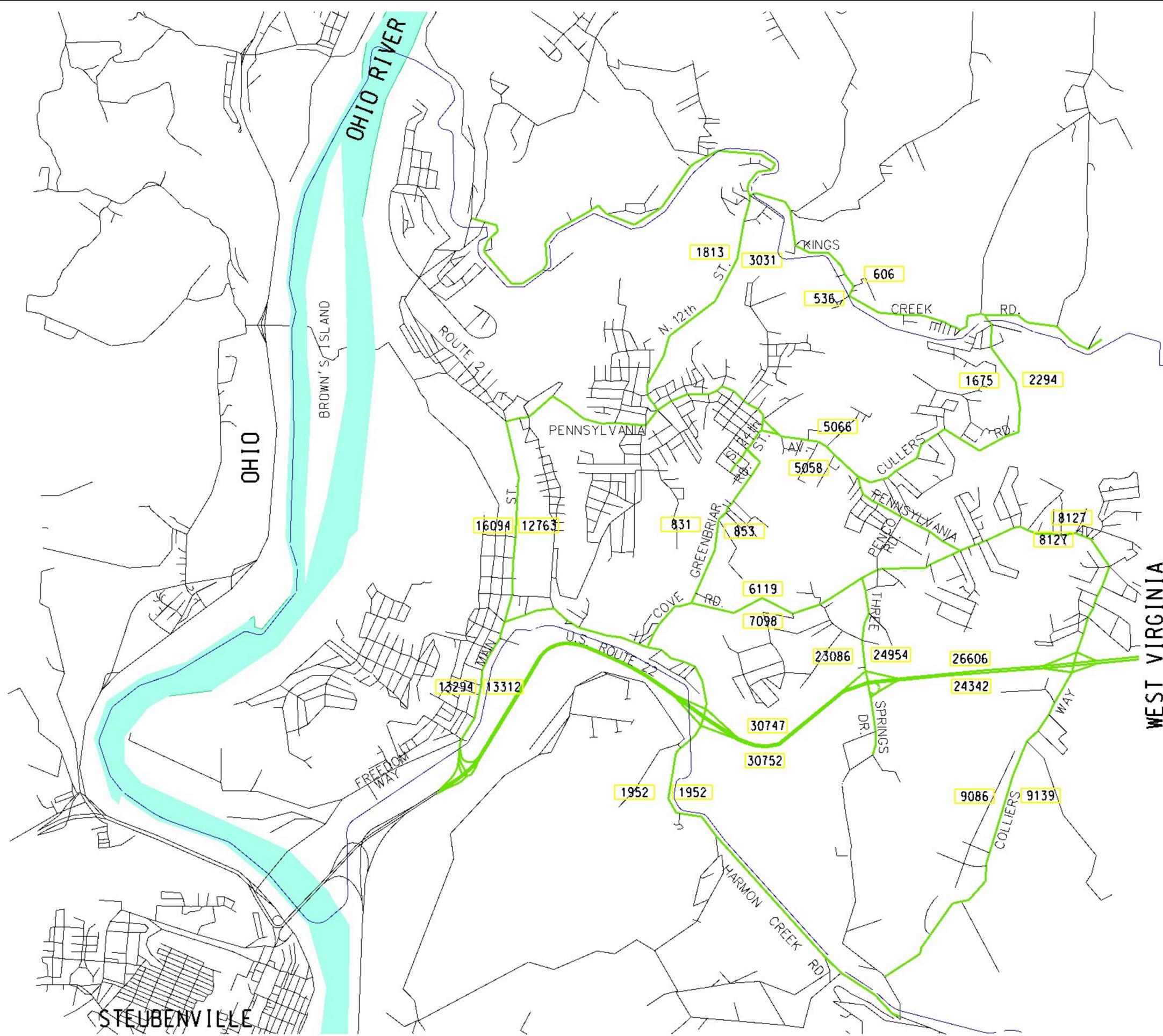
LOCATION	EXIST ADT	ALT. 4 ADT	PERCENT INC.
Colliers Way South of U.S. Route 22	2,589	18,225	604%
Three Springs Drive North of U.S. Route 22	15,852	48,040	203%
Pennsylvania Ave. between Cove Rd. and Colliers Way	6,720	16,254	142%
U.S. 22 between Three Springs Dr. and Colliers Way	23,212	50,948	119%
U.S. 22 between Harmon Creek Rd. and Three Springs Dr.	38,795	61,499	59%

(e) Projected Deficiencies and Recommended Mitigations - Preferred Alternative

Capacity calculations were performed, deficiencies identified, and a list of recommended improvements were developed for the Preferred Development Alternative.

Forecasted traffic volumes to be generated at each of the study intersections by the Preferred Development Plan were added to existing traffic volumes at each of the study intersections. These traffic volumes were then used, in conjunction with the *Highway Capacity Manual*, to perform capacity calculations. The criteria for this analysis assumed that every study intersection was to operate at a minimum overall LOS C. Based on the results of the capacity calculations performed using traffic volumes developed for the Preferred Plan Development, the major deficiencies anticipated are as follows:

- **Insufficient capacity at the Colliers Way, Three Springs Drive and Cove Road (Harmon Creek) Interchanges along U.S. Route 22;**
- **Insufficient capacity along Three Springs Drive and Colliers Way south of U.S. Route 22;**



- LEGEND**
-  - STUDY INTERSECTIONS
 -  - STUDY ROADWAY
 -  - OTHER ROADWAY
 -  - CITY BOUNDARY
 -  - STATE BOUNDARY
 -  - AVERAGE DAILY TRAFFIC VOLUME (ONE DIRECTION)

 SCALE: N.T.S.	PROJECT NO. SARAT00 - 9131
	PROJECT: CITY OF WEIRTON COMP. PLAN
	TITLE: PREFERRED ALTERNATIVE PROJECTED AVERAGE DAILY TRAFFIC


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FIGURE V-2
 D.B. _____ C.B. _____
 REV. _____

- **Lack of a secondary access from the Three Springs Business and Industrial Park (Area 9)**

The following needs have been identified to mitigate these deficiencies and accommodate the projected traffic volume:

1. Three Springs Drive Interchange at U.S. Route 22 Including St. Thomas Drive

- Widen Three Springs Drive Overpass Over U.S. Route 22 From Two (2) To Six (6) Lanes
- Provide Two (2) Additional Northbound Through Lanes on Three Springs Drive; Outside Through Lane To Drop At Proposed Westbound Ramp
- Provide a Northbound Right Turn Lane on Three Springs Drive For U.S. Route 22 Eastbound On-Ramp
- Provide Additional Southbound Left Turn Lane on Three Springs Drive For U.S. Route 22 Eastbound On-Ramp
- Install Traffic Signal Control at U.S. Route 22 Eastbound Ramp Intersection and Interconnect With Adjacent Signal
- Construct Two Lane Northbound Loop Ramp on Three Springs Drive to Westbound U.S. Route 22
- Relocate Westbound U.S. Route 22 Off-Ramp To Align Opposite St. Thomas Drive along Three Springs Drive; Off-Ramp To Provide Two Approach Lanes At Three Springs Drive
- Construct Additional Southbound Through Lane on Three Springs Drive; Inside Through Lane Becomes Second Left Turn Lane At Eastbound On-Ramp
- Provide Southbound Right Turn Lane on Three Springs Drive For Westbound On-Ramp
- Widen St. Thomas Drive to Provide An Eastbound Right Turn Lane
- Widen Three Springs Drive To Provide Additional Northbound Through Lane at St. Thomas Drive
- Widen Three Springs Drive To Provide Additional Southbound Through Lane and Right Turn Lane at St. Thomas Drive
- Replace Traffic Signal

2. Colliers Way Interchange at U.S. Route 22

- Widen Colliers Way Overpass Over U.S. Route 22 From Two (2) Lanes To Six (6) Lanes
- Widen U.S. Route 22 Eastbound Off-Ramp To Accommodate Dual Eastbound Right Turn Lanes
- Provide Three (3) Additional Northbound Through Lanes on Colliers Way At Eastbound U.S. Route 22 Ramps; Two Northbound Lanes To Drop At Proposed Westbound On-Ramp
- Provide Northbound Right Turn Lane on Colliers Way For Eastbound U.S. Route 22 On-Ramp
- Provide Southbound Left Turn Lane on Colliers Way For Eastbound U.S. Route 22 On-Ramp

- Install Traffic Signal Control At Colliers Way and U.S. Route 22 Eastbound Ramps; Interconnect With Proposed Signal At Westbound Ramps
- Construct Two Lane Northbound Loop Ramp on Three Springs Drive for Traffic to Westbound U.S. Route 22
- Realign Westbound U.S. Route 22 Off-Ramp To the North and Install Traffic Signal; Interconnect With Proposed Signal At Eastbound Ramps

3. Main Street at Freedom Way

- Construct Channelized Eastbound Right Turn Lane on Freedom Way To U.S. Route 22 Interchange
- Reconfigure Eastbound Approach to Main Street (from Left and Through Lane to Exclusive Left and Shared Left/Through Lane)

4. Three Springs Drive Between St. Thomas Drive and Cove Road

- Widen Three Springs Drive From A Three (3) Lane Section To A Five (5) Lane Section To Provide Additional Northbound Through Lane, Additional Southbound Through Lane and A Left Turn Lane or Median (0.6 mile)
- Widen Three Springs Drive To Provide Northbound Right Turn Lane at Wal-Mart Driveway
- Widen Three Springs Drive To Provide Southbound Right Turn Lane At Potomac Street
- Construct Eastbound Right Turn Lane on Potomac Street
- Construct Westbound Right Turn Lane on Wal-Mart Driveway
- Replace Traffic Signal At Potomac Street/Wal-Mart Driveway

5. Harmon Creek Road Interchange at U.S. Route 22

- Provide Dual Southbound Left Turn Lanes on Harmon Creek Road At Eastbound U.S. Route 22 On-Ramp
- Widen U.S. Route 22 Westbound Ramp To Provide Two Lane Approach At Harmon Creek Road
- Provide Additional Southbound Through Lane on Harmon Creek Road At Westbound Ramps; Inside Through Lane Becomes Second Left Turn Lane At Eastbound Ramps
- Install Traffic Signal Control At Both Eastbound and Westbound Ramp Junctions and Interconnect

6. Main Street at Cove Road

- Remove Parking from Northbound and Southbound Approaches to Intersection to Provide for Additional Northbound and Southbound Through Lanes on Main Street
- Reconfigure Westbound Approach to Main Street (from Exclusive Left and Shared Left/Right Lane to Exclusive Left and Exclusive Right Turn Lane)

7. Main Street at Pennsylvania Avenue

- Widen South Leg of Main Street To Provide Additional Northbound Through Lane
- Widen North Leg of Route 2 To Provide Additional Southbound Through Lane
- Reconfigure Pennsylvania Avenue Approach to Main Street (from Exclusive Left and Shared Through/Right Lane to Shared Left/Through and Exclusive Right Turn Lane)

8. Pennsylvania Avenue at Cove Road

- Widen the Pennsylvania Avenue Eastbound Approach To Provide Right Turn Lane

9. Three Springs Drive Southern Extension

- Extend Three Springs Drive Through Three Springs Business and Industrial Park To Connect With Thompson Hill Road Including The Upgrade of Thompson Hill Road

10. Colliers Way Between U.S. Route 22 Interchange and Pennsylvania Avenue

- Widen Colliers Way From Two (2) To Three (3) Lanes Between U.S. Route 22 Interchange and Pennsylvania Avenue (0.5 miles)

11. Pennsylvania Avenue at 24th Street

- Install Traffic Signal Control

12. Colliers Way South of U.S. Route 22 Interchange

- Widen Colliers Way From Two (2) To Three (3) Lanes Between Sunrise Drive and U.S. Route 22 Interchange (1.3 miles)

**TABLE V-3
FORECASTED INTERSECTION CAPACITY ANALYSIS SUMMARY
COMPREHENSIVE PLAN UPDATE FOR THE CITY OF WEIRTON**

Intersection	Improvement	LOS - Approach				LOS - Overall	
		NB	SB	EB	WB	Overall ¹	Delay ²
U.S. 22 EB and Three Springs Dr.	<ul style="list-style-type: none"> • Warranted Traffic Signal • Two (2) Additional Northbound Through Lanes • Northbound Right Turn Lane • Additional Southbound Left Turn Lane 	C	C		C	C	22.4
U.S. 22 WB and Three Springs Dr.	<ul style="list-style-type: none"> • Two Lane Right Hand Ramp from Three Springs Drive to U.S. 22 Westbound 	N/A	N/A	N/A	N/A	N/A	N/A
Three Springs Dr. and St. Thomas Dr.	<ul style="list-style-type: none"> • Realign U.S. 22 WB Off-Ramp Opposite St. Thomas Drive • Eastbound Right Turn Lane • Westbound Right Turn Lane • Northbound Through Lane • Southbound Through Lane • Signal Timing Modifications 	C	C	C	D	C	22.3
Three Springs Dr. and Potomac St.	<ul style="list-style-type: none"> • Northbound Through Lane • Northbound Right Turn Lane • Southbound Through Lane • Southbound Right Turn Lane • Signal Timing Modifications 	C	C	C	C	C	21.3
Three Springs Dr. and Cove Rd.	<ul style="list-style-type: none"> • Signal Timing Modifications 	B		C	C	C	16.7
U.S. 22 EB and Colliers Way	<ul style="list-style-type: none"> • Warranted Traffic Signal • Dual Eastbound Right Turn Lanes • Three (3) Additional Northbound Through Lanes • Northbound Right Turn Lane • Southbound Left Turn Lane 	C	C	C		C	18.4
U.S. 22 WB and Colliers Way	<ul style="list-style-type: none"> • Warranted Traffic Signal • Northbound Through Lane • Two Lane Right Hand Ramp from Colliers Way to U.S. 22 Westbound 	B	B		C	B	9.7

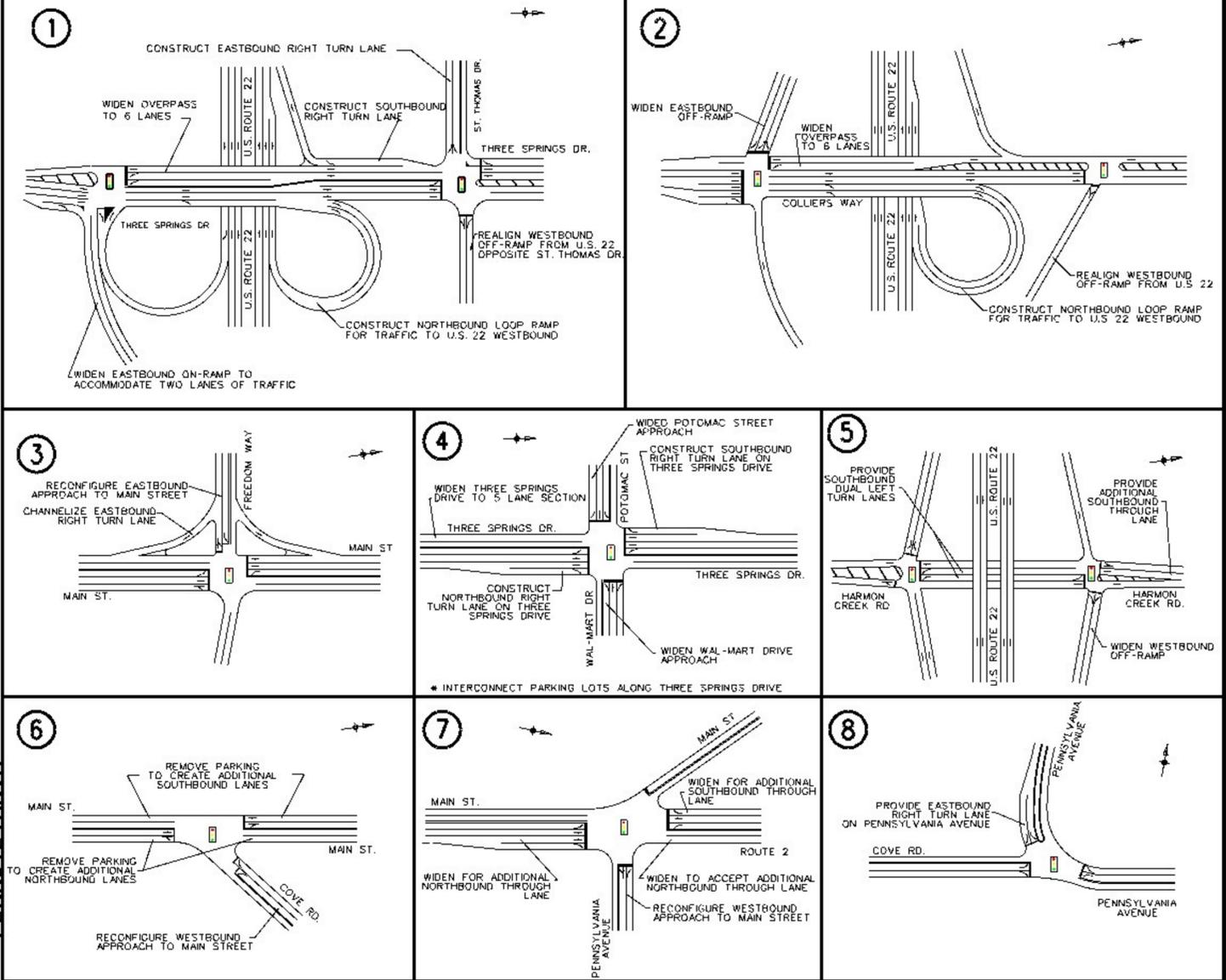
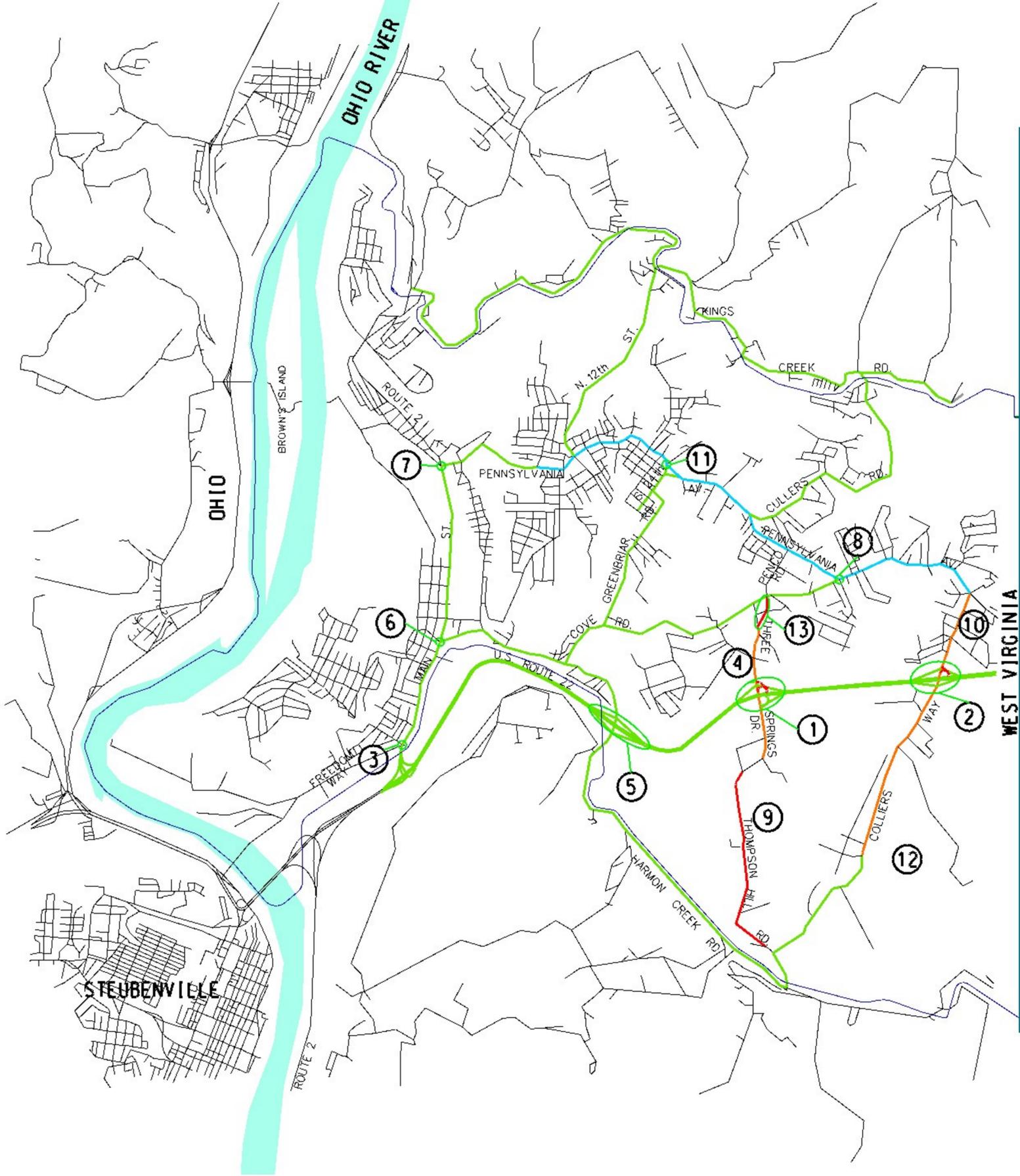
TABLE V-3 (continued)
FORECASTED INTERSECTION CAPACITY ANALYSIS SUMMARY
COMPREHENSIVE PLAN UPDATE FOR THE CITY OF WEIRTON

Intersection	Improvement	LOS - Approach				LOS - Overall	
		NB	SB	EB	WB	Overall ¹	Delay ²
U.S. 22 EB and Harmon Creek Rd.	<ul style="list-style-type: none"> Warranted Traffic Signal Dual Southbound Left Turn Lanes 	C	C	C		C	18.9
U.S. 22 WB and Harmon Creek Rd.	<ul style="list-style-type: none"> Warranted Traffic Signal Westbound Left Turn Lane Southbound Through Lane 	C	C		C	C	20.9
Main St. and Freedom Way	<ul style="list-style-type: none"> Channelized Eastbound Right Turn Lane Reconfigure Eastbound Approach Signal Timing Modifications 	C	C	C	C	C	22.8
Main St. and Cove Rd.	<ul style="list-style-type: none"> Remove Parking on Northbound and Southbound Approaches Reconfigure Westbound Approach Signal Timing Modifications 	C	B		C	C	17.8
Main St. and Pennsylvania Ave.	<ul style="list-style-type: none"> Northbound Through Lane Southbound Through Lane Reconfigure Westbound Approach Signal Timing Modifications 	C	C	C	C	C	21.9
Pennsylvania Ave. and Cove Rd.	<ul style="list-style-type: none"> Eastbound Right Turn Lane Signal Timing Modifications 	B		C	C	C	18.8
Pennsylvania Ave. and Culler Rd.	<ul style="list-style-type: none"> No Improvements Necessary 	B	D	B	B		1.2
Pennsylvania Ave. and 24 th St. Ext.	<ul style="list-style-type: none"> Warranted Traffic Signal 	C		B	B	B	8.3
Pennsylvania Ave. and 12 th St.	<ul style="list-style-type: none"> No Improvements Necessary 	D	D	B	C	C	22.5
Kings Creek Rd. and Lick Run Rd.	<ul style="list-style-type: none"> No Improvements Necessary 		A	A			0.7
12 th St. and Kings Creek Rd.	<ul style="list-style-type: none"> Remove Stop Signs on Northbound and Southbound Approaches 	A	A	A	B		2.0
Cove Rd. and Greenbriar Rd.	<ul style="list-style-type: none"> No Improvements Necessary 		A	A			0.5

1 = HCM procedures do not produce overall LOS for two-way stop controlled intersections

2 = Delay results reported in units of seconds per vehicle

N/A = Intersection has no movements analyzed by HCM



- 9** EXTEND THREE SPRINGS DRIVE TO THOMPSON HILL RD
REALIGN/IMPROVE THOMPSON HILL ROAD
- 10** WIDEN COLLIERS WAY FROM 2 TO 3 LANES
- 11** INSTALL TRAFFIC SIGNAL CONTROL
- 12** WIDEN COLLIERS WAY FROM 2 TO 3 LANES
- 13** REALIGN NORTH END OF THREE SPRINGS DRIVE OPPOSITE PENCO ROAD

LEGEND

- STATE BOUNDARY
- CITY BOUNDARY
- REALIGNMENTS/PROP. RAMP
- ACCESS CONTROL (CURB & SIDEWALK)
- WIDENING
- INTERSECTION/INTERCHANGE IMPROVEMENTS (SEE DETAILS)
- NEW TRAFFIC SIGNAL

 SCALE: N.T.S.	PROJECT NO. SARATGO - 9131
	PROJECT: CITY OF WEIRTON COMP PLAN
	TITLE: SUMMARY OF ROADWAY IMPROVEMENTS PREFERRED ALTERNATIVE
FIGURE V-3 D.B. C.B. REV.	

13. Realignment of Three Springs Drive

- Realign North End Of Three Springs Drive At Cove Road To Align With Penco Road
- Remove Signal Along Old Alignment At Cove Road; Replace Signal At Cove Road/Penco Road/Realigned Three Springs Drive

This is a list of the recommended improvements needed to accommodate projected traffic from the Preferred Alternative Plan. These recommendations are presented graphically on **Figure V-3**. The results of implementing these recommendations in the capacity calculations are summarized on **Table V-3**.

5. *Recommended Community Facilities and Services Strategy*

(a) *Community Facilities and Services Introduction*

Generally, community facilities and services are ways in which the public sector can have less visual but very successful impacts on community building. Generally, when these services are provided at a high level of quality, citizens outside the community take notice. Consequently, new residents begin moving into the community with high quality public facilities and services. Examples include police protection, fire and emergency services, road maintenance, sewer and water treatment, and public transportation, as well as the buildings which accommodate these services like the Weirton City Hall. Question two on the community survey asked respondents to rate many of these facilities and services on a scale of excellent to poor. Generally, respondents are satisfied with services such as police protection (75.4%), sewage treatment (64.6%), and fire and emergency services (63.3%). However, in areas such as beautification/City cleaning programs and road maintenance, the City did not receive such favorable responses. It will be critically important for the City to address these “softer” community services as Weirton works to rebuild its image in the region.

A current trend making it difficult to project the need for future community facilities is the movement towards smaller government. Local governments especially are caught in the paradox of citizen demands for smaller government coupled with demands for more services. Adding to this problem is the reduction in federal and state government support, which places more responsibility on local governments to administer programs and provide services. Local governments must provide community facilities in an efficient manner that is responsive to citizens needs.

(b) *Community Facilities and Services Goal*

Provide community facilities and services in an efficient manner which is progressive and responsive to the needs of the local community.

(c) Community Facilities and Services Action Strategies

- *Expand City Hall.* The municipal building in downtown Weirton provides a central location for citizens to access City services. However, the municipal building is occupied beyond the original design capacity. Consequently, new growth cannot be accommodated in the current facility without additional space for personnel, equipment, and meeting space. As Weirton begins to re-emerge as a community in which people live, work, and recreate, municipal hall should be enhanced as a prominent feature in Main Street redevelopment efforts. (See Chapter VII – Urban Activity Areas)

Efforts have already been initiated to build an additional wing on the facility. These efforts should continue. Improvements to City Hall can be used as a catalytic project showing the City's commitment to revitalization.

- *Provide Consolidated 911 Space.* During the data gathering process it was determined that the existing emergency response system is inefficiently responding to emergency calls. Discussion with the Police Chief and the Assistant Fire Chief identified the potential to house an improved 911 emergency response unit at City Hall. However, increased space will be required for the equipment. Improved 911 services will become an important component to Weirton's growth. Efforts should continue to improve this service.
- *Construct a New Fire Station in Eastern Portion of City.* New development along Three Springs Drive and Colliers Way will certainly necessitate a new fire station in the area. Currently, the City's fire department is a combination of full-time paid and volunteer fire services. A paid/volunteer fire company is located at Gilson Avenue, near the intersection of Cove Road and Pennsylvania Avenue. The full-time paid fire department is located downtown at the Municipal Plaza.

Presently, the city fire department is exploring the option of constructing a new fire department near the Colliers Way area. This additional facility will be necessary as part of future development plans along Colliers Way and the Starvaggi Farm area. Construction of this facility will require additional fire staff and additional fire equipment.

- *Provide New Water-born Fire Fighting Equipment.* Presently, the fire department has limited capabilities for water rescue and fire fighting. When a new port facility is developed, there will certainly be increased industrial and commercial shipping activity along the Weirton waterfront. Together with increased recreation boating along the Ohio River, there is a need for improved City of Weirton fire fighting capabilities along the Ohio River. Consequently, it may be necessary to purchase a fire/rescue boat. If a boat becomes a part of the fire departments equipment, the fire department may also consider training personnel as rescue divers.

- *Provide Additional Police Personnel.* As Weirton begins its transformation and new residents and industry move into the community, there will be a need for increased policing. Additionally, as new commercial development takes place, such as proposed downtown redevelopment initiatives and the entertainment complex along Penco Road, police will play a greater role in maintaining public order. Moreover, new patrol officers should be added before existing officers retire.
- *Expand Mary H. Weir Public Library.* The Mary H. Weir Public Library, built in 195, is part of Municipal Plaza. The library is supported by funds from the City of Weirton, the Community Chest and private contributions. The library provides Internet access for community residents, the first and largest public Internet access center in the state of West Virginia. Library patrons use these computers for academic research and professional development.

Currently, the library is in need of expansion for its growing book and periodical collections as well as public education outreach programs. Libraries can play a significant role in the growth and development of both young children and adults. For instance, as a United Way agency, the library has been a host for several professional and personal development courses instructed by professionals from Bethany College, West Liberty State Collage, and West Virginia Northern Community College.

- *Encourage Strategically Located Day Care Facilities.* Day care is becoming increasingly necessary as both parents are entering the workforce. The City should make efforts to encourage day care facilities near job centers. Conveniently located day care facilities will allow for parents to easily drop off children in the mornings and visit them during afternoon lunch breaks. These efforts can help emphasize Weirton’s commitment to creating a healthy, family-oriented community.
- *Enhance Senior Center Facilities and Activities.* The inventory and analysis phase of this project indicates that the senior population will play an increasingly important role in Weirton’s future. Presently, the Weirton Senior Center is located in a downtown building previously used as a department store and offers activities such as pool and bingo. The community survey indicated a strong desire for new senior housing opportunities. In response to these demographic trends and community desires, this comprehensive plan update proposes new senior housing development in close proximity to the Weirton Medical Center. A new senior center should also be included in this district.

Studies have shown that seniors are living increasingly active lifestyles. This is supported by the community survey, which indicated that the majority of respondents found senior activities/facilities as being fair or poor (55.1%). Consequently, Weirton should consider building a new senior center near the proposed Colliers Way developments. Activities might include a training facility catering to the elderly population, golf lessons, and organized bike trips.

6. *Recommended Public Utilities & Telecommunications Strategy*

(a) *Public Utilities & Telecommunications Introduction*

The public utility system and telecommunications discussed in this section include sewer and water systems, and telecommunications prospects. These systems, combined with the roadway network, make up the skeletal framework that allows for efficient living and working in Weirton. A detailed engineering assessment of sewer and water is beyond the scope of a Comprehensive Plan. Water and wastewater treatment are both linked strongly to land use planning. The capacities and spatial configurations of water and sewer networks are based on the amount, type and location of urban development to be served; and at the same time, the amount and location of future development is closely correlated with the availability of water and sewer. Consequently, it is important that future infrastructure planning be coordinated in such a way that it supports the Comprehensive Plan. Based on what was learned during the data gathering process and the community survey, some fundamental concepts and recommendations have been addressed.

Traditionally, information technology and telecommunications have not been addressed through the comprehensive planning process. However, advances in information technology and telecommunications are having profound impacts on land use development patterns throughout the world. Consequently, it is important that Weirton address these technological issues as a foundation for success in the 21st century.

The very nature of a comprehensive plan is to be as forward thinking as possible over a ten to twenty year period. Technological advancements are occurring rapidly. Additionally, communities are generally dependent on local service providers. For two these reasons, it is nearly impossible to outline a long-term telecommunications strategy as a component of the comprehensive plan. However, communities should be aware of technical advancements and, to the degree possible, encourage land use patterns which respect telecommunication advancements.

(b) *Public Utilities & Telecommunications Goal*

Provide a safe and reliable public water and sanitary sewer system serving the needs of property owners today and future neighborhoods and business and industry. Through a cooperated effort with telecommunication service providers, provide advanced telecommunications opportunities for residents and business and industry.

(c) *Public Utilities & Telecommunications Action Strategies*

- *Develop a Coordinated Water Main Improvement Program.* Presently, the Water Department does not have a coordinated plan for the upgrading of water lines. The current practice is to replace a water line only after it has broken three times. Additionally, after a line has been replaced, there is no formal procedure to document the location and date of the replacement made. The Water Department does have a Geographic Information System (GIS) that can be used to track replacements and repairs,

but it is currently not being used for this practice. Geographic Information System technology is a versatile tool that should be used to develop a water main improvement program. Because Weirton Heights has experienced the greatest concentration of broken lines (29) and corrosion holes (23), improvements should begin here.

- *Improve Water Treatment Plant to Meet Future Growth Potential.* Operating at a lower capacity than it was originally designed for, Weirton’s Water Treatment Plant (WTP) is facing a serious constraint with regard to future economic growth and development. Currently, Water Department officials, the City Manager, and City Council are reviewing alternatives for WTP expansion. A private engineering firm has provided water treatment expansion alternatives and estimated costs associated with expansion. Currently, City officials are leaning toward expansion of the WTP to an 8 mgd facility.

Upgrading this facility will be critical to meet future development needs. Assuming current development trends continue, most new development in the city is going to occur in two areas: the Three Springs Drive corridor, including Three Springs Drive Business and Industrial Park, and the Colliers Way corridor. The Comprehensive Plan Update also proposes that the land between Harmon Creek and U.S. Route 22 become part of the City of Weirton. This area will then be redeveloped to accommodate complementary commercial and industrial activities to the proposed port. This area may require further engineering analysis to determine necessary water and sewer upgrades to meet this demand.

- *Improve Existing Sewage System.* Forecasting future needs for wastewater collection and treatment involves projecting population and employment in general, as well as in industries with heavy wastewater treatment requirements. Based on demographic data provided by the Brooke-Hancock-Jefferson Metropolitan Planning Commission (BHJ), the 1998 General Plan for the Wastewater Treatment Plant concluded that commercial and industrial growth over the next 20 years would require an expansion of the wastewater treatment facility to 6 MGD average daily wastewater flow (currently 4MGD). The report established that the majority of the wastewater treatment facility equipment is in need of replacement. It was also determined that the “super structures and distribution piping and valves are in useful condition for the next 20 years.” Several phased recommendations are made for improvements to the existing wastewater treatment facility. These recommendations should continue to be followed.

Typically, sewage treatment plants require updating on a twenty-year cycle. The Weirton wastewater treatment facility is currently nearing the end of a twenty-year cycle and is faced with the task of updating its system to meet commercial and industrial growth demands. Changes for treatment plants often means constructing additional facilities to handle excess capacity, which translates into increased sewer charges. Before the city constructs any type of new facility, further examination

should be given to newer systems that may reduce energy consumption and/or allow for increased capacity without additional energy expenses. A model that may be worth examining is the selector contact-stabilization activated sludge system. This innovative and relatively inexpensive system upgrade is allowing the municipality's using the system to treat twice as much wastewater without increasing energy consumption or plant size.

- *Establish a Telecommunications Task Force.* As noted above, telecommunications will play an important role in the future land use and economic development efforts of the City of Weirton. Currently, Bell Atlantic serves the City of Weirton with two fiber optic cables, generally located between downtown and Weirton Heights. Additions to this network may be necessary to meet the needs of existing and new businesses. Compiling these needs and informing service providers of gaps in service should be a primary objective of the task force. The task force should also work to improve delivery of local government services, improve access to information that people need in order to function as informed citizens, broaden citizen participation in governance, and stimulate economic and community development.

7. Recommended Economic Development Strategy

(a) Economic Development Introduction

The purpose of this section is to establish a business and industry attraction strategy that will diversify the local economy and enhance economic opportunity for not only residents in the City of Weirton, but also residents within the region. The foundation of the strategy is to build on the successes already established in Weirton and to use the regional transportation network, including roadways, rail lines and the Ohio River, to enhance existing business and industry operations to attract new complementary business and industry.

In order for the City of Weirton to compete successfully in the 21st Century economy, it is imperative that following key components be simultaneously undertaken:

- Implement key anchor projects (e.g. Weirton Port) that create additional and/or strengthen existing business and industry.
- Cluster complementary new and expanded uses to create critical mass.
- Develop the Weirton Port.
- Implement physical and urban design improvements and “placemaking” activities.
- Grow the number of unique small businesses downtown.
- Attract national retail chains to the Three Springs Drive area.
- Implement a targeted business and industry attraction program for Three Springs Business and Industrial Park.
- Enhance awareness and presence of West Virginia Northern Community College

- Enhance the skills and experience of the local workforce.

(b) Economic Development Goal

Increase quality employment and the City's tax base while improving the diversity and sustainability of the regional economy.

(c) Economic Development Action Strategies

- *Implement Key Generative Projects.* It is critical that anchor projects, such as the Weirton Port, Three Springs Drive Industrial Park, Colliers Way development, and downtown redevelopment, be stimulated by the City of Weirton. In an effort to stimulate these projects, the City should organize and lead these projects. The early stages of implementation for these projects must demonstrate a level of coordinated public/private investment that is unprecedented in Weirton's recent history. These planned and coordinated investments will result in renewed investor confidence in Weirton and demonstrate the confidence of the community leadership to the residents of Weirton. When these changes are coupled with appropriate publicity and a broad-based public relations effort, the proposed anchor projects will attract higher levels of private sector investment for quality of life projects such as an enhanced arts community, niche retail, entertainment, diversified housing and new restaurants. For a detailed discussion of these areas refer to Chapter VI - Urban Activity Centers.
- *Design and Implement a Marketing Program.* General perceptions about the City of Weirton in the regional population, particularly those who "pass through", are negative. Consequently, the City will need to develop an aggressive marketing program that shows Weirton is a city on the rise. As a first step, the program should focus its attention on the region, particularly in the Pittsburgh metropolitan region, then broaden the campaign to a broader target market audience, perhaps to include the Cleveland and Columbus metropolitan areas.
- *Implement The Three Springs Drive Industrial Park Industry Targeting Analysis.* The purpose of targeting analysis is to identify target industries to serve as the focus for efforts to recruit and attract firms to the Three Springs Business and Industrial Park in Weirton. This analysis begins with a review of potential growth opportunities in the greater regional economy. In particular, it concentrates on the nearby metropolitan areas of Cleveland and Columbus in Ohio, and Pittsburgh in Pennsylvania. The analysis attempts to isolate industries which are participating in the economies of those metropolitan areas, but which may which could be benefit from the relatively lower costs associated with Weirton. In particular, the analysis seeks to identify industries in those locations that are either growing rapidly or declining. The assumption behind this analysis is that the rapidly growing industries may "spill over" into Weirton, and that the declining industries may be able to sustain their presence in the larger regional economy by operating from a location with relatively lower costs.

This effort seeks two outcomes. In the short term, it is intended to stabilize and expand the employment base for Weirton, and reduce the City's virtually complete dependence upon Weirton Steel as a source of employment and income. This will involve bring new employers into the community. Over the long term, this effort should also bring new types of employers into the community. By increasing the diversity of employment in the City, Weirton will no longer be heavily dependent on a single, highly cyclical industry--steel.

For the full report see Appendix F.

VI. URBAN ACTIVITY CENTERS

Urban Activity Centers are places that are of unique character or that have a specific function within the community. If developed properly, these areas will contribute significantly to the revitalization of a community. Planning of these areas reflects this uniqueness in the programming and design plan for each center. These areas have been specifically identified as critical areas in the 2000 Comprehensive Plan to further community revitalization. How each area relates to its immediate and adjacent surroundings was also considered. Generally, the goal was to add quality and functionality to each activity area. Cumulatively, the redevelopment strategies outlined below will have profound impacts on the overall quality of life available to those residing in both Weirton and neighboring communities.

Seven activity areas have been defined. These include the Downtown Gateway, the Main Street North Development District, the Port and Rail Yard District, the Three Springs Drive/Penco Road corridor, the Colliers Way Planned Unit Development (PUD), the Pennsylvania Avenue Corridor (slag pile to 12th Street), and the Colliers Way/Pennsylvania Avenue District. The objective of each plan is to define a development program and key development characteristics to guide both public and private investment. Although it is unlikely each area will be developed exactly pursuant to the plans outlined here, they demonstrate the key characteristics and potential for each area.

A. Downtown Gateway District

Weirton has three U.S. Route 22 interchanges within corporate limits. The most prominent of these is the Main Street interchange located at the southwestern portion of Weirton. The intersection is the primary access point from U.S. Route 22 to the Half Moon Industrial Park, Weirton Steel operations at the north end of Main Street, and will become an important access point to the proposed intermodal warehouse/distribution district at the now existing rail yard.

Under current conditions, the Downtown Gateway District can generally be characterized as a disfunctioning, aesthetically distressing intersection. Commercial-grade trucks, many of which have difficulties with the existing turning radius, use the intersection extensively. Solutions to this problem have been proposed. The southeast corner of the district includes a large underutilized parcel; the northeast corner includes a large decaying brick building; the northwest corner includes a used car dealership and several displaced homes; and the southwest corner is generally a fast food establishment and an underutilized parking lot. Very little green space is offered in the district as a visual relief.

Gateways are important to communities because they help to form a visitor's first impression upon arrival. These community edges become even more important when they are located along major interstate highways, such as the Main Street interchange in Weirton. One of the primary objectives of the 2000 Comprehensive Plan is to begin to reform outsider's impressions of Weirton. The Main Street interchange offers an opportunity to get this reformation underway.

The Main Street North Development District is a compact district focused primarily on the parcels with direct visual relation to the intersection, especially with views from the U.S. Route 22 interchange. Functionality issues were not addressed here because the B-H-J Metropolitan Planning Commission has comprehensively studied this intersection and shaped potential redevelopment approaches based on their findings. This district plan addresses the aesthetic aspects of the area.

Establish New Historic Landmark Park

The U.S. Route 22 Main Street ramp has an important linear view of the southwest corner at Freedom Way and Main Street. Accordingly, this site should be treated as an important focal point for travelers entering Weirton. A signature monument or water feature is the primary focal point at the corner, perhaps reflecting an artistic interpretation of Weirton’s history and culture. Surrounding the focal point is a creative paving pattern and organic materials, adding more visual appeal to the site.

Adaptive Reuse Opportunity

The northeast corner at the interchange includes several underutilized buildings. Treatment of these buildings is important to enhancing the image of the intersection. Enhanced landscaping is included to soften the edge of the corner. Reuse of the buildings should be complementary to the proposed adjacent intermodal district.

A “build-to line” requirement is also established. “Build-to line” refers to the point within the parcel to which a building should be aligned, with the intent of establishing a consistent edge to the street and avoiding extensive setbacks where buildings are isolated and disconnected. The existing buildings help to define the corner. Any renovation or new construction should comply with the build-to-line. Building materials and the design of facades abutting the build-to line should reflect a pedestrian scale environment.

Primary buildings should front Main Street to reinforce the front door image of the district. Primary building entrances should be off of Main Street where possible. New buildings along Main Street and Freedom Way should be a minimum of two stories in height to help create a "landmark" entrance to the City.

Distinguished Landscaping Zone

Currently, the parcel of land on the east side of the ramp is a large vacant lot with new flagpole and a historic World War II tank. This area is given an enlivened feeling with clusters of various tree types and other flora and fauna.

B. Port and Intermodal District

Weirton is a City which was built on heavy industry. Accordingly, many of the land uses which emerged along Freedom Way are related to these industries. Freedom Way has evolved as a critical link between the Ohio River waterfront and U.S. Route 22, both of which connect Weirton with markets around the world.

The objective of the Port and Intermodal District is to create a world-class transshipment center as the foundation for Weirton's revitalized economy. Accordingly, the design and appearance of the district should be unified and memorable. Adjacent uses should appear compatible and transition smoothly, transportation systems should function efficiently and without conflict, and the public realm should be inviting. Given that an aim of the comprehensive plan update is to improve the image of Weirton, the views of the existing rail yard from U.S. Route 22 should be screened.

Combined with the area's strategic location in the region, existing infrastructure, and the support of the West Virginia Public Port Authority, this is an achievable and realistic development opportunity which should be advanced immediately, before the opportunity is lost.

The proposed port and intermodal district is a catalytic economic development tool for the City of Weirton. Ultimately, the fiscal impacts of this project will create new opportunities in Weirton and advance implementation of the 2000 Comprehensive Plan and development of other Urban Activity Center concepts. When the redevelopment of this district is complete, the image of Weirton will be transformed from an industrial revolution-era community to a world-class 21st century community.

Development of the Port and Intermodal District will require a long-term, focused commitment of incremental and coordinated development. The following key principles were used as the Port and Intermodal District was conceptually developed:

- Maximizing local and regional economic and fiscal benefits.
- Provide a positive gateway into the community. Recognize Weirton as a 21st century community of destination.
- Implementation of key projects that establish Weirton as the regional connection with the global economy.
- Tightly clustering new and expanded uses that enhance the efficiency of the movement of commodities.
- Growth in the number of industrial and commerce activities that create employment opportunities for Weirton and regional residents.

Port and Intermodal District

The proposed intermodal district includes the planned port along the Ohio River connected, via rail and road, with the upland area between Harmon Creek and U.S. Route 22. The district focuses on a mix of industrial and warehouse/distribution uses centered on a major intermodal facility. The upland area is dedicated to large footprint warehousing/distribution uses as well as light assembly to capitalize on the existing infrastructure. This redeveloped area will require construction of an internal road system which is connected to the proposed Intermill Road to assure safe and efficient traffic movement and separation of vehicular and rail circulation. It will also be required to remove unnecessary railroad track to prepare land for redevelopment and to rationalize the remaining active rail system.

As noted above, the Freedom Way/Main Street intersection is currently operating at deficient levels. The new intermodal facility will generate a dramatic increase in truck traffic along Freedom Way. This is a significant issue because of the integrity of surrounding neighborhoods and the proximity to downtown Weirton. Both increased truck and automobile traffic must be accommodated safely and efficiently. Additionally, increased truck and automobile traffic may adversely affect the aesthetic enhancements recommended for the Freedom Way corridor and degrade the quality of the enhanced gateway entrance from U.S. Route 22 at Main Street. To resolve this issue the City of Weirton, in coordination with the Brooke-Hancock-Jefferson Metropolitan Planning Commission and the West Virginia Department of Transportation, should review various transportation alternatives and develop a comprehensive transportation strategy which will help to achieve the long-term land use objectives of the 2000 Comprehensive Plan. In an effort to mitigate the impacts of this additional truck traffic and create more efficient connections to the regional highway network, the potential for new ramps to U.S. Route 22 should be examined. The potential for these connections may exist at the south end of the upland area, as illustrated in the conceptual graphic for the Port and Intermodal District.

The north end of the rail yard, generally between the U.S. Route 22 interchange and the county line, is anticipated to remain substantially undeveloped in the early phases of site redevelopment, but is targeted for future warehouse/distribution and light manufacturing as future market conditions determine.

Port Intermodal Service Sub-District

The development of a sub-district that meets the service needs of an efficient intermodal facility is the objective of this sub-district. The sub-district is located within the Freedom Way corridor. Development of a Trade Center is a distinguishing component of the sub-district. The Center should be located near the Freedom Way/Main Street/U.S. Route 22 interchange. The architecture of the building should be distinctive and reinforce the front door image recommended above. The new building should be a minimum of three stories in height to help create a "landmark" entrance to the City. Site design should push the building near the road with parking to the rear and distinctive landscaping should highlight the prominence of the building. The Center may house a U.S. Customs Office and include office space for rail and trucking companies as well as a freight management office to coordinate shipping activities.

Other related activities in the sub-district may include a lodging facility, some dining establishments, an overnight truck parking area, and a truck maintenance and fueling station.

Waterfront Park

Community survey respondents indicated a strong desire for some type of recreational waterfront access. Development of the Port and Intermodal District creates a unique opportunity for a public park that provides points for visitors to view the various activities related to the movement of commodities. Interpretive signage can be used to describe various the activities, creating an interactive educational process. A possible location for the park exists at a ten-acre site east of the Sewage Treatment Plant. The park should remain generally passive with some trails throughout and enhanced landscaping.

Due to maintenance costs of the aging Fort Steuben Bridge, the closure of the bridge is currently under examination. If it is determined that the bridge should be closed to truck and vehicular traffic, then it should be consider to preserve the bridge as a pedestrian link between Ohio and West Virginia.

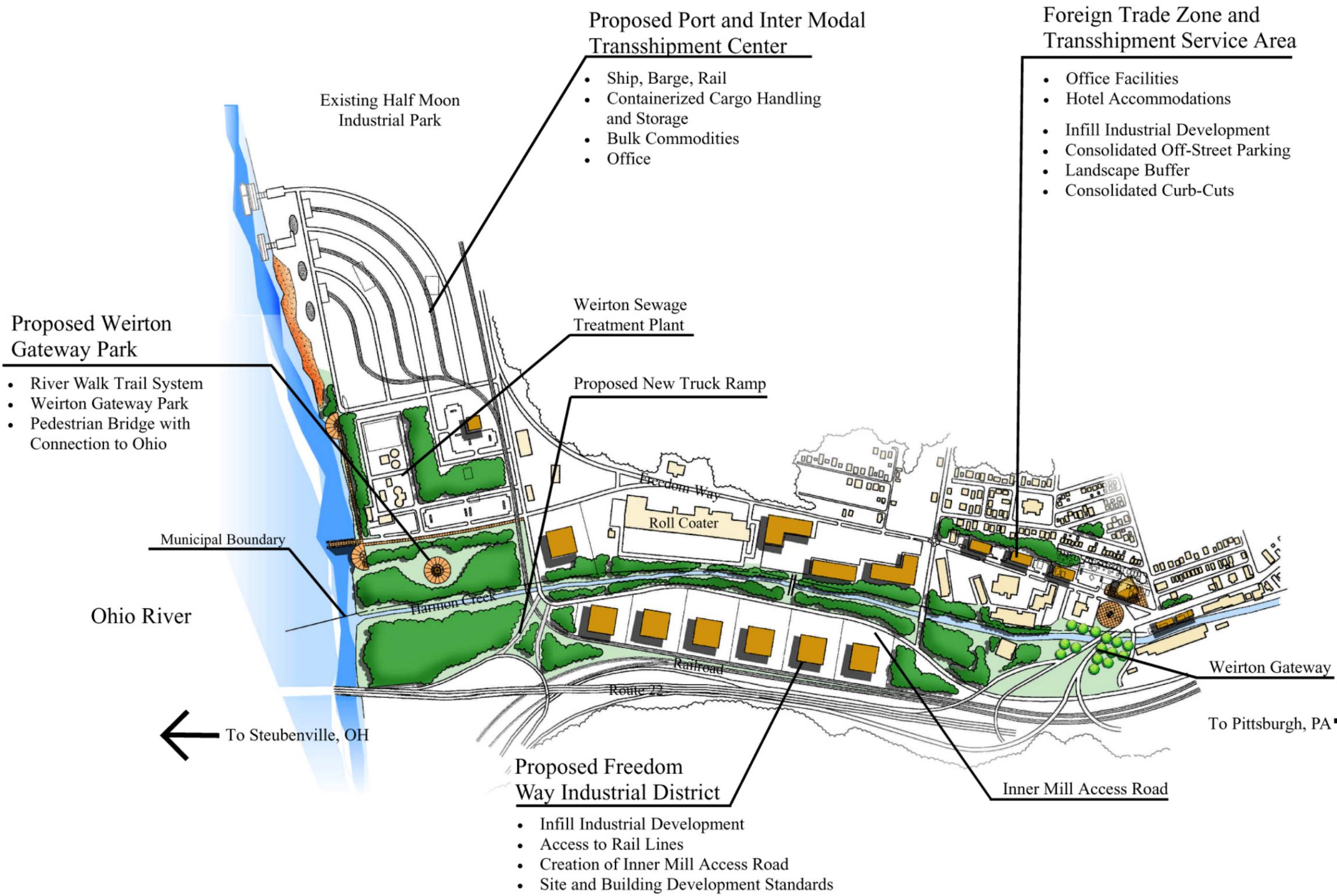
Neighborhood Buffers

As the Port and Industrial District begins to evolve, special consideration should be given to protecting the integrity of the surrounding neighborhoods. The use of evergreen trees and sound barriers should be used to dampen the noise created by additional truck traffic.

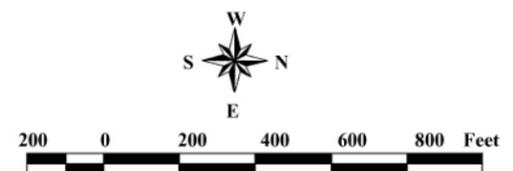
CITY OF WEIRTON

Illustrative Concept Plan

Ohio Riverfront Gateway District



- Legend**
- Existing Buildings
 - Proposed Buildings
 - Proposed Roads



THE SARATOGA ASSOCIATES
 LANDSCAPE ARCHITECTS, ARCHITECTS, ENGINEERS, AND PLANNERS P.C.
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 FEBRUARY 2000

WEIRTON, WEST VIRGINIA

C. Main Street North Development District

The Main Street North Development District generally uses the significant presence of the civic functions at the Municipal Plaza as a foundation for revitalization. The district begins at Municipal Plaza and extends north to roughly Ferguson Avenue. To the west, Orchard Street defines the boundary; to the east the back of the lots fronting Main Street generally define the boundary, including the now vacant Cove Elementary School.

Currently, the district is mixed use with a relatively high volume of truck traffic resulting from Weirton Steel operations at both ends of Main Street, generally resulting in a high degree of noise and dust pollution. Existing uses in the district generally include Municipal Plaza, religious institutions, banks, and various commercial, retail, and drinking and dining establishments. At one time these establishments were thriving with business, primarily from mill workers on lunch breaks or returning home at the end of their shift. However, significant decline in the number of mill employees has resulted in a reduced amount of local purchasing power. The net effect has been a decline of downtown vitality in the form of vanishing retail and dining establishments and declining adjoining neighborhoods. The retail setting along Main Street has experienced a dramatic weakening; today generally composed of low value retail (with exceptions) and many vacant and deteriorating buildings.

The community survey indicates that nearly half of the respondents are “traveling through” downtown or visiting the civic establishments, such as City Hall or the library, on a daily to weekly basis. Additionally, nearly one-third of the respondents are “shopping” downtown on a weekly basis. Combined, these results indicate that downtown has a potentially strong customer base and provides the basis for downtown revitalization if properly managed and redeveloped.

Revitalization of the Main Street North Development District will require an action-oriented, and a tightly focused, redevelopment strategy. The following key principles were used as the Main Street North Development District was conceptually developed:

- Implementation of key anchor projects that reestablish the role of downtown as the civic and social center of the community by creating new destinations that strengthen existing, primary uses in downtown. These should include entertainment, employment, housing, recreation, and civic functions.
- Tightly clustering new and expanded uses that generate people on the streets during both day and evening hours.
- Physical and urban design improvements which reflect the communities culture and heritage.
- Growth in the number of unique small businesses that contribute to a livable urban center.
- Qualified management and leadership of downtown on a daily basis.

Family Center

Anchor projects include several new uses, building upon and diversifying the existing civic core and expanded green space and recreational amenity. First, construction of a new Family Center near the intersection of Main Street and Purdy Lane will be the cornerstone of revitalization in downtown Weirton. Design of the building's interior and exterior should echo memories of the steel operations just down the road, thereby establishing a living heritage of the proud history of the community.

Programming of the Family Center should include an Arts Center and Children's Museum. The Arts Center could include programs for potters, dancers, jewelers, chefs, papermakers, printing, ceramics, and woodworking. To attract people into the building, and consequently downtown, the first level of the new building should include prominent gallery display space for local and regional artists. The gallery could promote various display themes. A possible opening theme for the gallery may be "Regeneration", symbolizing the new Weirton as a community of destination. Other events can include local folklore, ethnic, and community history exhibits. The building should also include living space for fledgling artists. The Children's Museum should offer various educational activities such as a "construction zone", mock-up news casting studio, and various other "hands-on" activities.

Today's economy is increasingly requiring both parents to enter the workforce. Consequently, the Family Center should include preschool and after school activities programs. Being in close proximity to the civic core would allow for children to visit municipal activities such as the fire station and public library. As noted below, a large urban park with a community garden is also proposed for downtown, allowing for children to play and learn horticultural principles at the proposed community garden. The 2000 Comprehensive Plan also proposes a trail, linked to downtown, to be developed following Harmon Creek, and creating the opportunity to view port related activities. Many children would probably enjoy watching the large machinery moving commerce. During the summer months, when children are out of school, arts camps can be offered in coordination with the proposed Arts Center.

People's Bank Music Hall

Located at the intersection of Main Street and Purdy Lane is one of Weirton's few National Historic Register structures, the old People's Bank. Currently, the building is being used to house commercial operations. Historic buildings can help create meaningful experiences. Consequently, the building should be reused for a more compelling purpose. An attention-grabbing adaptive reuse may be to utilize the building as a Music Hall, building off of the proposed Arts Center. The Music Hall may also include a small theater for intimate, improvisational acts.

Weirton Urban Park

Currently, downtown Weirton does not have a large open green space for social and civic gatherings. As such, the Main Street North Development District incorporates a large urban park. Development of this park will require consolidation of multiple parcels fronting Orchard Street. This area will serve multiple functions. First and foremost, the park will provide adjoining neighborhoods with a large open space for gathering and recreating, as well as provide a natural buffer between the downtown and neighborhoods.

FINAL DRAFT

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■

URBAN ACTIVITY AREAS

VI-7

Weirton is rich in ethnic diversity. At one time there were regular ethnic festivals held throughout the year, creating a time for the community to come together and honor their history. The park can also be used as an opportunity to re-establish these celebrations downtown.

Conceptual design of the park provides for both winter and summer activities. During the winter months an area should be flooded to create an outdoor ice skating surface. An area should also be dedicated to a community garden. The community garden can service urban dwellers that want a garden but do not have the available land. As proposed above, the community garden can also be used by the after school programs to educate youth about horticulture. The park can also be home to a local Farmers' Market; an activity that the community survey indicated would be a significant draw to downtown.

Creation of the park would create a valuable civic asset to the City's core.

Enhanced Office and Commercial Setting

Downtown Weirton has experienced modest new office and commercial development during past 30 years. More importantly, downtown Weirton has generally experienced an out-migration of workers and visitors. This can generally be attributed to new developments in both the City and region; and, more globally, changes in the restructuring steel industry. To be consistent with the overall strategy of focusing new development in a relatively small area, the Main Street North Development District proposes new office development be built around the proposed park and in general proximity to Municipal Plaza. Professional services, such as accounting, engineering, financial planning and smaller start-up operations should be attracted to fill these buildings. The needs of larger corporate-like offices will be filled in the Three Springs Business and Industrial Park vicinity. To be competitive with other office markets, any new building construction should be connected to the fiber optic cable loop running through downtown Weirton.

New office development will play an important role in revitalizing downtown Weirton. It will attract a significant number of people to downtown during the daytime hours and have positive impacts on increased downtown housing, food, and beverage establishments, and to some degree improved retail opportunities. However, office development alone will not create the vibrancy required for a successful downtown. Consequently, it is imperative that new office development be built around, and incorporated into, the civic, recreational, and cultural fabric of downtown. New building developments must create focal points integrated into a pedestrian environment to maximize their impact on other surrounding land uses.

Enhanced Dining and Entertainment Setting

The community survey indicated that a first-class restaurant would draw residents downtown. The proposed downtown redevelopment activities will bring people to the area. The 2000 Comprehensive Plan has repeatedly acknowledged Weirton's diverse ethnic cultures. Combined, these essential facts provide the basis for a unique restaurant environment that provides atmosphere and character as well as a true sense of place that will not be duplicated in the region. The 2000 Comprehensive Plan proposes that Weirton build on this and create a "Restaurant Row", reflecting the diverse ethnicities of Weirton.

Civic Center and Related Uses

Development of a sports arena would be a significant people generator downtown. Although market research and analysis was not included as a component of the Urban Activity Centers, prospects for an arena downtown should be explored as a mechanism to help revitalization efforts. Outlet shops were also highly regarded by survey respondents as possible activities to draw residents downtown. Further analysis should also be conducted to understand if outlet stores would be successful in downtown Weirton. However, it is important to note that for any new downtown retail development strategy to be successful, it must serve niche markets and not compete with Three Springs Drive/Penco Road, Pennsylvania Avenue retail development and the malls of the region.

Senior Housing

Senior housing is becoming an increasingly important housing type in many communities throughout the country. The community survey indicated that Weirton residents also desire senior housing development. Question three on the survey asked residents to choose two housing classifications the City should work to encourage. Among the top five choices, three types of senior living arrangements were selected: in-home assisted care, assisted living residences, and senior living apartments. In support of this survey finding, demographic analysis of Weirton indicates that the local population will become increasingly elderly over the next twenty years. These findings indicate a relatively strong market for new senior-type housing opportunities in Weirton.

As Weirton's population begins to age, many residents may begin searching for new housing because they can no longer care for their property or do not need the space in which they raised their families. Some of these residents may want to live near the neighborhoods where their families and lives were built. Still others may want to be close to social and civic activities occurring downtown. For the benefit of the senior population, the now vacant Cove Elementary School could be reused as senior living apartments. The 2000 Comprehensive Plan strives to make downtown a vital district that is compact and walkable in size; the social, cultural, and economic center of the community; and to create layers of activity that are seasonal and daily. Encouraging seniors to use the downtown market could help stimulate downtown revitalization as seniors are more likely to stroll the streets and visit local coffee shops, delis, and other retail establishments.

Public Amenity and Streetscape Enhancements

The downtown program will also require significant streetscape improvements including: adding new street trees and lighting, a building facade enhancement program, enhanced pedestrian crossings, narrowing the street, and widening the sidewalks. It will also be important to maintain pedestrian connections to the adjacent neighborhoods via the sidewalk network. These residents will be important contributors to downtown vitality. By narrowing the street and widening the sidewalks, there will be increased opportunity for street level retail and dining on the sidewalks. It is important to note that the 2000 Comprehensive Plan strongly emphasizes the importance of developing the Intermill Road to relieve much of the truck traffic now existing along Main Street. Development of the activities outlined here will reinforce the need for the Intermill Road.

The community survey indicated that Weirton residents value their history and diverse heritage. The 2000 Comprehensive Plan recommends that an interpretive heritage trail be developed through downtown. Development of the trail should include distinctive signage that translates Weirton's history to both visitors and residents alike. A logical beginning for the trail may be the Holliday's Cove Park located adjacent to City Hall.

Vital downtowns include several different modes of transportation. For downtown Weirton to become a successful destination, the interactions between the pedestrians, bicycles, and vehicles must be recognized. For instance, highly visible crosswalks should be developed. Significant redevelopment of existing areas downtown will be required in the Main Street North Development District. Consequently, some of the parking lots now available downtown will be absorbed for building construction. To achieve the increased level of commercial, retail and office development proposed, new parking facilities may be necessary. If so, these structures should be constructed in a way which respects the architecture of the other buildings in the district.

CITY OF WEIRTON

Illustrative Concept Plan

Main Street Community Celebration District

People's Bank Music Hall

Proposed Site Improvements

- Enhanced Pedestrian Zones
- Main Street Architectural Signature Feature
- Pedestrian Oriented Plaza

Proposed Community and Cultural Destinations

- Family Center
- Destination Retail Center and Historical Museum
- Civic Sports Arena
- Professional Offices
- Downtown Community Park
- Restaurant Row

Proposed District Improvements

- Pedestrian Street Lighting
- Street Tree Implementation
- Improved Pedestrian Crossings
- Strategically Located Park Benches

Existing Civic and Government Center

- Public Library
- Community Center
- City Hall with Proposed Expansion

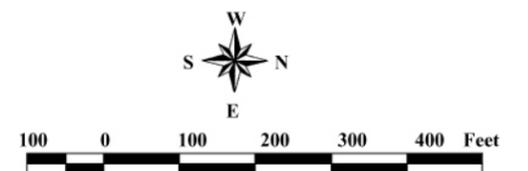
Adaptive Reuse

- Senior Housing



Legend

- Existing Buildings
- Proposed Buildings
- Proposed Roads



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D. Three Springs Drive/Penco Road District

The Three Springs Drive/Penco Road District strategy was developed to enhance the area as an important gateway into Weirton. The features outlined here will significantly improve the corridor both aesthetically and functionally, creating a greater sense of arrival into Weirton. Essentially, the district can be viewed as two discrete segments; the first being the portion of Three Springs Drive between the U.S. Route 22 interchange and Cove Road and the second being for the most part Penco Road. In both areas, the district extends beyond those parcels merely fronting the each thoroughfare in an effort to utilize the land to its highest potential. For all practical purposes, the Three Springs Drive section has become an automobile-oriented district, with buildings significantly set back off the road and large parking surfaces. However, the Penco Road section has the potential to become a more pedestrian-oriented district with sidewalks linking to adjoining neighborhoods, buildings built closer to the front of the parcels, and parking to the rear and side of buildings. The strategy outlined below uses these principles as a foundation.

The following key principles were used as Three Springs Drive was conceptually developed:

- Improve vehicle access to existing and future primary uses along Three Springs Drive.
- Clarify vehicle connections between existing land uses.
- Physical and design improvements which enhances the character of Three Springs Drive as a major gateway into Weirton.

The following key principles were used as Penco Road was conceptually developed:

- Implementation of key anchor projects that create a new pedestrian-oriented, commercial/retail/entertainment district. These should include connections with existing neighborhoods and acknowledge existing institutions, such as West Virginia Northern Community College.
- Tightly cluster new and expanded uses that generate people and create vitality.
- Physical and design improvements which promote the prominence of West Virginia Northern Community College.

Three Springs Drive has emerged as an area meeting the needs of large footprint and automobile-dependent land uses such as Wal-Mart, K-Mart, and various fast-food establishments. The larger footprint buildings have been developed on parcels behind those fronting Three Springs Drive. The parcels fronting Three Springs Drive consist of smaller, stand alone structures, generally accommodating uses such as fast food restaurants, a carwash, banks, a video store, and an auto sales dealership. These land uses tend to be significant automobile generators. Additionally, the current transportation network requires vehicles to enter Three Springs Drive to move from one parcel to the next, creating a large number of vehicle access points along the road. Because of the major traffic generating land uses Three

Springs Drive is rapidly approaching the maximum capacity levels for which it was engineered. This was also recognized in the community survey as respondents indicated in question four that a top City priority should be to “address traffic problems on Pennsylvania Avenue”.

Three Springs Drive terminates to the north at Cove Road. Currently, continued travel north to connect with Penco Road requires a right turn onto Cove Road followed an immediate left turn, creating a circuitous connection between two major roads. The strategy below recommends that Three Springs Drive be realigned to remove this indirect connection between two heavily traveled roads.

Many of the land uses along Penco Road also cater to the automobile with businesses such as Dairy Queen and the relatively new Sheetz gas station. However, the corridor also has the potential to be redeveloped as a pedestrian-oriented district connecting to the neighborhoods and civic uses to the west. One of the most significant assets to the area is West Virginia Northern Community College. The shopping plaza at intersection of Penco Road and Pennsylvania Avenue is underutilized and represents an opportunity for redevelopment. The strategy below uses this corner as a people-generating catalyst for revitalization of Penco road as a pedestrian-oriented district.

Three Springs Drive Interconnected Parking Lots

An important transportation enhancement within the Three Springs Drive area emphasizes the need to reduce the number of vehicle access points along Three Springs Drive with a clearly defined interconnected parking lot connection network. The general concept is to allow vehicles to travel from one establishment to the next without accessing Three Springs Drive. Vehicle access to the buildings fronting Three Springs Drive should be provided from the rear via this network. This will allow for vehicles to pass through the corridor more efficiently as the number of turning vehicles should be reduced. It is recognized that this approach will not necessarily reduce the number of vehicles on Three Springs Drive; however, the number of vehicles disrupting the traffic flow will be reduced. To some degree this concept has already begun to emerge; both the Kroger Supermarket and K-Mart plaza are accessed via St Thomas Drive and have interconnected parking lots. In an effort to clarify the interconnected parking connections a tree planted median along both sides of this internal system should be planted. This concept should be continued north straight through to the proposed infill sites for large footprint buildings.

Large Footprint Retail Development Pads

Contemporary retail development has moved away from small building footprint, locally owned operations to large footprint, corporate owned chains. Most of these new retail developments are occurring at the edge of urban centers, where large land parcels are available for development. Often, these new building types are single story, with few windows, and constructed in a manner which does not relate to local architectural styles. Studies have indicated that these types of operations will exist in the market for approximately fifteen years before they are replaced with a new form of retail marketing and

development. Adaptive reuses of these styles of buildings will be challenging to determine. Consequently, many of these buildings may ultimately become a blight on local communities as they are abandoned.

It can be anticipated that larger footprint retailers will continue to realize market potential in the region, and will undoubtedly recognize Weirton as a potential development area. These retailers will surely recognize the land fronting U.S. Route 22 on the south side, near the interchange, because of its high visibility and proximity to a major transportation route. However, the 2000 Comprehensive Plan recognizes the value of this land as an opportunity to develop more long-term and higher value uses, such as mixed-use high-density residential/office. Because this land will play a significant role in helping Weirton to rebuild its image, it should not be left to large-footprint retail development. Rather, these uses should be required to develop within the Three Springs Drive corridor north of U.S. Route 22. Specifically, land is available on the west side of Three Springs Drive just south of the Three Springs Cemetery, as noted on the graphic illustrating the district. Vehicle access to this area should clearly connect with the proposed internal parking lot connection network.

However, the strategy aims to clarify and enhance the existing transportation network to meet increased demands with amenities such as street trees and interconnected parking lots.

Three Springs Drive Realignment

The most significant transportation enhancement within the Three Springs Drive area realigns Three Springs Drive to the northeast to directly intersect with Penco Road, eliminating the unusual connection now existing between these two roads. Although a detailed traffic engineering analysis was not a part of this project, aerial photographs of the area indicated an opportunity for realignment beginning at approximately the parking lot for the Gabriel's store, northeast to intersect directly with Penco Road. This realignment will provide a more efficient connection between U.S. Route 22 and Pennsylvania Avenue and the establishments along this corridor. Detailed engineering analysis will need to be performed to determine if the proposed realignment is possible.

Entertainment District

As noted above, the shopping plaza at the corner of Penco Road and Pennsylvania Avenue is currently underutilized. The large parking surface is not well maintained, and is rarely completely used. This area has high traffic volumes and is adjacent to many single-family residential neighborhoods and the West Virginia Northern Community College, creating an opportunity for a mixed-use commercial/retail/entertainment district with sidewalks connecting to adjoining neighborhoods. As illustrated on the rendering for this area, new building construction should be built to the road and the buildings should screen parking, with the intent of establishing a consistent edge to the street and avoiding extensive setbacks where buildings are isolated and disconnected from the pedestrian

realm. Potential uses can be a modest movie theater complex, a coffee shop, a bookstore, and a deli. Community college students and residents in the adjoining neighborhoods can support many of these uses.

Complementary Housing

Presently, a large parcel of land behind the parcels fronting Penco Road and south of St. Josephs church is vacant and underutilized. This area could be used for higher density residential development, such as townhouses. The road network of the new neighborhood should be developed on a grid pattern and focused around small neighborhood-scale green open space. Sidewalks connecting to Penco Road, the elementary and high schools, the church and the community college are an imperative part of this new development. Community survey respondents identified small affordable starter homes as the third most popular choice for new housing options in Weirton. These townhouses should meet some of these demands.

Streetscape

Streets constitute one of the City's most important public spaces. Residents and visitors alike move through the community using the existing roadway network to arrive at their destination. Consequently, treatment of this public realm plays a critical role in shaping the image of a community. The Three Springs Drive/Penco Road corridor connects large volumes of visitors and residents with the City of Weirton. Currently, the corridor is not a visually satisfying environment with the lack of street trees, significant amount of signage and telephones lines the length of the corridor. The Three Springs Drive/Penco Road district will require significant streetscape improvements including a street tree planting program and enhanced roadway lighting design. Street trees can help to define the corridor and soften the impacts of a spacious roadway. When Three Springs Drive is widened (to five lanes as recommended as part of the transportation component of the 2000 Comprehensive Plan) new street lighting can be an opportunity for the City to enhance the corridor. Architectural design of the lampposts should have some connection to the City's history. Street trees and interesting lampposts with architectural features will have a significant impact on the character of the Three Springs Drive/Penco Road corridor.

As noted above, the Three Springs Drive section of the district generally serves the automobile, and will continue to do so; however, the land uses in the Penco Road section become oriented more towards the pedestrian. Consequently, the spacing of the street trees and lampposts will be important to address. Although no standards exists, as a general rule placement of trees and lighting are generally spaced farther apart in auto-oriented districts than in pedestrian oriented district. A practical spacing standard to consider may be 50 feet along Three Springs Drive and 25 feet along Penco Road.

West Virginia Northern Community College is a leading academic institution with ties to major universities in the region, creating affordable educational opportunities for local residents. The college has recently completed a new addition, indicating a significant commitment to Weirton and its residents. Students often have long breaks between classes and seek out places to relax before returning to class.

FINAL DRAFT

CITY OF WEIRTON COMPREHENSIVE PLAN UPDATE



URBAN ACTIVITY AREAS

VI-14

The design for the Penco Road section distinguishes the community college as an important component to generating new residential and commercial activities by creating an improved gateway to the community college with a new road off of Penco Road; clearly indicating the important role the college has in the district and, more importantly, the community.

CITY OF WEIRTON

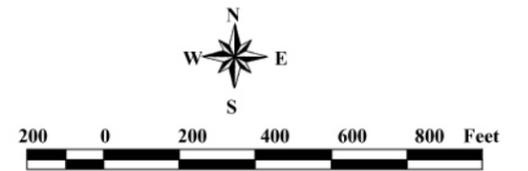
Illustrative Concept Plan

Three Springs Drive Gateway District



Legend

- Existing Buildings
- Proposed Buildings
- Proposed Roads



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E. Colliers Way District

The suburban form of development has increasingly become less popular with today's culture. Household compositions have changed dramatically, both the workplace and workforce have transformed, average family size is shrinking, the general population is aging, and open space and recreation are becoming increasingly important to our society. Many in today's society are seeking out communities that are more livable. Tired of long commutes, worsening traffic, and pollution, people are seeking communities with walkable distances between homes and nearby shopping, schools, recreation, and entertainment. In recent years many new communities have developed using these principles as their foundation. But many new neighborhoods continue to be built under the post-World War II suburban philosophy. These types of neighborhoods are becoming increasingly difficult to "sell" to today's culture as new homebuyers reminisce traditional neighborhood development principles in which friends, employment, and activities were in close proximity.

Weirton has a unique opportunity to develop a new "place", a place that is walkable, with nearby office, retail, recreation, and entertainment opportunities. The land east of Colliers Way can be classified as a "land bank", meaning that it is generally undeveloped and free from environmental clean-up concerns. If Weirton is truly going to be successful in recreating its image from a dirty mill town to a 21st century community of destination, the Starvaggi Farm property and related lands must be developed in a coordinated fashion grounded on the principles of walkable, mixed-use communities, responding to the desires of today's society. Piecemeal development of the land will only result in a disconnected environment, much like a typical suburb.

Currently, much of the land included in the Colliers Way District can be characterized as a large open field, with several dramatic views worthy of protection. Located in the northern portion of the district is the Weirton Medical Center, which is becoming increasingly recognized as a leading medical facility. Some medical-related office space has also developed around this facility. Adjacent to the district (to the west) are some religious institutions, the Angeline Estates neighborhood, and the Serbian American Cultural Center.

Development of the Colliers Way District will require a coordinated management plan, which outlines development in various stages as market conditions permit. The following key principles were used as Colliers Way District was conceptually developed:

- Implementation of key anchor projects that create new, and strengthen existing, primary uses. In the north, uses should utilize the medical center as a catalyst for new development, as well as strengthen the medical center's position as a leading medical facility. In the south, new uses should respect the open space as a valuable resource to the community.
- Focus new development around a key features that define the neighborhood and connect new neighborhoods with significant environmental features.

- Create a walkable environment, with nearby professional and commercial services, and recreation amenity.

Elderly Living Opportunities

Demographic research identified that the Weirton population is “aging in place”, meaning that many of these residents are still living in the homes in which they raised their families. The community survey indicated that the general population would like elderly living opportunities to be developed in Weirton. Today, many communities are experiencing similar circumstances and the market has responded with various levels of elderly housing, from more independent townhouse-style arrangements to more critical care nursing home facilities.

Characteristically, seniors require more medical attention and regular check-ups, requiring more trips to the doctor’s office. Being in close proximity to medical services would make these trips easier for the elderly to get to and create more free time to continue enjoying a high quality of life with other senior citizens. Development of senior housing in the vicinity of the Weirton Medical Center should be encouraged. Various forms of senior housing should be explored and market analysis will determine the most appropriate type to develop. However, the community survey indicated a strong desire for assisted living residence and senior citizen apartments. The possibility of a nursing home and townhouses should also be explored.

Neighborhood Development

The Colliers Way District is one of the few remaining opportunities for new residential development in Weirton. However, this area is also an important open space resource to Weirton. One of the ways to balance the protection of this valuable open space with the desire for new housing development is to build more compactly at the north end with higher density neighborhoods. Building at higher densities allows for open space to be preserved and more walkable neighborhoods to be created.

The principles applied to the Colliers Way District brings together apartment-style living and town homes as well as single-family homes, all of which have access to nearby office and neighborhood commercial and recreational opportunities. In many communities across the country these mixed residential higher density neighborhoods have become more popular. Young professionals and empty nesters, for instance, are moving into areas with new and renovated condominiums. They are trading their long commutes and weekend yard chores for a new lifestyle characterized by convenience, amenity, enhanced social interaction, and easy access to work and play areas. New residential development in the north end of the Colliers Way District should employ these same principles.

Professional Office/Neighborhood Commercial

The foundation of the Colliers Way District plan is to build off of and enhance the Weirton Medical Center by developing complementary business operations. Accordingly, development of professional medical office buildings will be an important part of the overall concept. Other professional services may also be incorporated as part of the business recruitment strategy, such as accounting and other financial

service operations. The construction of these new buildings should be more urban in their nature, helping to define the public realm, and parking should be pushed behind and to the rear of buildings, emphasizing the pedestrian-oriented network. Determining a build-to line will establish a consistent edge to the street and avoid extensive setbacks where buildings are isolated and disconnected from the pedestrian realm. Using the guiding principles of creating a walkable area in which people can live, work, and recreate, it is anticipated that new housing will benefit the professionals working in these organizations.

Parks and Recreation

Public parks are fundamental features in high quality, livable communities. These parks are generally used to define neighborhoods and act as meeting places, recreational activity areas, and lunchtime picnicking places. Because their function is primarily for public activity, they are generally located central to core uses and act as organizing elements for these surrounding uses. In most communities, the traditional “commons” has been lost to auto-dominated shopping. Village greens are rarely considered in suburban development. These areas once gave identity to a larger community and acted as the bond between residential neighborhoods and office and commercial centers.

The Colliers Way District uses parks and plazas as organizing elements in the design of the district. The primary organizing element at the north end of the district is a large linear park with a prominent feature located at the center, such as monument or fountain. The south end is principally defined by the open space, with defined edges. The concept presented in this design uses this open space as active recreational space in the form of a golf course with the edges principally defined by distinctive larger lot single-family residential development. The north and south end of the district is connected via an open space greenway network. Conceptually, the linear park visually terminates to the south at a distinctive water feature, which is part of a more active recreation area including ball fields, tennis courts, and playground equipment. This park is directly adjacent to the open large open space area, illustrated here as a golf course, which is bordered by large lot single-family residences.

Public Amenity and Streetscape

The Colliers Way District is intrinsically linked to the region via U.S. Route 22. Ultimately, when people come to the Weirton Medical Center or surrounding activities, they will travel Colliers Way and develop an image of the area, and by definition, of Weirton. Consequently, treatment of Colliers Way will be a critical element within this district. This includes creating a boulevard-style gateway to Weirton Medical Center with appropriate landscaping and associated treatments.

To remain consistent with the philosophy of creating a walkable environment, sidewalk development should be strictly enforced in any new development in the Colliers Way District. This will hold especially true if senior housing is developed in the area as seniors often enjoy taking walks. Sidewalks will also be important to professional office workers in the district who wish to take lunchtime walks. A continuous sidewalk network will be fundamental to the success of creating a pedestrian-oriented district.

Creating a sense of security along the sidewalks will also be important for those using the sidewalks. This sense of security can be accomplished in a combination of techniques. These include situating a grass median between the sidewalks and road, including curbing. Street trees have various roles along roads. They can help give a road definition and create a visually pleasing environment to drive and walk. Street trees can also be an additional safety barrier between pedestrians and vehicles. For these reasons, street trees should play a critical role along all roads developed in the Collier Way District.

Given that senior living is an important component of residential development in the Colliers Way District, park benches should be placed at strategic locations along the roadways, preferably under a tree for shade. Trash receptacles should also be provided.

Typical roadway lighting is generally thirty feet high and overhanging the street, shedding little light on the sidewalk. In the Colliers Way District the pedestrian is the focal point. Understanding this, roadway lighting is scaled to the needs of pedestrians with strong architectural design features.

The street pattern developed for the Colliers Way District is based on a standard grid format in the north area. However, as these roads become longer and proceed south to less densely populated areas, the roads begin to curve gently away from the straight in an effort to eliminate the long corridor-like impacts of straight roads. Additionally, the streets have been laid out so as to lead to destinations, rather than more streets as typical transportation networks are often designed. For instance, the primary road, which connects Colliers Way with the new residential development at the north end, terminates at a large linear park before vehicles are forced to turn left or right only to find another destination at the end of either road. Constructing a street pattern in this fashion stimulates interest and creates landmarks for people coming into the area.

Living a healthy lifestyle is becoming increasingly common in today's society. Having nearby opportunities for recreation, as noted above, is a component of creating healthy, livable communities. Consequently, a trail network around the entire Colliers Way District has been programmed into the proposed design of the Colliers Way District. A coordinated system of trails should be provided in conjunction with development of Colliers Way, connecting neighborhoods with important destinations as well as the surrounding open space.

CITY OF WEIRTON

Illustrative Concept Plan

Colliers Way Neighborhood Gateway District

Proposed Commercial Corridor

- Consolidated Off-Street Parking
- Infill Development to Accentuate Existing Conditions
- Adjacent Proposed Multi-Family Community

Proposed Expansion of Medical Complex

- Consolidated Off-Street Parking
- Enhanced Pedestrian Zones
- Pedestrian Street Lighting
- Boulevard Addition to Accentuate Arrival

Proposed Neighborhood Assisted Living Community

- Commercial and Retail District
- Pedestrian Street Lighting
- Medical Facilities Located On Site
- Consolidated Off-Street Parking
- Adjoining Neighborhood Open Space Park

Proposed Neighborhood Senior Housing

- Uniform Sidewalks
- Pedestrian Street Lighting
- Street Tree Implementation
- Consolidated Off-Street Parking
- Adjoining Neighborhood Open Space Park

Proposed Single Family Residential Development

- Uniform Sidewalks
- Pedestrian Street Lighting
- Street Tree Implementation
- Adjoining Neighborhood Open Space Park

Proposed Single Family Estate Development

- Uniform Sidewalks
- Pedestrian Street Lighting
- Street Tree Implementation
- Adjoining Neighborhood Open Space Park

Proposed Single Family Residential Development

- Uniform Sidewalks
- Pedestrian Street Lighting
- Street Tree Implementation
- Adjoining Neighborhood Open Space Park



Legend

-  Existing Buildings
-  Proposed Buildings
-  Proposed Roads



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F. Pennsylvania Avenue District

Pennsylvania Avenue is a major east-west corridor through the heart of Weirton. Recently, the West Virginia Department of Transportation has acknowledged the importance of this roadway by committing nearly \$11 million to the reconstruction and upgrading of the corridor. Currently, Pennsylvania Avenue can be portrayed as a disfunctioning vehicle-oriented corridor, characterized by disconnected stand-alone commercial operations with little or no pedestrian amenity. The lack of clearly defined parking areas significantly contributes to the confusion and conflicts along the corridor. The primary reason for this confusion and conflicts is the lack of curbing and internal connectivity of adjoining commercial uses.

As part of the program outlined below, it was determined that two activity centers would be included to give closer attention to development and redevelopment opportunities. These areas include the slag pile and the general area between 11th Street and 12th Street. It should be noted that the intent of these two activity areas is to provide a model for the entire Pennsylvania Avenue corridor.

Development of the Pennsylvania Avenue District will require a coordinated redevelopment and management plan. The following key principles were used as the Pennsylvania Avenue District was conceptually developed:

- Coordination of key redevelopment opportunities.
- Reducing the number of vehicle access points along the corridor.
- Focus commercial redevelopment into commercial nodes of activity. These redevelopment opportunities will require parcel consolidation and should focus around key intersections along the corridor, serving the needs of the general community as well as adjoining neighborhoods.
- Create pedestrian connections between commercial and residential areas.

Creation of Commercial Node of Activity

As noted above, the most significant deficiency along Pennsylvania Avenue is the way in which the stand-alone commercial activities are spread out along the corridor with no internal vehicle connectivity or defined parking areas. In an effort to relieve some of these deficiencies, commercial nodes of activity are proposed. The intent of these commercial nodes is to provide more concentrated commercial activity, and by default reduce the number of vehicle access points along the corridor. The net effect will be improved safety and traffic flow as commercial activities are required to share parking, resulting in a fewer number of vehicle access points along Pennsylvania Avenue. The creation of these nodes will require consolidation of parcels in order to create land necessary to concentrate these various commercial activities.

The architectural design of these new facilities should invoke interest and be reminiscent of Weirton's history. As recommended in 2000 Comprehensive Plan, building materials, color, and associated signage should be addressed in an Architectural Design Guidelines manual.

Recreation Development Opportunity

A fundamental concept driving this comprehensive plan is to develop a strategy to keep the current youth population in Weirton. Recreational opportunities and other types of entertainment, combined with economic viability, will play an important role in where these people choose to live. Consequently, municipal leadership should steer the development of the types of amenity these residents are seeking. In terms of recreation, the proposed Weirton Regional Park will meet the needs of more traditional recreation, but there remains a void with respect to these “extreme sports”. Weirton officials should take a proactive lead in the redevelopment of the slag area along Pennsylvania Avenue as an “extreme sports” facility. Reflecting the history of the area, a possible name for the facility may be the “Sugar Camp Hollow Extreme Sports Park”.

Extreme sports activities illustrated in the graphic include a mountain biking track, a skate park for rollerblading and skate boarding, a go-cart track, and a rock-climbing wall. Related commercial uses have also been provided for, such as a sports equipment store and food establishment.

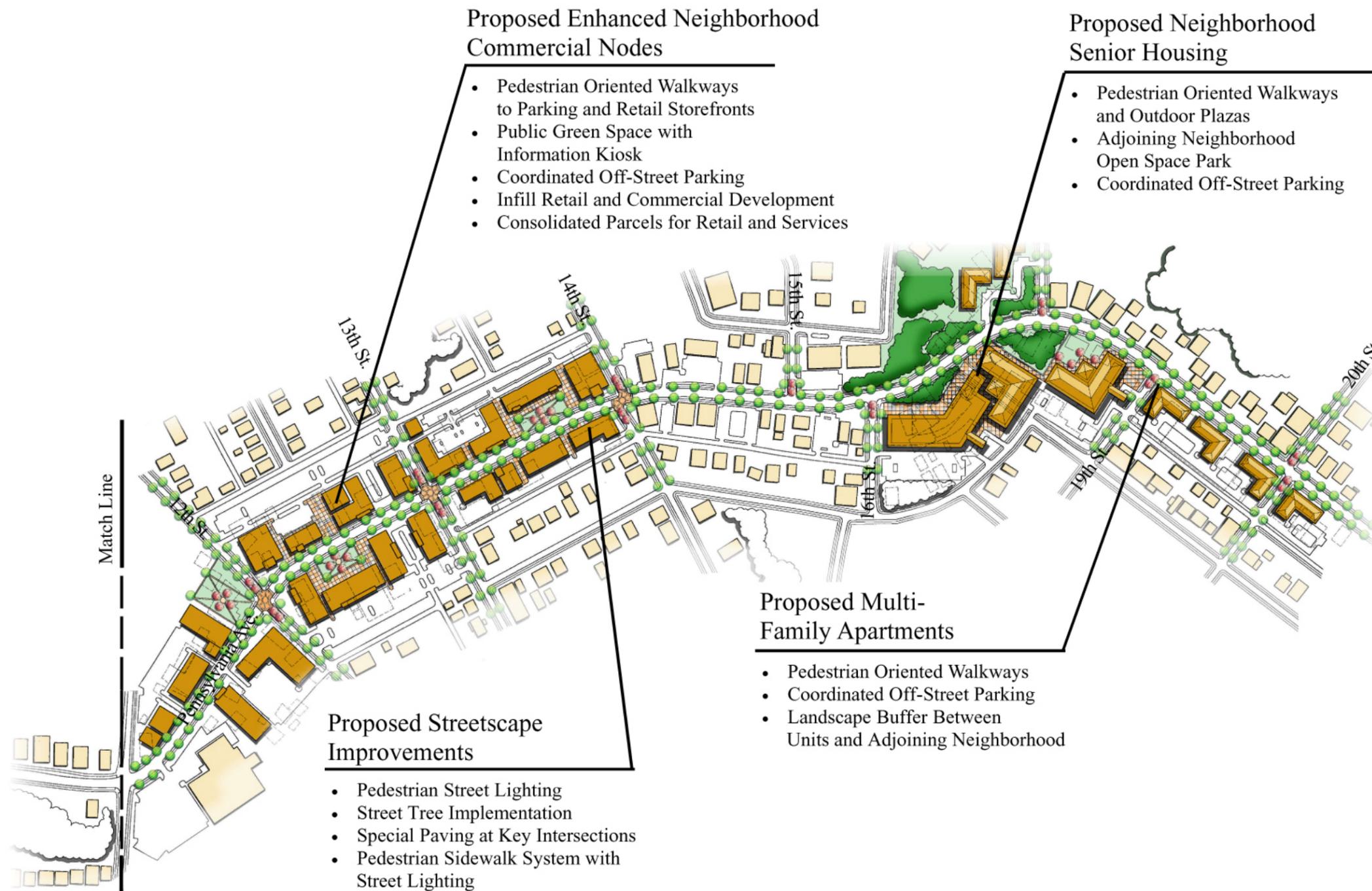
Public Amenity and Streetscape

As noted above, the West Virginia Department of Transportation has committed an extensive amount of money into redeveloping Pennsylvania Avenue to mitigate some of the pressures currently being experienced there. During this reconstruction period, clearly connected pedestrian amenity should be accounted for. These amenities include continuous sidewalks and clearly defined pedestrian street crossings. To maximize use of the sidewalk network they should clearly be connected to adjoining neighborhoods. Street trees are also important features in helping create a sense of enclosure along a roadway. Consequently, street trees are an important element in creating a walkable environment along Pennsylvania Avenue. Street lighting needs to illuminate not only the roadway but sidewalks as well. Current street lighting standards still emphasize the need to illuminate streets, often neglecting the needs of pedestrians.

CITY OF WEIRTON

Illustrative Concept Plan

Pennsylvania Avenue Neighborhood Centers



Proposed Enhanced Neighborhood Commercial Nodes

- Pedestrian Oriented Walkways to Parking and Retail Storefronts
- Public Green Space with Information Kiosk
- Coordinated Off-Street Parking
- Infill Retail and Commercial Development
- Consolidated Parcels for Retail and Services

Proposed Neighborhood Senior Housing

- Pedestrian Oriented Walkways and Outdoor Plazas
- Adjoining Neighborhood Open Space Park
- Coordinated Off-Street Parking

Proposed Multi-Family Apartments

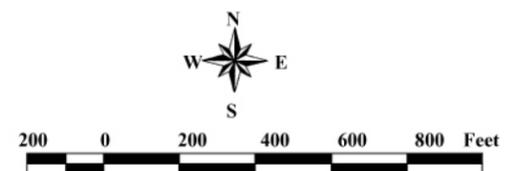
- Pedestrian Oriented Walkways
- Coordinated Off-Street Parking
- Landscape Buffer Between Units and Adjoining Neighborhood

Proposed Streetscape Improvements

- Pedestrian Street Lighting
- Street Tree Implementation
- Special Paving at Key Intersections
- Pedestrian Sidewalk System with Street Lighting

Legend

- Existing Buildings
- Proposed Buildings
- Proposed Roads



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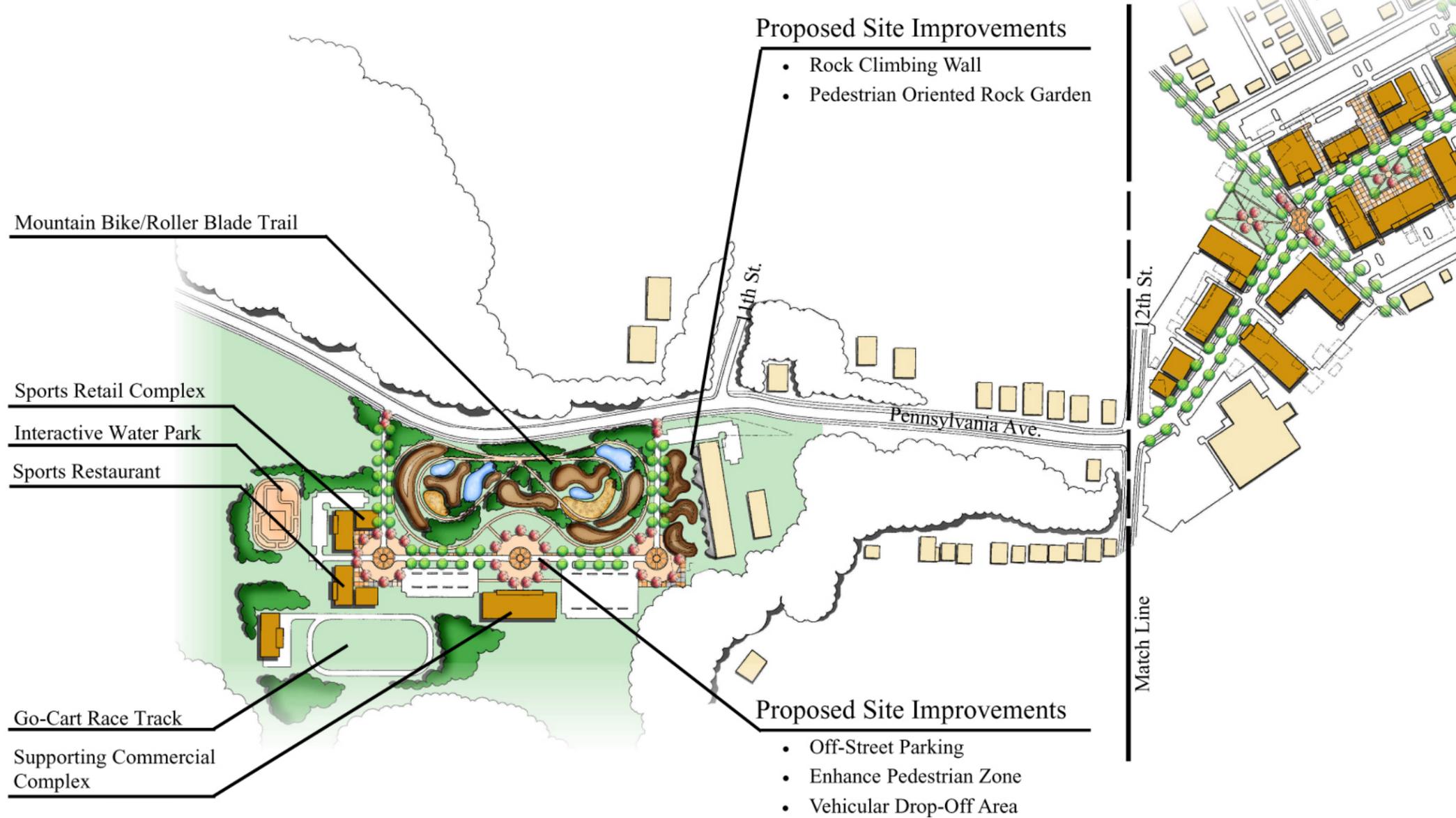
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CITY OF WEIRTON

Illustrative Concept Plan

Pennsylvania Avenue Neighborhood Centers

Sugar Camp Hollow
Extreme Sports Park



Legend

- Existing Buildings
- Proposed Buildings
- Proposed Roads



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G. Colliers Way & Pennsylvania Avenue District

The intersection of Colliers Way and Pennsylvania Avenue is another example of how the Pennsylvania Avenue commercial node concept can be applied. Currently, a CVS Pharmacy and a gas station essentially define the corner. Other uses are primarily residences converted to professional office space. Some higher density apartments are located along the southwestern portion of the district. The district is encompassed by single family neighborhoods. The West Virginia-Pennsylvania state boundary is a short distance to the west of the intersection.

Development of the Colliers Way & Pennsylvania Avenue District used the same principles as those in the Pennsylvania Avenue District above. The following key principles were used:

- Coordination of key redevelopment opportunities.
- Reducing the number of vehicle access points along the corridor.
- Focus commercial redevelopment into commercial nodes of activity. These redevelopment opportunities will require parcel consolidation and should focus around key intersections along the corridor, serving the needs of the general community as well as adjoining neighborhoods.
- Create pedestrian connections between commercial and residential areas.

Professional Office/Neighborhood Commercial

The foundation of the commercial node concept is to consolidate professional and commercial services along Pennsylvania Avenue. Where possible, these districts should be complementary in their nature. For instance, the Colliers Way & Pennsylvania Avenue District is an opportunity for increased service related development. These services can materialize at two levels. Professional services may include a local accounting office, a small engineering business, or perhaps a small engine repair shop. In addition to professional services, food service operations such as a pizza shop or deli may be successful serving the local neighborhoods as well as the neighboring professional service employees.

As noted above, the commercial node concept will require parcel consolidation to create the necessary space for new building footprints. The construction of new buildings should be oriented towards Pennsylvania Avenue, helping to define the public realm, and parking should be pushed behind and to the rear of buildings, emphasizing the pedestrian-oriented network. Creating buffers between the adjoining neighborhoods and commercial/service operations is an important component of reducing conflicts between these uses. For example, the CVS Pharmacy parking lot is directly adjacent to a private residence. A suitable buffer between the two, in an effort to reduce headlights from glaring into the residence, can be evergreen trees or a wood privacy fence.

Public Amenity and Streetscape

Using the guiding principles of creating a walkable environment, sidewalk construction is critical to this district. These sidewalks connect the district with adjoining neighborhoods and the neighboring professional and commercial establishments. As with all pedestrian-oriented districts, street trees and appropriate lighting is provided with the pedestrian in mind. Clearly identified pedestrian crossings are provided at key intersections. The intersection is somewhat complicated as a neighborhood side street also converges here. Consequently, pedestrian crossing can be somewhat puzzling. This unique situation may be resolved by implementing a pedestrian actuated crossing where all vehicle movement is stopped.

This intersection creates a first impression of Weirton as travelers come across the West Virginia-Pennsylvania border. To increase the prominence of this intersection, special historic lighting is provided in this district. The way in which Oakland Avenue intersects with Pennsylvania Avenue creates a “point”. This “point” creates a unique opportunity to construct a signature feature for the area, such as a water fountain or a distinctive sign welcoming people to the neighborhood or to Weirton.

CITY OF WEIRTON

Illustrative Concept Plan

Pennsylvania Avenue Neighborhood Gateway District

Proposed Neighborhood Retail and Services

- Infill Development
- Consolidated Off-street Parking
- Enhanced Pedestrian Zones
- Landscape Buffer with Fence

Pennsylvania Ave. Signature Feature

- Feature and Signage

Proposed Site Improvements

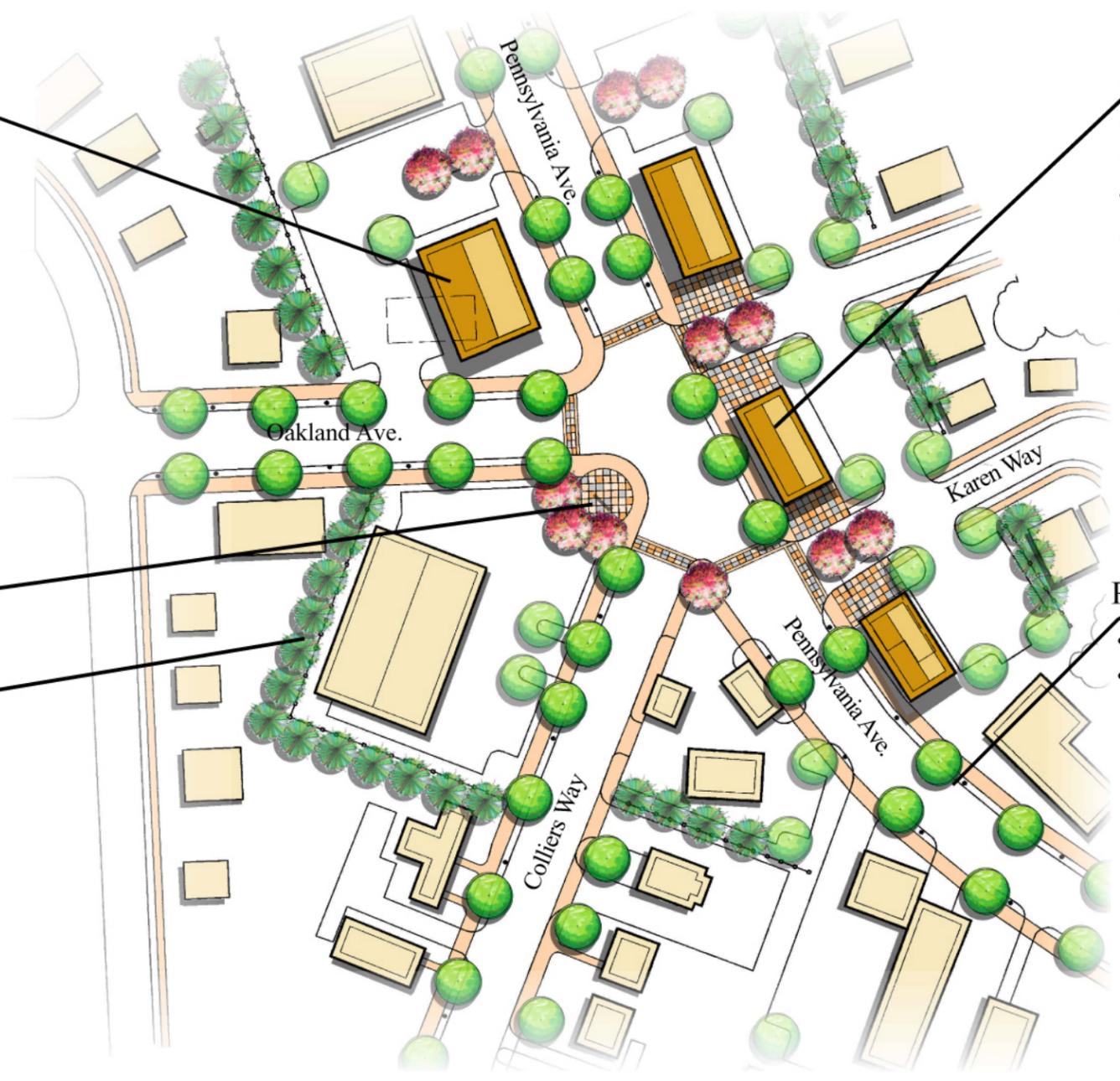
- Consolidated Off-street Parking
- Enhanced Pedestrian Zones
- Landscape Buffer with Fence
Between adjoining residential areas

Proposed Neighborhood Retail and Services

- Infill Development
- Consolidated Off-street Parking
- Enhanced Pedestrian Zones
- Landscape Buffer with Fence
Between Adjoining Residential areas
- Sidewalk Connections at
Key Intersections

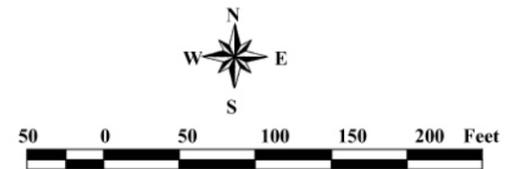
Proposed Streetscape Improvements

- Pedestrian Street Lighting
- Street Tree Implementation



Legend

- Existing Buildings
- Proposed Buildings
- Proposed Roads



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VII. IMPLEMENTATION AND EVALUATION STRATEGY

“Planning is Only the Beginning - Success is Realized Through Persistent Dedication to Common Goals.”

Coordinated Implementation

The fundamental goal of the 2000 Comprehensive Plan is to create a 21st century community of distinction. To succeed, the City will need to make a number of strategic investments which:

- demonstrate the City’s commitment to revitalization;
- create a more attractive “address”; and
- result in an increased tax base.

Given the complex nature of plan implementation, it is critical to create an implementation plan that is both effective and affordable. Moreover, developing long-term partnerships with state and federal agencies as well as private sector investors will be critical to the long-term realization of the 2000 Comprehensive Plan. Accordingly, the strategies outlined below are intended to create a team of professionals who will have the resources to act in a complementary and coordinated manner with a variety of public and private partners to lead Weirton into the 21st century. This section recommends ways for Weirton to implement its 2000 Comprehensive Plan by:

- Building the Management Team;
- Creating an Implementation Schedule;
- Keeping Focused on Key Projects;
- Putting the Required Regulations in Place;
- Marshalling Resources.

1. Building the Management Team

The management strategy outlined below is founded on the principles of effective leadership and developing formidable partnerships; creating new possibilities, unique opportunities, and otherwise unachievable growth for the City of Weirton. These partnerships should be infused with a shared commitment to win-win agreements and mutual, long-term understanding. Essential to these partnerships is consistency and dependability.

Leadership will ultimately come from the City Council. However, the functions of the City Development Department and the Community Development Corporation should be *cooperative* and include *shared* management responsibilities, as outlined below. The City of Weirton Development Office staff should lead implementation and coordination of the 2000 Comprehensive Plan. However, existing staff is insufficient for this undertaking and will require restructuring of existing responsibilities and additional personnel.

WEIRTON ECONOMIC AND COMMUNITY DEVELOPMENT DIRECTOR

To lead the economic revitalization of Weirton, the Economic and Community Development Director should be given the responsibility of project development and implementation of the 2000 Comprehensive Plan. This will require the need to build staff capacity by creating a new Planning Coordinator position within the Development Department (See below). The responsibilities of the Economic and Community Development Director should primarily focus on project implementation and coordination with involved parties, rather than daily planning activities. This should include preparation and implementation of targeted development plans as conceptualized in the comprehensive plan. In addition, the Economic and Community Development Director should be responsible for administration of Weirton's economic development programs and grant funding assistance.

The Economic and Community Development Director should also be expected to build public and private partnerships to secure financing and commitment for key projects. It is essential that the Economic and Community Development Director have expertise in the areas of business retention, expansion and recruitment and expertise in financing and property assembling for large-scale development.

The Economic and Community Development Director's organizational responsibilities should include supervision of the Development Department and staff assistance to the Weirton Port Authority. The Economic and Community Development Director will also act as the President of the Weirton Community Development Corporation. Liaison with the City Council, community development leaders and general public with regard to projects related to implementation of the 2000 Comprehensive Plan should be ongoing activities. The restructuring of this position, and further appointment, will be *critical* to the future success of Weirton.

CITY OF WEIRTON PLANNING COORDINATOR

The City of Weirton Development Department will play a critical role in the implementation of the comprehensive plan as new projects are presented to the City. As outlined above, the Economic and Community Development Director should lead project-based initiatives. To complement the skills and responsibilities of the Economic and Community Development Director, a Planning Coordinator position should be created to lead long-term planning initiatives and review projects for consistency with the 2000 Comprehensive Plan.

The Planning Coordinator should be responsible for community development programs, GIS coordination, design review, staff services to the Planning Commission including review of subdivision

and special permits, planning coordination, technical and grant assistance to Weirton Transit, and administrative and supervisory functions. The Planning Coordinator should also be responsible for review of any proposed projects for their consistency with the 2000 Comprehensive Plan objectives.

STRATEGIC TRANSITION TEAM

To help guide implementation of the Comprehensive Plan, a Strategic Transition Team should be formulated. The objective of the committee should be to achieve the recommendations made in the 2000 Comprehensive Plan. Composition of the committee should include one member from City Council, the City Manager, one member from the Development Department, the Chairs of the Planning Commission and the Zoning Board of Appeals, one representative from the Weirton Business Development Corporation, one representative from the Community Development Corporation, one representative from the local banking institutions and one local real estate professional. The Economic and Community Development Director should guide the committee. The Strategic Transition Team should meet on a bi-annual basis to clarify the year's objectives and outline annual tasks, in a prioritized manner.

TASK FORCES

To assist the Strategic Transition Team realize project development, a series of ad hoc task forces may be formed. These task forces may be organized by specific themes, such as downtown, transportation, economic development, environment, recreation, and neighborhoods. The primary focus of each task force should be to advance the recommendations outlined in the 2000 Comprehensive Plan. However, the comprehensive plan should be considered a dynamic document giving direction and focus. Each task force should always discuss new ideas and projects which are consistent with the general direction of the 2000 Comprehensive Plan.

Each task force may be made up of five members. The task forces should include specific talents on such issues as real estate, law, finance and marketing. Members of each task force should be seen as community leaders and must be in a position to garner a diverse array of political, public, and private sector support for various projects. Important non-public supports will continue to be the local newspapers, Chamber of Commerce, retailers, manufacturers, and bankers. The Strategic Transition Team must provide consistent policy direction, along with clear goals and objectives to each task force.

Incremental change will be the key to success. So-called "big-bang" projects will become reality as the Strategic Transition Team members transfer their confidence to the public. To help cultivate the public's confidence, each task force should develop annual reports highlighting the successes, progress-to-date, and projects requiring further action. These reports should be published on the City's web site.

PARTNERSHIPS

The City cannot accomplish all of the recommendations and projects outlined in this report independently. Consequently, partnerships will play a critical role in the future success of Weirton and the 2000 Comprehensive Plan. These partnerships can be in the form of local/state, as in Pennsylvania Avenue roadway improvements, local/federal, as in proposed rail yard rationalization improvements, and

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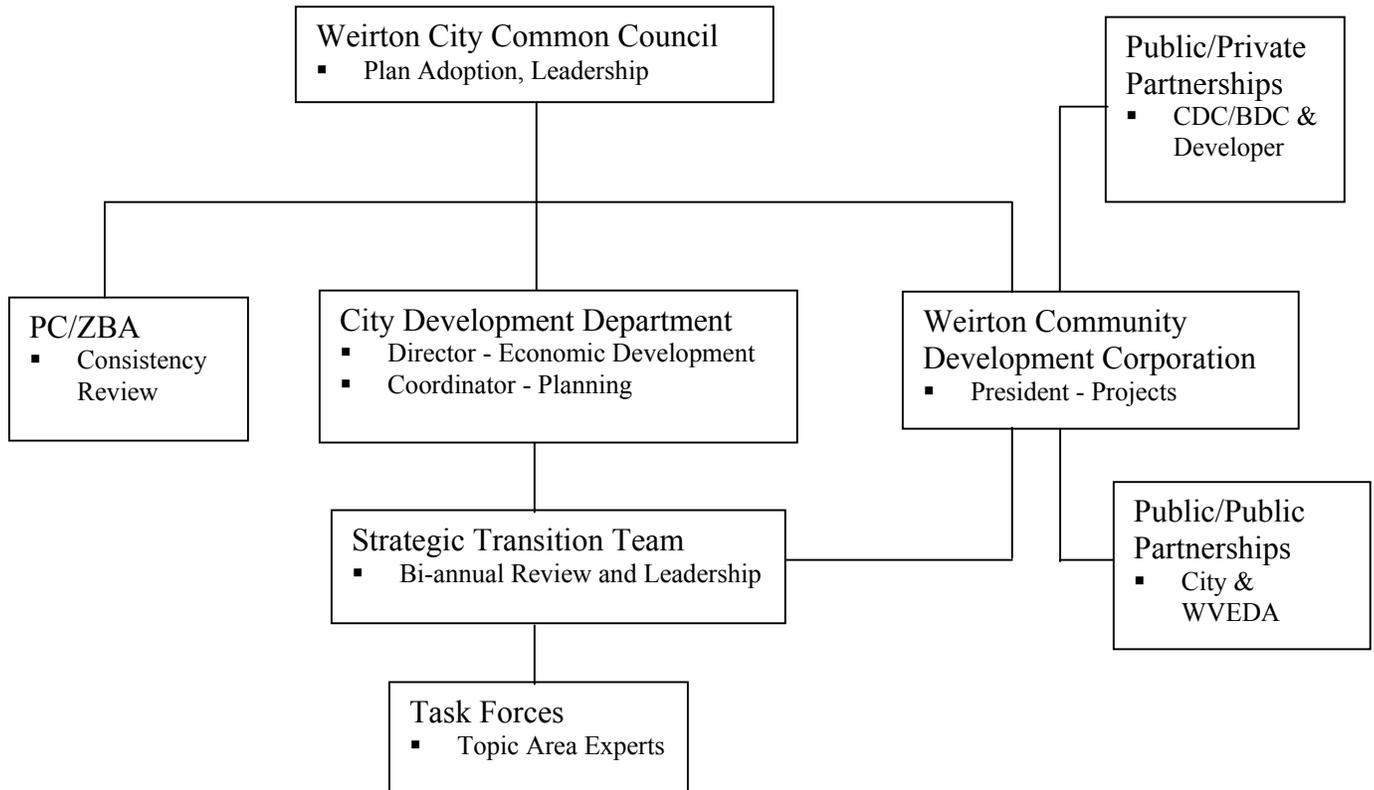
CITY OF WEIRTON COMPREHENSIVE PLAN UPDATE



IMPLEMENTATION AND EVALUATION STRATEGY

local/private, as in the proposed Colliers Way development. The Strategic Transition Team, in coordination with the proposed Economic and Community Development Director, should promote these partnerships to create the most efficient and effective use of the community's resources.

FIGURE 1: 2000 COMPREHENSIVE PLAN MANAGEMENT STRUCTURE



Coordinated Development Department and Community Development Corporation Effort - Although ultimate implementation of the Comprehensive Plan will be determined by consistent enforcement from the City Council, the Zoning Board of Appeals, and the Planning Commission, it will be necessary for the Weirton Community Development Corporation and the City Development Department to put some public sector initiatives into action. Consequently, implementation responsibilities should be shared by the Weirton Community Development Corporation and the City Development Department.

Private Sector, Market-Driven Development - Some of the projects outlined in the 2000 Comprehensive Plan will be driven by market conditions, requiring significant private sector investment. For example, private landowners will largely determine future Colliers Way development. The City of Weirton can have some regulatory impacts in the area, but the final design of any new development in the Colliers Way area will be determined by private sector investment. Consequently, the City should develop and maintain a positive relationship with landowners. This responsibility may involve representation from both the Community Development Corporation and the Business Development Corporation.

COORDINATED EVALUATION

Over time, conditions in Weirton will change and new opportunities will emerge. For this reason, a formal review of the comprehensive plan, involving the City Council, Zoning Board of Appeals, Planning Commission, Strategic Transition Team, and the Task Forces, should occur on a determined schedule. The Development Department Director should organize these meetings. Typically, it is recommended that communities do a more detailed review every five years. However, an annual review should also be completed. A “report card” should be included during annual reviews which catalogs achievements to date and recommendations yet to be accomplished, reinforcing to the community the City’s commitment to revitalization.

2. *Creating an Implementation Schedule*

Community plans as ambitious as this one cannot be accomplished all at once. Given the limited resources with which the City has to work, implementation must be phased. This will keep the plan moving forward while ensuring that the workload required by the plan will remain within the management capacity of City government. With this in mind the following phased implementation schedule was developed. It is important to recognize that the City and economy are dynamic and will require annual refinement to reflect changes. Using the team management structure outlined above, the implementation summary below highlights projected commencement periods for various recommendations made in the 2000 Comprehensive Plan. These projected commencement dates are intended to be advisory and are established in a logical series which will ultimately result in future success at a broad scale; they are not intended to be rigid commencement dates. However, the sequence in which projects are developed will be critical to future project successes. Consequently, projects should evolve in an incremental manner which will lead to the successful accomplishment of revitalizing the City of Weirton.

As recommended above, coordinated evaluation will be critical to implementation of the 2000 Comprehensive Plan. Consequently, the Strategic Transition Team should meet bi-annually to evaluate progress and set project goals in an effort to keep revitalization efforts advancing.

Components of the Urban Activity Area plans have also been included here. However, it is important to emphasize that each of these plans are merely intended to stimulate what could be developed for each of these areas. Consequently, each will require refined targeted development plans before actual commencement of each plan.

The 2000 Comprehensive Plan recognizes that implementation will require significant capital investments that cannot be accomplished by the City alone. As outlined at the end of this section, there are a number of federal and state resources which the City can make use of to further the objectives outlined in the 2000 Comprehensive Plan. However, some of these resources require special “distressed” designation. Currently, the City is not recognized by the U.S. Economic Development Agency as an Economic Development District (EDD), one of the only two counties in West Virginia not designated as an EDD.

The net result is that many federal funding resources are not available to the City. Nevertheless, the economic climate in Weirton has changed dramatically, including future long-term distress that can be expected as the steel industry continues to restructure, local out-migration continues to outpace local in-migration, and the population ages. Consequently, based on the analysis of the 2000 Comprehensive Plan, the City should further investigate the requirements to be recognized as an Economic Development District by the U.S. Economic Development Agency.

Phase I: 1-5 Years (Short-Term)

Phase I improvements should include key redevelopment areas along U.S. Route 22 which can be used to establish the desired positive “address” or image of the City of Weirton. Ultimately, these projects will help to generate public funds for future projects. Early development should maintain a high standard with regard to visual character from public rights-of-way, as they will establish the benchmark for subsequent development. Key road frontage areas include Three Springs Drive, Freedom Way and the southern end of Main Street. The proposed port intermodal service sub-district, which includes a Trade Center and hotel accommodations, is recommended for Phase I development.

Development of the intermodal district is dependent on development of the Weirton port, the rationalization of the existing railway system and collaboration with Brooke County. Development of the port and related district will be a catalyst for future improvements and redevelopment opportunities citywide. Development should be pursued and coordinated with the appropriate public and private interests in the region.

Development of the Intermill Road will substantially reduce the amount of downtown truck traffic and will enhance the efficiency of the proposed port and intermodal district. Development should be a priority as a catalyst to the revitalization efforts of downtown and the City.

Phase II: 5-10 Years (Medium-Term)

Phase II should complete the development of Phase I initiatives. Phase II projects should build upon Phase I successes and increased revenues. Phase II initiatives will continue to show private sector investors that Weirton is a new community and worthy of private sector investment. Key redevelopment opportunities should include incremental steps towards creating a regional destination for downtown Weirton with projects such as an enhanced streetscape and new restaurants and niche retail. The Three Springs Drive realignment with Penco Road will create improved vehicle movements and the new roadway leading to West Virginia Northern Community College will create enhanced residential and commercial development opportunities. A coordinated marketing program with these roadway improvements will ultimately spur private sector redevelopment of the underutilized corner of Penco Road and Pennsylvania Avenue.

Development along Colliers Way will continue to occur through private sector investment. The City should continue to maintain open dialog with private landowners in the area as well as uphold the development principles outlined in the 2000 Comprehensive Plan for this area.

Phase III: 10-20 Years (Long-Term)

Phase III includes projects that will fully realize Weirton’s new image and will ultimately attract significant private sector investment. During this phase it will become necessary to completely revise the Comprehensive Plan and possibly set a new vision for the future of Weirton, a vision which reflects new social and economic conditions. During this phase Weirton Steel may also begin to redevelop and put significant properties on the market. When this occurs it will be critical for the City to work closely with Weirton Steel to assure that any redevelopment occurs on a manner which helps to advance both Weirton Steel and the City of Weirton.

3. *Keeping Focused on Key Projects*

Since the City cannot do everything at once, it should focus first on those project which provide the greatest momentum toward achieving the plan's goals. The projects outlined below were chosen on their ability to be the catalytic, leading to the revitalization and redevelopment of key areas in Weirton. Additionally the projects were chosen because they are highly visible and respond to specific needs within Weirton.

Given this rational, the following projects were identified.

<i>Action Step</i>	<i>Organizations Involved</i>	<i>Phase I</i>	<i>Phase II</i>	<i>Phase III</i>
<i>Develop Weirton Port</i>	City of Weirton, BDC, Weirton CDC, WV Port Authority	*		
<i>Intermill Road Construction</i>	City of Weirton, Weirton CDC, WVDOH, Weirton Steel	*		
<i>Three Springs Drive Redevelopment</i>	City of Weirton, Weirton CDC, WVDOH		*	
<i>Pennsylvania Avenue Land Use Rationalization</i>	City of Weirton, Weirton CDC, WVDOH, property owners	*	*	*
<i>Main Street Revitalization</i>	City of Weirton, Weirton CDC, Private Sector Investors			*
<i>Colliers Way Development</i>	City of Weirton, CDC, Private Landowners	*	*	*

4. Putting the Required Regulations in Place

Completing the 2000 Comprehensive Plan is the first step towards moving the City into the future. The next step, and one of the most critical, is City Council adoption of the 2000 Comprehensive Plan. This action will ensure the City staff, Planning Commission, Zoning Board of Appeals, and citizens adhere to the plan when considering future actions. Adopting the 2000 Comprehensive Plan provides a strategy for coordinated change and a framework for all projects, both public and private. Combined, incremental completion of both large and small projects will contribute to the larger vision of the 2000 Comprehensive Plan.

The following steps are necessary for complete implementation of the 2000 Comprehensive Plan:

1. Council Adopts 2000 Comprehensive Plan
2. Zoning Ordinance and Map Update
 - Develop revised zoning ordinance and map based on 2000 Comprehensive Plan
 - Incorporate design guidelines
 - Council adoption
 - Anticipated zoning modifications:
 - Main Street (South): Light manufacturing/office/commercial
 - Pennsylvania Avenue: Commercial/office/high density residential
 - Colliers Way: Planned Unit Development
 - Three Springs Business and Industrial Park: Office/light industrial
 - Neighborhoods: Protect single-family neighborhoods
 - Weirton Heights
 - Owenings Addition
 - Starvaggi Hill
 - Marland Heights
 - Angeline Estates
 - Create Planned Unit Development District and Commercial District Development Standards
 - Create a steep slope and greenway overlay conservation district
3. Appoint Economic and Community Development Director
4. Appoint Planning Coordinator
5. Establish Strategic Transition Team
6. Determine annual budget allocation/commitment
7. Capital Improvements Plan
 - Include prioritized catalytic projects
8. Form Task Forces
9. Develop Targeted Market and Development Plans
 - a. Incorporate existing businesses to retain
 - b. Confirm market and product

- c. Define land assembly program
- 10. Council Approval (of targeted market and development plans)
- 11. Prepare Plan for Land Assembly in Coordination with CDC, BDC, and Development Department
- 12. Public Investment Infrastructure
- 13. Private Developer Selection
 - a. Request for Proposals
 - b. Developer Selection
 - c. Negotiate Redevelopment Contract

5. *Marshalling Resources*

Some the recommendations set forth in Chapter V will require additional funding to see them come to fruition. For instance, the Weirton Department of Development aggressively pursued federal funding through the Department of Commerce, Economic Development Agency to complete the 2000 Comprehensive Plan. Although not all-inclusive, the following listing of potential state and federal resources should be routinely considered as sources for project planning and development. However, other funding sources should be routinely sought after. Complete funding availability information appears annually in the Federal Register.

FEDERAL RESOURCES

A. Department of Commerce, Economic Development Agency (EDA)

1. Public Works Development Facilities Program

Grants are provided to help distressed communities attract new industry, encourage business expansion, diversify local economies, and generate long-term, private sector jobs. Among the types of projects funded are water and wastewater facilities, primarily serving industry and commerce; access roads to industrial parks or sites; port improvements; business incubator facilities; technology projects; sustainable development activities; export programs; brownfields redevelopment and other infrastructure projects. The program is primarily intended to benefit low and moderate-income populations, unemployed and underemployed residents and to help stop out-migration as well as to assist areas experiencing long-term economic distress due to industrial restructuring and business relocation. Currently Weirton does not qualify for these resources because the City is not an Economic Development District.

2. Economic Adjustment Program

The Economic Adjustment Program helps states and local areas design/implement strategies for facilitating adjustment to changes in their economic situation that are causing or threaten to cause serious structural damage to the underlying economic base.

Such changes may occur suddenly (Sudden & Severe Economic Dislocation) or over time (Long-Term Economic Deterioration), and result from industrial or corporate restructuring, new Federal laws/ requirements, reduction in defense expenditures, depletion of natural resources or natural disasters.

Strategy grants provide the recipient with the resources to organize and carry out a planning process resulting in an adjustment strategy tailored to particular economic problems and opportunities of the impacted area(s). Implementation grants may be used to support one or more activities identified in an adjustment strategy approved though not necessarily funded by EDA. Implementation activities may include, but are not limited to: creation or expansion of strategically targeted business development and financing programs including grants for revolving loan funds, infrastructure improvements, organizational development, and market or industry research and analysis.

3. Planning Program for Economic Development Districts, Indian Tribes, and Redevelopment Areas

Grants under this program support the formulation and implementation of economic development programs designed to create or retain full-time permanent jobs and income for the unemployed and underemployed in areas of economic distress. As noted above, Weirton currently is not recognized as an Economic Development District.

4. Trade Adjustment Assistance Program

The goal of this program is to help firms, which have been injured by increased imports, in improving their operations in order to compete more effectively in the marketplace. To be certified eligible, a firm must demonstrate that increased imports of articles directly competitive with its products contributed importantly to declines in sales or production and to actual or threatened job loss.

5. Local Technical Assistance Program

Grants awarded under the Local Technical Assistance Program are designed to assist in solving specific economic development problems, respond to developmental opportunities, and build and expand local organizational capacity in distressed areas.

The majority of local technical assistance projects might focus on technical or market feasibility studies of economic development projects or programs. Eligible applicants include public or private nonprofit national, state, area, district, or local organizations; public and private colleges and universities; Indian tribes; local governments; and state agencies.

B. Department of Commerce, National Telecommunications and Information Administration (NTIA)

NTIA's Office of Telecommunications and Information Applications (OTIA) assists state and local governments, educational and health care entities, libraries, public service agencies, and other groups in effectively using telecommunications and information technologies to better provide public services and advance other national goals. This is accomplished through the administration of the Technology Opportunities Program (Formerly, Telecommunications and Information Infrastructure Assistance Program) and the Public Telecommunications Facilities Program (PTFP).

1. Public Telecommunications Facilities Program (PTFP)

PTFP supports the expansion and improvement of public telecommunications services by providing matching grants for equipment that disseminate noncommercial educational and cultural programs to the American public. The main objective of the program is to extend the deliver of public radio and television to unserved areas of the United States. Under the program's authority, funds are also allocated to support the Pan-Pacific Educational and Cultural Experiments by Satellite (PEACESAT) project. PEACESAT provides satellite-delivered education, medical, and environmental emergency telecommunications to many small-island nations and territories in the Pacific Ocean region.

2. Technology Opportunities Program (TOP)

TOP promotes the widespread use of advanced telecommunications and information technologies in the public and non-profit sectors. The program provides matching demonstration grants to state and local governments, health care providers, school districts, libraries, social service organizations, public safety services, and other non-profit entities to help them develop information infrastructures and services that are accessible to all citizens, in rural as well as urban areas.

C. Department of Housing and Urban Development

1. Small Cities Community Development Block Grant

The program provides annual grants on a formula basis to entitled cities and counties to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons. To receive its annual CDBG entitlement grant, a grantee must develop and submit to HUD its Consolidated Plan. (Note: the City currently is an entitlement community and thereby develops a Consolidated Plan.)

CDBG funds may be used for activities which include, but are not limited to:

- acquisition of real property;
- relocation and demolition;
- rehabilitation of residential and non-residential structures;
- construction of public facilities and improvements, such as water and sewer facilities, streets, neighborhood centers, and the conversion of school buildings for eligible purposes;
- public services, within certain limits;
- activities relating to energy conservation and renewable energy resources; and
- provision of assistance to profit-motivated businesses to carry out economic development and job creation/retention activities.

2. Economic Development Initiative (EDI)

EDI provides grants to local governments that can be used to enhance both the security of loans guaranteed through the Economic Development Loan Fund and the feasibility of the large economic development and revitalization projects they finance.

EDI has been the catalyst in the expanded use of the federally guaranteed loans available through the Economic Development Loan Fund (Section 108), one of the most potent and important public investment tools that HUD offers to local governments--. Because Section 108 loans represent a potential risk for local governments, which must pledge their current and future Community Development Block Grant (CDBG) allocations for up to 5 years as security for the loan, the EDI grant program offers communities a way to decrease the level of risk to their CDBG funds. HUD's Economic Development Initiative helps local governments manage and reduce this risk in at least two different ways. A local government may use an EDI grant to provide additional security for the loan (as a loan-loss reserve or debt-service reserve, for example), thereby reducing the exposure of its CDBG funds in the event of a default in loans made locally with the funds. Or it may use this flexible grant to simply make the project more feasible by paying some of the project costs with grant funds or by reducing the interest rate to be paid for loans from a revolving fund. Increasing access to capital for entrepreneurs and small business has emerged as a key component of the job growth strategy employed by EDI

3. Brownfields Economic Development Initiative (BEDI)

Brownfields Economic Development Initiative (BEDI) grants enhance the security or improve the viability of a project financed with new Section 108 guaranteed loan authority. Section 108 is the loan guarantee provision of the Community Development Block Grant (CDBG) program. Section 108 provides communities with a source of financing for economic development, housing rehabilitation, public facilities and large

scale physical development projects. BEDI funds may be used for any eligible activities under the Section 108 Loan Guarantee program.

D. Department of Agriculture

1. Business and Industry Direct Loans (B&I direct)

The Business and Industry (B&I) Direct Loan Program provides loans to public entities and private parties who cannot obtain credit from other sources. Loans to private parties can be made for improving, developing, or financing business and industry, creating jobs, and improving the economic and environmental climate in rural communities (including pollution abatement). The maximum aggregate B&I Direct Loan amount to any one borrower is \$10 million.

2. Business and Industry Guaranteed Loans (B& I Guarantee)

The Business and Industry (B&I) Guaranteed Loan Program helps create jobs and stimulates rural economies by providing financial backing for rural businesses. This program provides guarantees up to 90 percent of a loan made by a commercial lender. Loan proceeds may be used for working capital, machinery and equipment, buildings and real estate, and certain types of debt refinancing. The primary purpose is to create and maintain employment and improve the economic climate in rural communities.

3. Intermediary Relending Program (IRP)

The purpose of the Intermediary Relending Program (IRP) is to finance business facilities and community development projects in rural areas. This is achieved through loans made by the Rural Business-Cooperative Service (RBS) to intermediaries. Intermediaries re-lend funds to ultimate recipients for business facilities or community development. Intermediaries establish revolving loan funds so collections from loans made to ultimate recipients in excess of necessary operating expenses and debt payments will be used for more loans to ultimate recipients. Intermediaries may be private non-profit corporations, public agencies, Indian groups, or cooperatives.

STATE RESOURCES

A. **Infrastructure & Jobs Development Council**

- Provides financial assistance for projects likely to foster economic growth and development.
- Eligible Activities Include:
 - Land/facility acquisition
 - New facility construction
 - Utility construction
 - Improvement/expansion of existing facilities
 - Purchase of machinery or equipment

B. **Governor's Community Partnership Grant**

- Provides assistance for community development projects for which other funding is not readily available.
- Eligible Activities Include:
 - Public funds for public purposes.

C. **Local Economic Development Grant**

- Provides up to \$30,000 per fiscal year to support county or multi-county economic development authorities or corporations that have been designated by the County Commission as the county's lead economic development organization.
- Eligible Activities Include:
 - Business recruitment
 - Business retention and expansion
 - Building and site inventory
 - Community assessment and strategic planning
 - Industrial site development
 - Marketing
 - Professional development
 - Salaries and administration

D. **Certified Development Community Program**

- The program is intended to spur communities in West Virginia to better prepare and equip them to respond to the needs of existing and prospective business and industry. A community's preparation will be facilitated by successfully completing the CDC requirements and becoming "certified". A community is either a county or multi-county region.
- Certification Requirements:
 - Designation of a local economic development organization and formation of a prospect handling team.
 - Completion of a comprehensive community assessment and community profile, and development of a strategic plan to address deficiencies.

FINAL DRAFT

CITY OF WEIRTON COMPREHENSIVE PLAN UPDATE



IMPLEMENTATION AND EVALUATION STRATEGY

VII-14

- Establishment of an active business retention and expansion program.
- Identification of available industrial/commercial sites and buildings.
- Development of a fully served locally, controlled industrial site.

E. Energy Efficiency Program

- Technical assistance program funded by the U.S. Department of Energy to support industrial modernization, use alternate fuels, and energy efficiency.

F. Main Street, West Virginia

- A comprehensive downtown revitalization program which provides technical assistance in the context of historic preservation.

G. Neighborhood Investment Program

- The purpose of the program is to increase the rate of charitable donations to non-profit organizations (registered as 501 (c)3 by the IRS) in the state.

H. Transportation Equity Act for the 21st Century (TEA-21)

- TEA-21 builds on the initiatives established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which was the last major authorizing legislation for surface transportation. This new Act combines the continuation and improvement of current programs with new initiatives to meet the challenges of improving safety as traffic continues to increase at record levels, protecting and enhancing communities and the natural environment as we provide transportation, and advancing America’s economic growth and competitiveness domestically and internationally through efficient and flexible transportation.

I. Appalachian Regional Commission (ARC) Program

- ARC undertakes projects that address the five goals identified by ARC in its strategic plan:
 1. Developing a knowledgeable and skilled population
 2. Strengthening the Region's physical infrastructure
 3. Building local and regional capacity
 4. Creating a dynamic economic base
 5. Fostering healthy people

To meet these goals, ARC helps fund such projects as education and workforce training programs, highway construction, water and sewer system construction, leadership development programs, small business start-ups and expansions, and development of health-care resources.

1. Area Development Program

Funding Source: Federal

Allocation: Approximately \$3.3 million

Grants may require up to 50% non-federal matching funds.

Any not-for-profit public entity is eligible to apply.

The Area Development Program is designed to achieve five goals:

1. Appalachian residents will have the skills and knowledge necessary to compete in the world economy in the 21st century;
2. Appalachian communities will have the physical infrastructure necessary for self-sustaining economic development and improve the quality of life;
3. The people and organizations of Appalachia will have the vision and capacity to mobilize and work together for sustained economic progress and improvement of their communities;
4. Appalachian residents will have access to financial and technical resources to help build dynamic and self-sustaining local economies; and
5. Appalachian residents will have access to affordable, quality health care.

2. Distressed Counties Program

- The Distressed Counties Program is designed to provide special assistance to certain Appalachian counties that are designated by the ARC as distressed, based on the economic factors of unemployment, income level and poverty.

Currently the City of Weirton is not located within an officially designated distressed county.

- Commission assistance is available in distressed counties for planning, construction, renovation, equipment, or start-up and operational costs of projects these counties. Such projects include those that address the needs in community facilities, education, other human development programs, and local government assistance projects. These activities must be consistent with the ARC's goals as listed under the area development program.

LIST OF APPENDICES

APPENDIX A	ECONOMIC AND DEMOGRAPHIC CHARTS
APPENDIX B	ALTERNATIVE LAND USE PLANS FULL BUILD –OUT
APPENDIX C	ESTIMATED EMPLOYMENT IMPACTS AT FULL BUILD-OUT
APPENDIX D	COMMUNITY SURVEY
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APPENDIX G	WEST VIRGINIA BID ENABLING LEGISLATION
APPENDIX H	SAMPLE PLANNED UNIT DEVELOPMENT ORDINANCE
APPENDIX I	SAMPLE STEEP SLOPE PROTECTION DISTRICT ORDINANCE

APPENDIX A

Figure A-1. Percent Change, Population, 1990-98

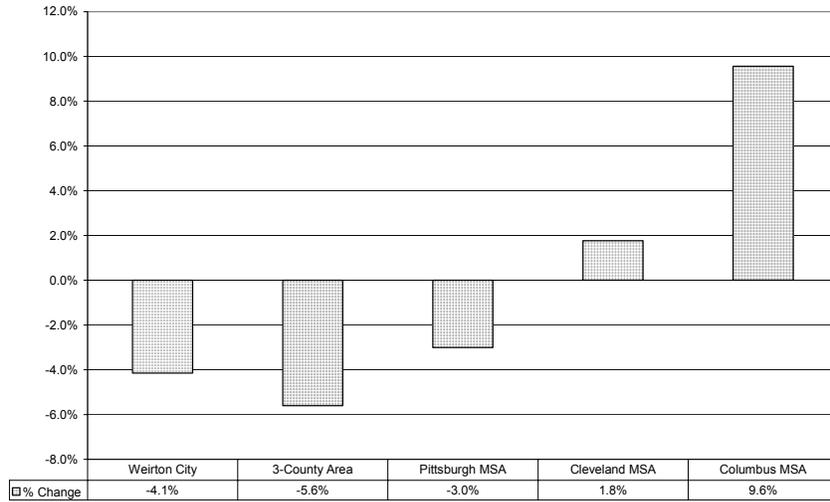


Figure A-2. Major Components of Population Change, 1990-98

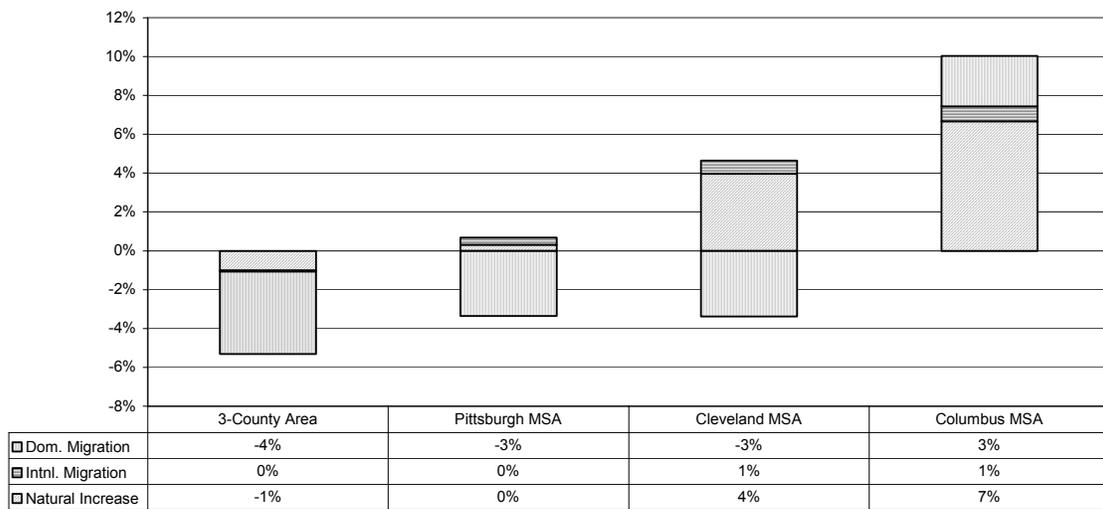


Figure A-3. Racial Composition, 1990

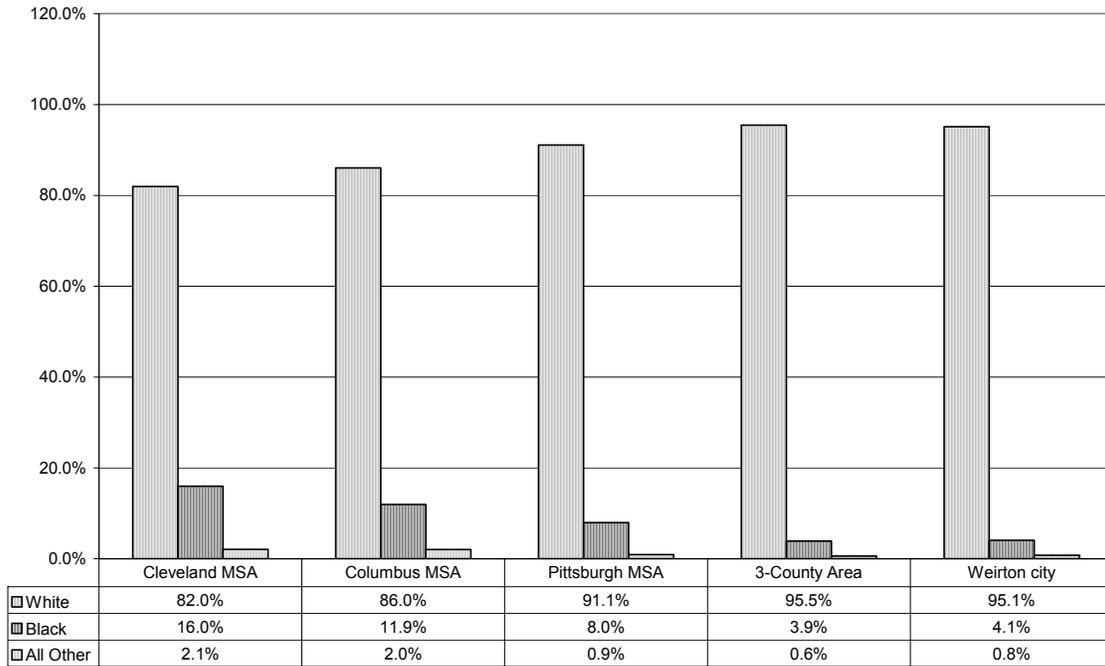


Figure A-4. Age Cohorts, 1990

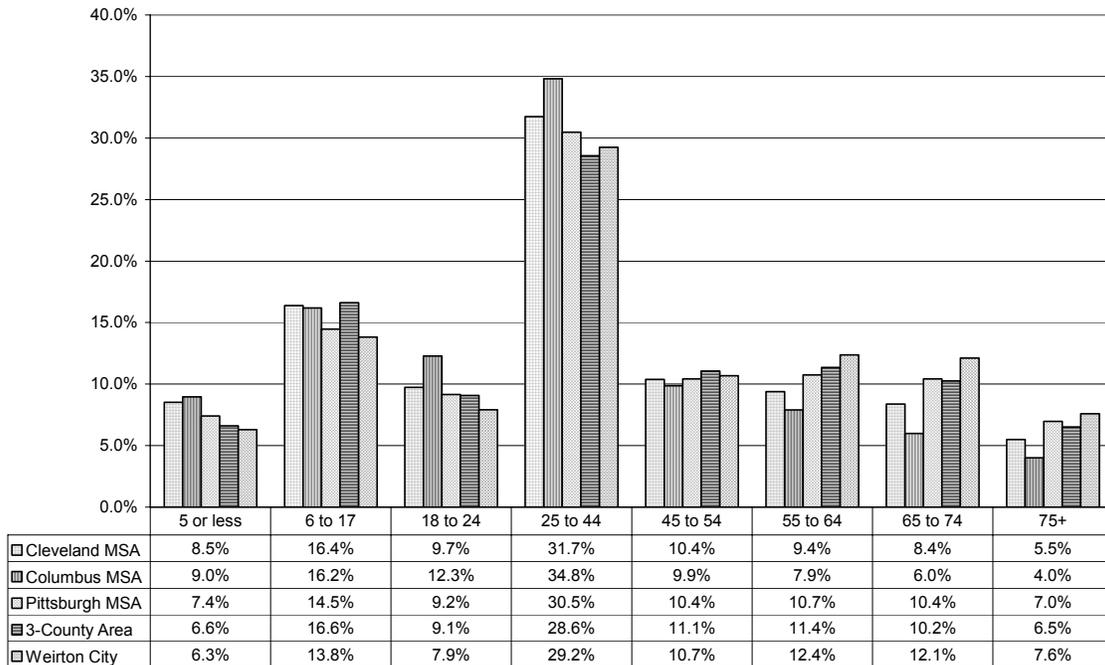


Figure A-5. Projected Age Cohorts, 2002

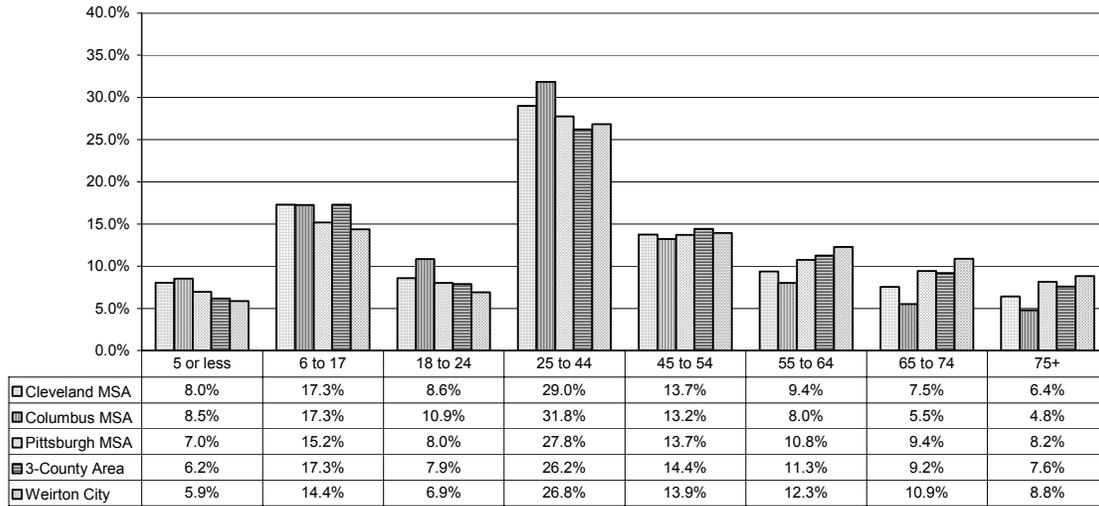


Figure A-6. Income Levels, 1990

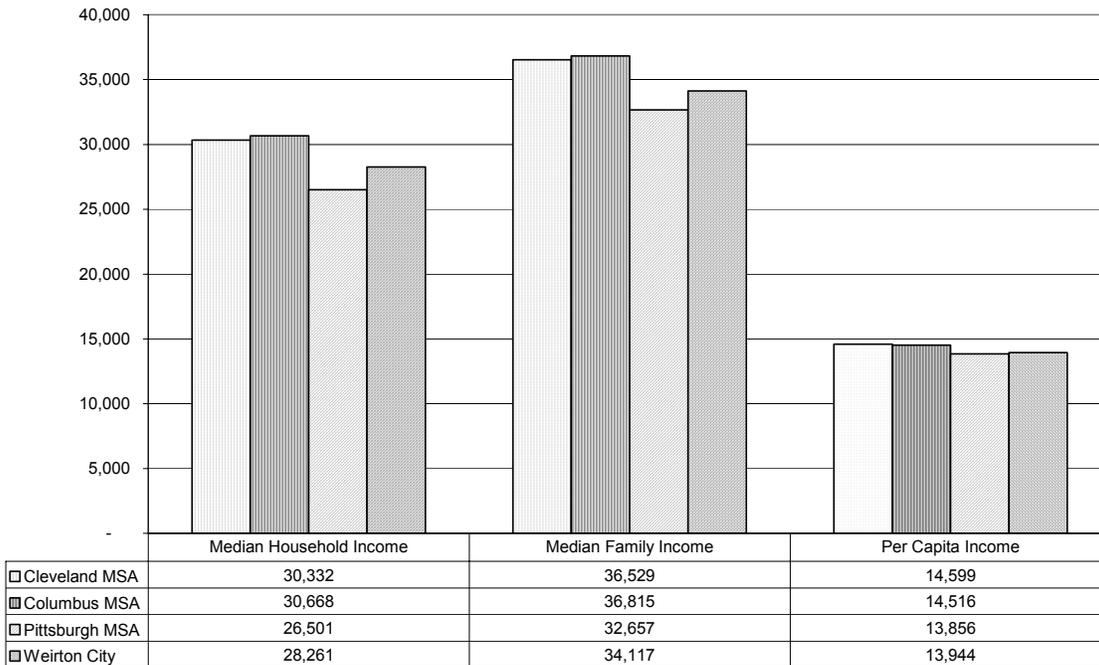


Figure A-7. Distribution of Household Income, 1990

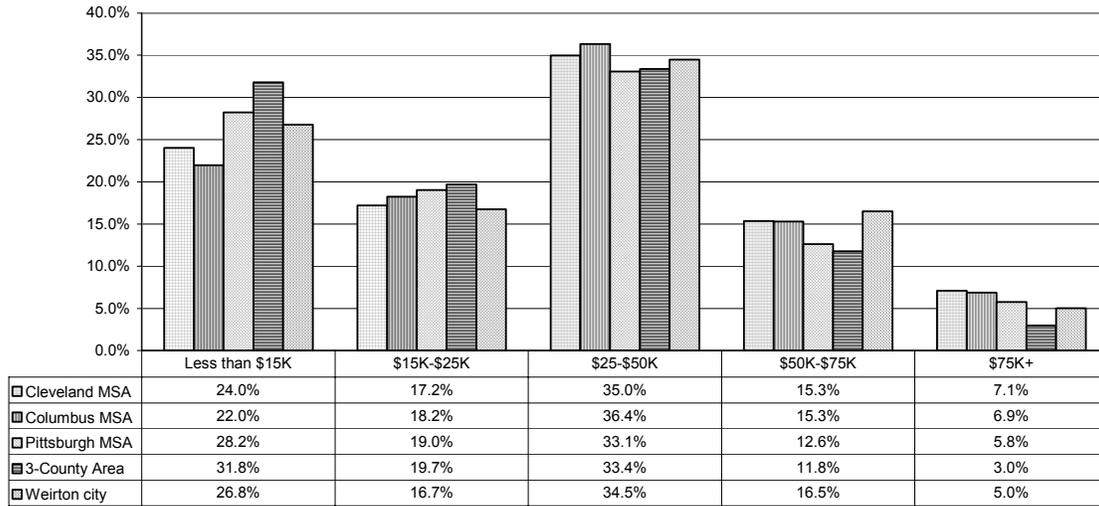


Figure A-8. Percent of Population in Poverty, 1990

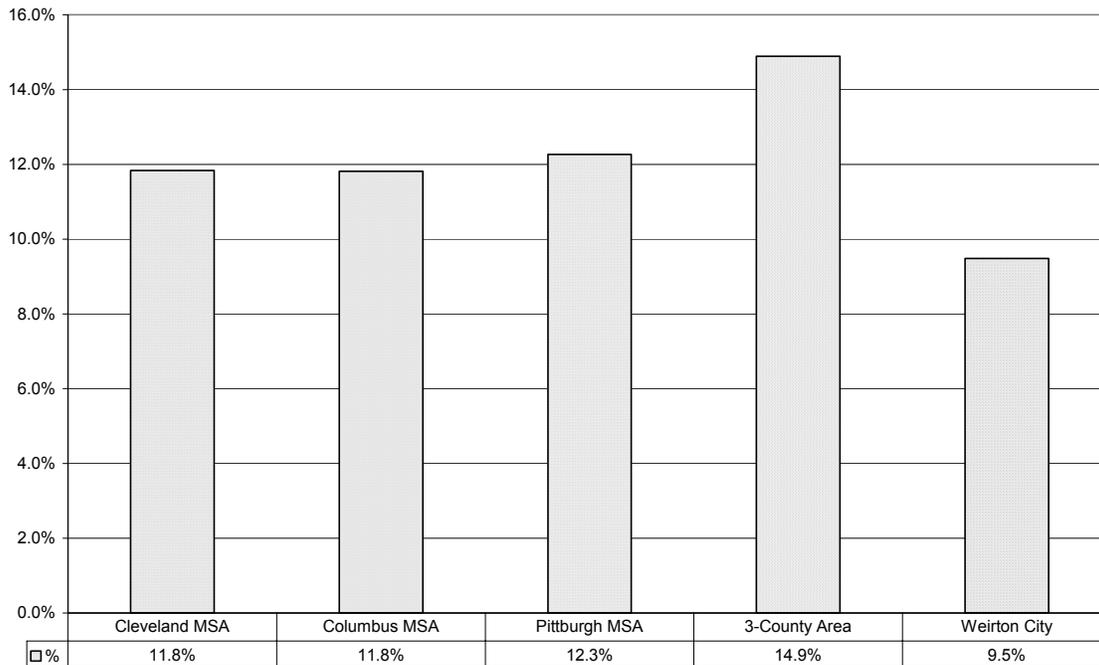


Figure A-9. Percent Female-headed Households, 1990

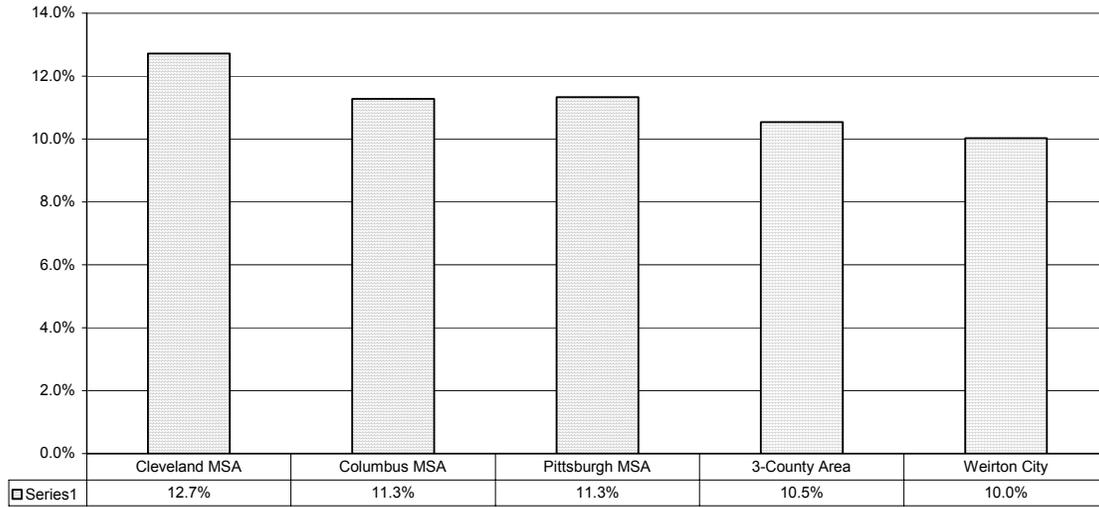


Figure A-10. Educational Attainment, 1990

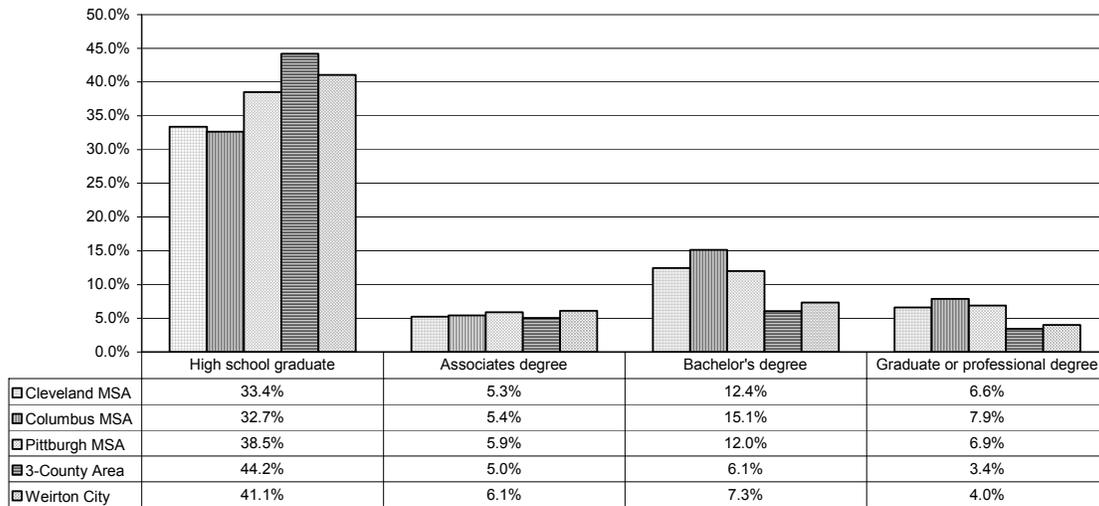


Figure A-11. Employment by Occupation, 1990

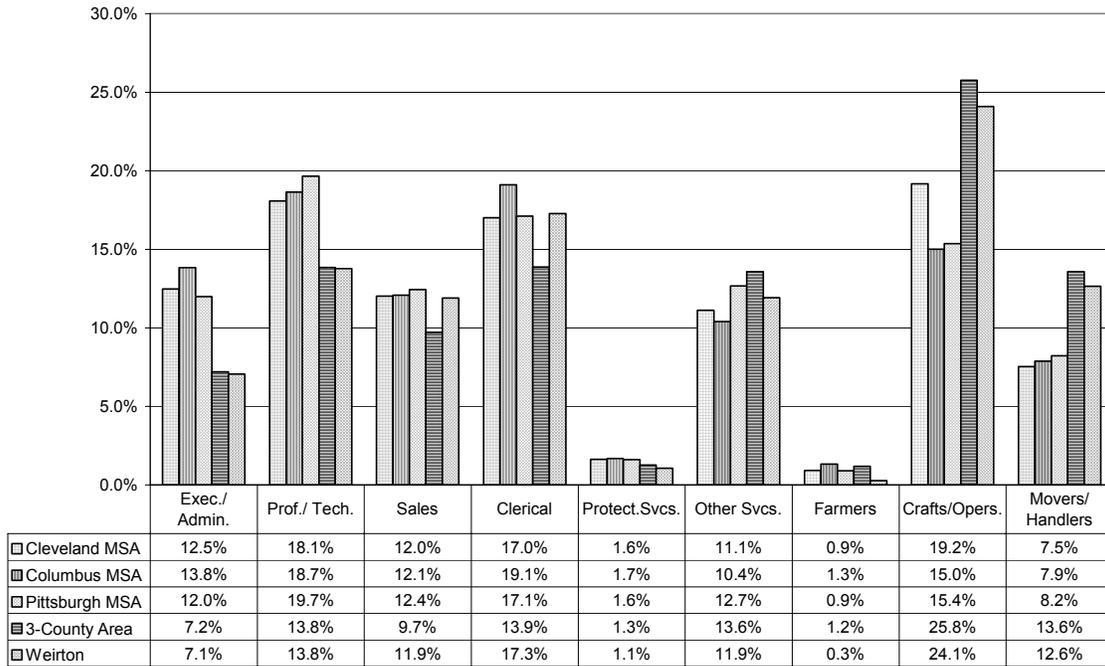


Figure A-12. Number of Persons per Household, 1990

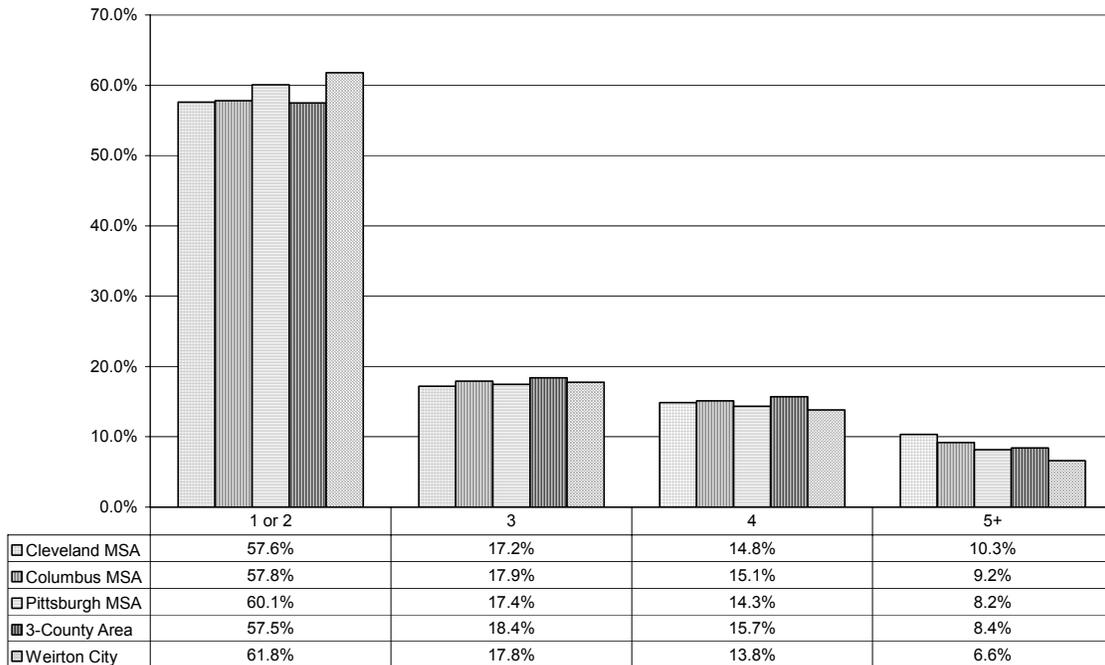


Figure A-13. Bedrooms per Household, 1990

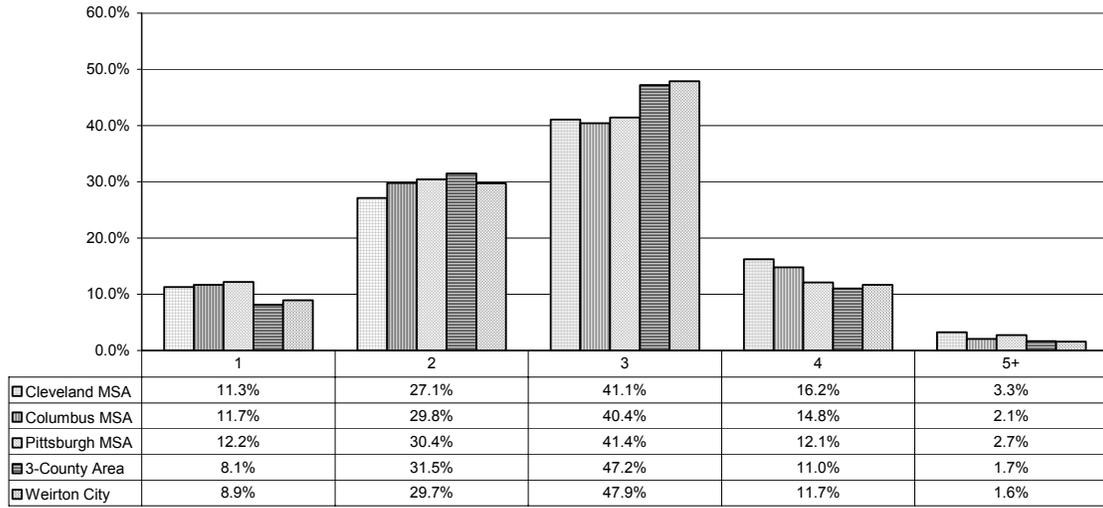


Figure A-14. Percent of Householders over 65 and living alone or with Spouse, 1990

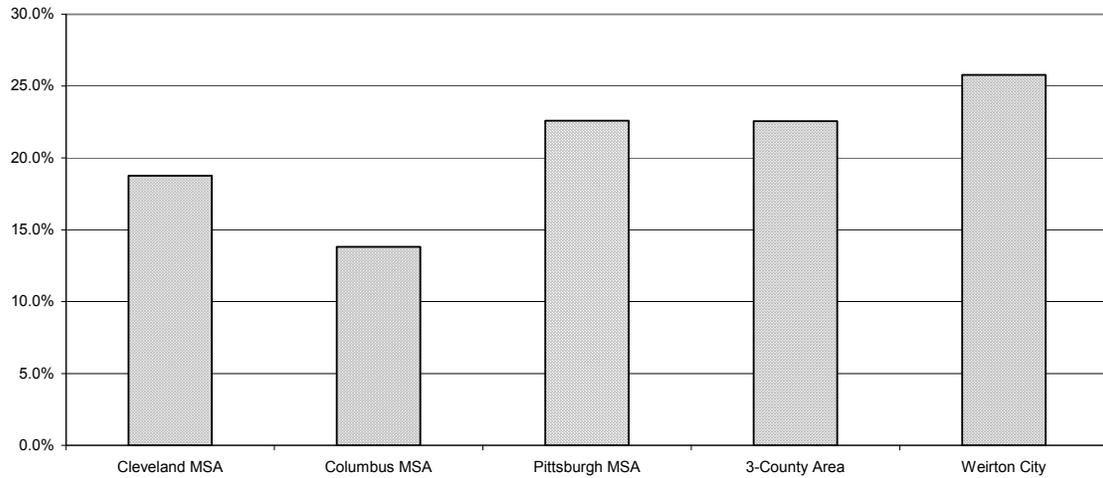


Figure A-15. People in Group Quarters, 1990

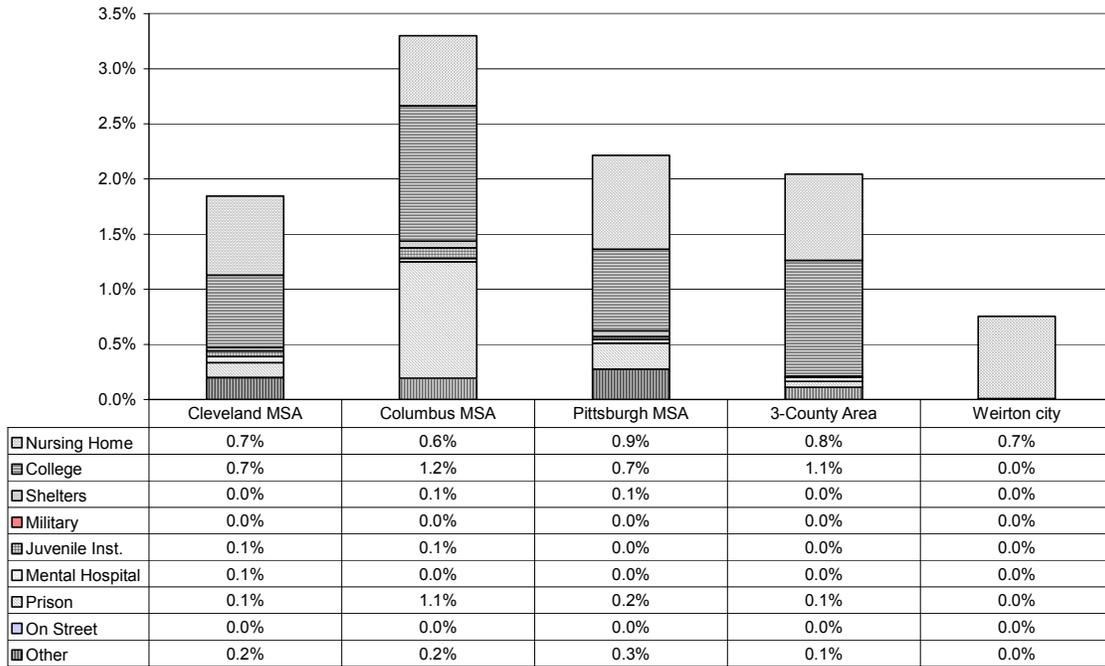
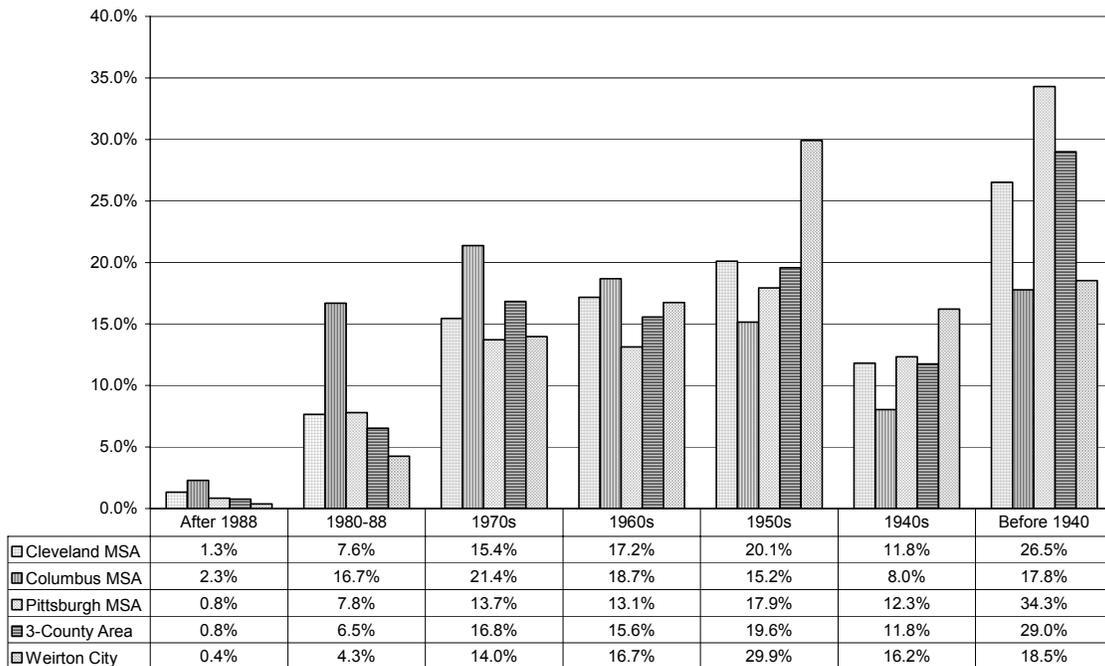


Figure A-16. Year Housing was Built, 1990



APPENDIX B

City of Weirton, West Virginia
Alternative Land Use Plans
Full Build-Out Land Use
 February 2000

Alternative 1 - Patch & Mend												
Strategic Area	Total Acreage	Existing Land Use		Proposed Land Use		Land Use Alternative Net Change (acres)	Estimated Existing Square Footage	Estimated Alternative Square Footage	Estimated Square Footage Net Change	Estimated Existing Dwelling Units	Estimated Alternative Dwelling Units	Estimated Dwelling Units Change
Ohio River Waterfront (South)	407	Industrial/Port	317	Heavy Industrial	369	52	2,762,479	3,214,728	452,249	N/A	N/A	N/A
		Commercial	3	Community Services	7	0	60,845	60,845	0	N/A	N/A	N/A
		Residential	13	Public Services	30	0	263,277	263,277	0	N/A	N/A	N/A
		Community Services	7									
		Public Services	30									
		Forested	2									
		Vacant	35									
Other ¹	0											
Ohio River Waterfront (North)	492	Industrial	351	Heavy Industrial	359	8	3,060,752	3,126,972	66,220	N/A	N/A	N/A
		Commercial	6	Commercial	6	0	53,936	53,936	0	N/A	N/A	N/A
		Residential	8	Community Services	1	0	12,110	12,110	0	N/A	N/A	N/A
		Community Services	1	Public Services	0	0	1,115	1,115	0	N/A	N/A	N/A
		Public Services	0	Forested	99	0	N/A	N/A	N/A	N/A	N/A	N/A
		Forested	99	Vacant	26	0	N/A	N/A	N/A	N/A	N/A	N/A
		Vacant	26									
Other	0											
Downtown Main Street (South)	151	Industrial	1	Commercial	16	5	91,615	139,392	47,777	N/A	N/A	N/A
		Commercial	11	Light Industrial	7	6	11,909	60,461	48,552	N/A	N/A	N/A
		Residential	11	Community Services	0	0	3,101	3,101	0	N/A	N/A	N/A
		Community Services	0	Public Services	2	0	14,793	14,793	0	N/A	N/A	N/A
		Public Services	2	Rail Yard	126	0	N/A	N/A	N/A	N/A	N/A	N/A
		Forested	0									
		Vacant	0									
Other	0											
Downtown Main Street (Civic)	30	Industrial	0	Commercial	19	6	114,911	165,528	50,617	N/A	N/A	N/A
		Commercial	13	Light Industrial	8	8	2,230	69,025	66,795	N/A	N/A	N/A
		Residential	11	Community Services	3	0	24,132	24,132	0	N/A	N/A	N/A
		Community Services	3	Public Services	0	0	2,675	2,675	0	N/A	N/A	N/A
		Public Services	0									
		Forested	0									
		Vacant	2									
Other	1											
Downtown Main Street (North)	25	Industrial	1	Commercial	23	13	87,817	200,376	112,559	N/A	N/A	N/A
		Commercial	10	Light Industrial	1	0	9,723	9,723	0	N/A	N/A	N/A
		Residential	11	Community Services	1	0	5,332	5,332	0	N/A	N/A	N/A
		Community Services	1	Public Services	0	0	2,910	2,910	0	N/A	N/A	N/A
		Public Services	0									
		Forested	0									
		Vacant	2									
Other	0											
Pennsylvania Avenue	128	Industrial	5	Light Industrial	25	20	42,776	217,800	175,024	N/A	N/A	N/A
		Commercial	29	Commercial								
		Residential	41	Community	50	21	254,573	435,600	181,027	N/A	N/A	N/A
		Community Services	11	Residential								
		Public Services	0	Single Family	0	N/A	N/A	N/A	N/A	115	-115	-115
		Forested	1	2 Family ²	22	N/A	N/A	N/A	N/A	12	84	72
		Vacant	40	3-4 Family ³	20	N/A	N/A	N/A	N/A	23	80	57
Other	1	Community Services	11	0	93,715	93,715	0	N/A	N/A	N/A		
Three Springs Drive/ Penco Road	162	Industrial	23	Commercial								
		Commercial	105	Regional	134	29	820,971	1,167,408	346,437	N/A	N/A	N/A
		Residential	14	Office	15	14	91,219	132,257	41,038	N/A	N/A	N/A
		Community Services	3	Community Services	3	0	27,103	27,103	0	N/A	N/A	N/A
		Public Services	10	Public Services	10	0	84,576	84,576	0	N/A	N/A	N/A
		Forested	0									
		Vacant	6									
Other	2											
Colliers Way	1,396	Industrial	0	Commercial								
		Commercial	10	Service	82	72	85,961	714,384	628,423	N/A	N/A	N/A
		Residential	118	Residential								
		Community Services	29	Single Family ²	1,285	1,167	N/A	N/A	N/A	86	2,570	2,484
		Public Services	0	Community Services	29	0	251,097	251,097	0	N/A	N/A	N/A
		Forested	72	Public Services	0	0	1,769	1,769	0	N/A	N/A	N/A
		Vacant	344									
Other	823											
Starvaggi Residential	260	Industrial	0	Residential								
		Commercial	0	Single Family ⁴	260	259	N/A	N/A	N/A	1	260	259
		Residential	1									
		Community Services	0									
		Public Services	0									
		Forested	259									
		Vacant	0									
Other	0											
Three Springs Business & Industrial Park	524	Industrial	169	Light Industrial	494	237	1,470,551	4,303,728	1,470,314	N/A	N/A	N/A
		Commercial	0	Commercial								
		Residential	0	Regional	30	118	531	261,360	260,829	N/A	N/A	N/A
		Community Services	0									
		Public Services	0									
		Forested	0									
		Vacant	355									
Other	0											

¹ Other = Agricultural and Recreation

² Assume 1/2-acre lots

³ Assume 3/4-acre lots

⁴ Assume 1-acre lots

Neighborhood Commercial = 3,000 - 5,000 Gross Leasable Area

District Commercial = 5,000-50,000 Gross Leasable Area

Regional Commercial = 50,000+ Gross Leasable Area

Note: All numbers rounded to the nearest whole number

Note: Estimated square footage assumes 20% land building coverage. Based on GIS analysis of existing commercial and industrial districts in Weirton.

City of Weirton, West Virginia
Alternative Land Use Plans
Full Build-Out Land Use
February 2000

Alternative 2 - Cost Reduction													
Strategic Area	Total Acreage	Existing Land Use		Proposed Land Use		Land Use Alternative Net Change (acres)	Estimated Existing Square Footage	Estimated Alternative Square Footage	Estimated Square Footage Net Change	Estimated Existing Dwelling Units	Estimated Alternative Dwelling Units	Estimated Dwelling Units Change	
Ohio River Waterfront (South)	407	Industrial/Port	317	Heavy Industrial	159	-159	2,762,479	1,385,208	-1,377,271	N/A	N/A	N/A	
		Commercial	3	Light Industrial	205	241	0	1,785,960	1,785,960	0	N/A	N/A	N/A
		Residential	13	Commercial-District	3	0	24,934	24,934	0	N/A	N/A	N/A	
		Community Services	7	Community Services	7	0	60,845	60,845	0	N/A	N/A	N/A	
		Public Services	30	Public Services	30	0	263,277	263,277	0	N/A	N/A	N/A	
		Forested	2	Waterfront Park	2	2	N/A	N/A	N/A	N/A	N/A	N/A	
		Vacant	35										
Other ¹	0												
Ohio River Waterfront (North)	491	Industrial	351	Heavy Industrial	351	0	3,057,912	3,057,912	0	N/A	N/A	N/A	
		Commercial	6	Light Industrial	139	139	0	1,210,968	1,210,968	0	N/A	N/A	N/A
		Residential	8	Community Services	1	0	12,110	12,110	0	N/A	N/A	N/A	
		Community Services	1	Public Services	0	0	1,115	1,115	0	N/A	N/A	N/A	
		Public Services	0										
		Forested	99										
		Vacant	26										
Other	0												
Downtown Main Street (South)	151	Industrial	1	Commercial	16	5	91,615	139,392	47,777	N/A	N/A	N/A	
		Commercial	11	Light Industrial	9	8	11,909	78,408	66,499	N/A	N/A	N/A	
		Residential	11	Community Services	0	0	3,101	3,101	0	N/A	N/A	N/A	
		Community Services	0	Public Services	2	0	14,793	14,793	0	N/A	N/A	N/A	
		Public Services	2	Rail Yard	126	0	N/A	N/A	N/A	N/A	N/A	N/A	
		Forested	0										
		Vacant	0										
Other	0												
Downtown Main Street (Civic)	30	Industrial	0	Commercial									
		Commercial	13	Local	1	0	9,193	9,193	0	N/A	N/A	N/A	
		Residential	11	District	3	0	21,833	21,833	0	N/A	N/A	N/A	
		Community Services	3	Office	11	2	75,841	95,832	19,991	N/A	N/A	N/A	
		Public Services	0	Service	2	0	21,833	21,833	0	N/A	N/A	N/A	
		Forested	0	Community Services	3	0	24,132	24,132	0	N/A	N/A	N/A	
		Vacant	2	Public Services	0	0	2,675	2,675	0	N/A	N/A	N/A	
Other	1	Residential											
Downtown Main Street (North)	25	Industrial	1	Commercial	23	13	87,817	200,376	112,559	N/A	N/A	N/A	
		Commercial	10	Light Industrial	1	0	9,723	9,723	0	N/A	N/A	N/A	
		Residential	11	Community Services	1	0	5,332	5,332	0	N/A	N/A	N/A	
		Community Services	1	Public Services	0	0	2,910	2,910	0	N/A	N/A	N/A	
		Public Services	0										
		Forested	0										
		Vacant	2										
Other	0												
Pennsylvania Avenue	128	Industrial	5	Light Industrial	25	20	42,776	217,800	175,024	N/A	N/A	N/A	
		Commercial	29	Commercial									
		Residential	41	Community	50	21	254,573	435,600	181,027	N/A	N/A	N/A	
		Community Services	11	Community Services	11	0	93,715	93,715	0	N/A	N/A	N/A	
		Public Services	0	Residential									
		Forested	1	Single Family ³	23	N/A	N/A	N/A	N/A	115	46	-69	
		Vacant	40	2-Family ⁴	11	N/A	N/A	N/A	N/A	12	45	33	
Other	1	3-4-Family ⁵	8	N/A	N/A	N/A	N/A	23	32	9			
Three Springs Drive/ Penco Road	162	Industrial	23	Commercial									
		Commercial	105	Regional	134	29	820,971	1,167,408	346,437	N/A	N/A	N/A	
		Residential	14	Office	15	14	91,219	132,257	41,038	N/A	N/A	N/A	
		Community Services	3	Community Services	3	0	27,103	27,103	0	N/A	N/A	N/A	
		Public Services	10	Public Services	10	0	84,576	84,576	0	N/A	N/A	N/A	
		Forested	0										
		Vacant	6										
Other	2												
Colliers Way	1,396	Industrial	0	Commercial									
		Commercial	10	Service	82	72	85,961	714,384	628,423	N/A	N/A	N/A	
		Residential	118	Residential									
		Community Services	29	Single Family ⁶	1,285	1,167	N/A	N/A	N/A	86	2,570	2,484	
		Public Services	0	Community Services	29	0	251,097	251,097	0	N/A	N/A	N/A	
		Forested	72	Public Services	0	0	1,769	1,769	0	N/A	N/A	N/A	
		Vacant	344										
Other	823												
Starvaggi Residential	260	Industrial	0	Residential									
		Commercial	0	Single Family ⁶	260	259	N/A	N/A	N/A	1	260	259	
		Residential	1										
		Community Services	0										
		Public Services	0										
		Forested	259										
		Vacant	0										
Other	0												
Three Springs Business & Industrial Park	524	Industrial	169	Light Industrial	51	0	441,165	441,165	0	N/A	N/A	N/A	
		Commercial	0	Commercial									
		Residential	0	Office	346	267	1,029,386	3,014,352	1,984,966	N/A	N/A	N/A	
		Community Services	0	Warehousing	127	127	100,000	1,106,424	1,006,424	N/A	N/A	N/A	
		Public Services	0										
		Forested	0										
		Vacant	355										
Other	0												

¹ Other = Agricultural and Recreation

² Assume 12 units/acre

³ Assume 1/2-acre lots

⁴ Assume 1/2-acre lots

⁵ Assume 3/4 -acre lots

⁶ Assume 1-acre lots

Neighborhood Commercial = 3,000 - 5,000 Gross Leasable Area

District Commercial = 5,000-50,000 Gross Leasable Area

Regional Commercial = 50,000+ Gross Leasable Area

Note: All numbers rounded to the nearest whole number

Note: Estimated square footage assumes 20% land building coverage. Based on GIS analysis of existing commercial and industrial districts in Weirton.

THE SARATOGA ASSOCIATES

Landscape Architects, Architects, Engineers, & Planners, P.C.

City of Weirton, West Virginia
Alternative Land Use Plans
Full Build-Out Land Use
February 2000

Alternative 3 - Invest & Grow													
Strategic Area	Total Acreage	Existing Land Use		Proposed Land Use		Land Use Alternative Net Change (acres)	Estimated Existing Square Footage	Estimated Alternative Square Footage	Estimated Square Footage Net Change	Estimated Existing Dwelling Units	Estimated Alternative Dwelling Units	Estimated Dwelling Units Change	
Ohio River Waterfront (South)	407	Industrial/Port	317	Heavy Industrial	159	-159	2,762,479	1,385,208	-1,377,271	N/A	N/A	N/A	
		Commercial	3	Light Industrial	194	229	0	1,688,211	1,688,211	N/A	N/A	N/A	
		Residential	13	Commercial									
		Community Services	7	District	4	1	24,934	35,371	10,437	N/A	N/A	N/A	
		Public Services	30	Community Services	7	0	60,845	60,845	0	N/A	N/A	N/A	
		Forested	2	Public Services	30	0	263,277	263,277	0	N/A	N/A	N/A	
		Vacant	35	Waterfront Park	13	13	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		Other ¹	0										
Ohio River Waterfront (North)	492	Industrial	351	Commercial									
		Commercial	6	Local	17	11	10,000	148,104	138,104	N/A	N/A	N/A	
		Residential	8	District	43	43	0	374,616	374,616	N/A	N/A	N/A	
		Community Services	1	Regional	68	68	0	592,416	592,416	N/A	N/A	N/A	
		Public Services	0	Office	256	256	0	2,230,272	2,230,272	N/A	N/A	N/A	
		Forested	99	Service	40	40	0	348,480	348,480	N/A	N/A	N/A	
		Vacant	26	Residential									
		Other	0	Single Family ²	136	128	N/A	N/A	N/A	64	544	480	
				2-Family ³	68	68	N/A	N/A	N/A	4	412	408	
				3-4-Family ⁴	69	69	N/A	N/A	N/A	0	414	414	
				High Density ⁵	68	68	N/A	N/A	N/A	0	816	816	
				Open Space/Recreation	85	85	N/A	N/A	N/A	N/A	N/A	N/A	
				Community Services	1	0	12,110	12,110	0	N/A	N/A	N/A	
				Public Services	0	0	1,115	1,115	0	N/A	N/A	N/A	
Downtown Main Street (South)	151	Industrial	1	Commercial									
		Commercial	11	Local	2	0	34,848	17,424	-17,424	N/A	N/A	N/A	
		Residential	11	District	4	0	69,696	34,848	-34,848	N/A	N/A	N/A	
		Community Services	0	Office	5	5	0	46,174	46,174	N/A	N/A	N/A	
		Public Services	2	Service	1	0	17,424	8,712	-8,712	N/A	N/A	N/A	
		Forested	0	Community Services	0	0	3,101	3,101	0	N/A	N/A	N/A	
		Vacant	0	Public Services	2	0	14,793	14,793	0	N/A	N/A	N/A	
		Other	0	Residential									
		Rail Yard	126	High Density ⁶	11	0	N/A	N/A	N/A	105	132	27	
				Rail Yard	126	0	N/A	N/A	N/A	N/A	N/A	N/A	
Downtown Main Street (Civic)	30	Industrial	0	Commercial									
		Commercial	13	Local	1	0	18,386	9,193	-9,193	N/A	N/A	N/A	
		Residential	11	District	3	0	43,560	21,780	-21,780	N/A	N/A	N/A	
		Community Services	3	Office	11	2	76,317	95,832	19,515	N/A	N/A	N/A	
		Public Services	0	Service	2	0	34,848	17,424	-17,424	N/A	N/A	N/A	
		Forested	0	Community Services	3	0	24,132	24,132	0	N/A	N/A	N/A	
		Vacant	2	Public Services	0	0	2,675	2,675	0	N/A	N/A	N/A	
		Other	1	Residential									
		High-Density ⁶	11	0	N/A	N/A	N/A	54	132	78			
Downtown Main Street (North)	25	Industrial	1	Commercial									
		Commercial	10	Local	1	0	17,424	8,712	-8,712	N/A	N/A	N/A	
		Residential	11	District	7	0	121,968	60,984	-60,984	N/A	N/A	N/A	
		Community Services	1	Office	3	3	25,439	26,572	1,133	N/A	N/A	N/A	
		Public Services	0	Service	2	0	14,810	17,424	2,614	N/A	N/A	N/A	
		Forested	0	Community Services	1	0	5,332	5,332	0	N/A	N/A	N/A	
		Vacant	2	Public Services	0	0	2,910	2,910	0	N/A	N/A	N/A	
		Other	0	Residential									
		High-Density ⁶	11	0	N/A	N/A	N/A	78	132	54			
Pennsylvania Avenue	128	Industrial	5	Light Industrial	25	20	42,776	217,800	175,024	N/A	N/A	N/A	
		Commercial	29	Commercial									
		Residential	41	Community	50	21	254,573	435,600	181,027	N/A	N/A	N/A	
		Community Services	11	Community Services	11	0	93,715	93,715	0	N/A	N/A	N/A	
		Public Services	0	Residential									
		Forested	1	Single Family ²	23	N/A	N/A	N/A	N/A	115	46	-69	
		Vacant	40	2-Family ³	11	N/A	N/A	N/A	N/A	12	45	33	
Other	1	3-4-Family ⁴	8	N/A	N/A	N/A	N/A	23	32	9			
Three Springs Drive/ Penco Road	162	Industrial	23	Commercial									
		Commercial	105	Regional	134	29	912,190	1,167,408	255,218	N/A	N/A	N/A	
		Residential	14	Office	15	15	0	132,257	132,257	N/A	N/A	N/A	
		Community Services	3	Community Services	3	0	27,103	27,103	0	N/A	N/A	N/A	
		Public Services	10	Public Services	10	0	84,576	84,576	0	N/A	N/A	N/A	
		Forested	0										
Vacant	6												
Other	2												
Colliers Way	1,396	Industrial	0	Commercial									
		Commercial	10	Local	14	14	0	121,968	121,968	N/A	N/A	N/A	
		Residential	118	District	56	46	0	487,872	487,872	N/A	N/A	N/A	
		Community Services	29	Office	140	140	0	1,219,680	1,219,680	N/A	N/A	N/A	
		Public Services	0	Service	70	70	0	609,840	609,840	N/A	N/A	N/A	
		Forested	72	Residential									
		Vacant	344	Single Family ²	363	245	N/A	N/A	N/A	86	726	640	
		Other	823	2-Family ³	112	112	N/A	N/A	N/A	0	448	448	
				High Density ⁵	195	195	N/A	N/A	N/A	0	2,340	2,340	
				Open Space/Recreation	418	418	N/A	N/A	N/A	N/A	N/A	N/A	
				Community Services	29	0	251,097	251,097	0	N/A	N/A	N/A	
		Public Services	0	0	1,769	1,769	0	N/A	N/A	N/A			
Starvaggi Residential	260	Industrial	0	Commercial									
		Commercial	0	Local	7	7	0	60,984	60,984	N/A	N/A	N/A	
		Residential	1	District	6	6	0	52,272	52,272	N/A	N/A	N/A	
		Community Services	0	Residential									
		Public Services	0	Single Family ²	78	78	N/A	N/A	N/A	1	156	155	
		Forested	259	2 Family ³	52	52	N/A	N/A	N/A	0	208	208	
		Vacant	0	Open Space/Recreation	117		N/A	N/A	N/A	N/A	N/A	N/A	
Other	0												
Three Springs Business & Industrial Park	524	Industrial	169	Office	331	328	127,575	2,883,672	2,756,097	N/A	N/A	N/A	
		Commercial	0	Light Industrial	193	193	0	1,681,416	1,681,416	N/A	N/A	N/A	
		Residential	0										
		Community Services	0										
		Public Services	0										
		Forested	0										
		Vacant	355										
Other	0												

¹ Other = Agricultural and Recreation

² Assume 1/4-acre lots

³ Assume 1/3-acre lots

⁴ Assume 1/2-acre lots

⁵ Assume 12 units/acre

⁶ Assume 3/4-acre lots

Neighborhood Commercial = 3,000 - 5,000 Gross Leasable Area

District Commercial = 5,000-50,000 Gross Leasable Area

Regional Commercial = 50,000+ Gross Leasable Area

Note: All numbers rounded to the nearest whole number

Note: Estimated square footage assumes 20% land building coverage. Based on GIS analysis of existing commercial and industrial districts in Weirton.

City of Weirton, West Virginia
Alternative Land Use Plans
Full Build-Out Land Use
February 2000

Preferred Plan													
Strategic Area	Total Acreage	Existing Land Use		Proposed Land Use		Land Use Alternative Net Change (acres)	Estimated Existing Square Footage	Estimated Alternative Square Footage	Estimated Square Footage Net Change	Estimated Existing Dwelling Units	Estimated Alternative Dwelling Units	Estimated Dwelling Units Change	
Ohio River Waterfront (South)	407	Industrial/Port	317	Heavy Industrial	159	-159	2,762,479	1,385,208	-1,377,271	N/A	N/A	N/A	
		Commercial	3	Light Industrial	194	229	0	1,688,211	1,688,211	N/A	N/A	N/A	
		Residential	13	Commercial									
		Community Services	7	District	4	1	24,934	35,371	10,437	N/A	N/A	N/A	
		Public Services	30	Community Services	7	0	60,845	60,845	0	N/A	N/A	N/A	
		Forested	2	Public Services	30	0	263,277	263,277	0	N/A	N/A	N/A	
		Vacant	35	Waterfront Park	13	13	N/A	N/A	N/A	N/A	N/A	N/A	
		Other ¹	0										
Ohio River Waterfront (North)	491	Industrial	351	Heavy Industrial	351	0	0	0	0	N/A	N/A	N/A	
		Commercial	6	Light Industrial	139	139	0	0	0	N/A	N/A	N/A	
		Residential	8	Community Services	1	0	0	0	0	N/A	N/A	N/A	
		Community Services	1	Public Services	0	0	0	0	0	N/A	N/A	N/A	
		Public Services	0										
		Forested	99										
		Vacant	26										
		Other	0										
Downtown Main Street (South)	151	Industrial	1	Commercial									
		Commercial	11	Local	2	0	34,848	34,848	0	N/A	N/A	N/A	
		Residential	11	District	4	0	69,696	69,696	0	N/A	N/A	N/A	
		Community Services	0	Office	5	5	0	92,347	92,347	0	N/A	N/A	N/A
		Public Services	2	Service	1	0	17,424	17,424	0	N/A	N/A	N/A	
		Forested	0	Community Services	0	0	6,203	6,203	0	N/A	N/A	N/A	
		Vacant	0	Public Services	2	0	29,586	29,586	0	N/A	N/A	N/A	
		Other	0	Rail Yard									
		Rail Yard	126	Light Industrial	43	43	0	374,180	374,180	0	N/A	N/A	N/A
				Warehousing	53	53	0	457,990	457,990	0	N/A	N/A	N/A
				Rail	42	-84	0	N/A	N/A	N/A	N/A	N/A	N/A
Downtown Main Street (Civic)	30	Industrial	0	Commercial									
		Commercial	13	Local	1	0	18,386	18,386	0	N/A	N/A	N/A	
		Residential	11	District	3	0	43,560	43,560	0	N/A	N/A	N/A	
		Community Services	3	Office	11	2	152,634	191,664	39,030	N/A	N/A	N/A	
		Public Services	0	Service	2	0	34,848	34,848	0	N/A	N/A	N/A	
		Forested	0	Community Services	3	0	48,264	48,264	0	N/A	N/A	N/A	
		Vacant	2	Public Services	0	0	5,349	5,349	0	N/A	N/A	N/A	
		Other	1	Residential									
				High-Density ²	11	0	N/A	N/A	N/A	54	132	78	
Downtown Main Street (North)	25	Industrial	1	Commercial									
		Commercial	10	Local	1	0	17,424	17,424	0	N/A	N/A	N/A	
		Residential	11	District	7	0	121,968	121,968	0	N/A	N/A	N/A	
		Community Services	1	Office	3	3	50,878	53,143	2,265	N/A	N/A	N/A	
		Public Services	0	Service	2	0	29,621	34,848	5,227	N/A	N/A	N/A	
		Forested	0	Community Services	1		10,663	10,663	0	N/A	N/A	N/A	
		Vacant	2	Public Services	0	0	5,820	5,820	0	N/A	N/A	N/A	
		Other	0	Residential									
				High-Density ²	11	0	N/A	N/A	N/A	78	132	54	
Pennsylvania Avenue	128	Industrial	5	Light Industrial	25	20	85,552	435,600	350,048	N/A	N/A	N/A	
		Commercial	29	Commercial									
		Residential	41	Community	50	21	509,147	871,200	362,053	N/A	N/A	N/A	
		Community Services	11	Community Services	11	0	187,430	187,430	0	N/A	N/A	N/A	
		Public Services	0	Residential									
		Forested	1	Single Family ³	23	N/A	N/A	N/A	N/A	115	46	-69	
		Vacant	40	2-Family ⁴	11	N/A	N/A	N/A	N/A	12	45	33	
		Other	1	3-4-Family ⁴	8	N/A	N/A	N/A	N/A	23	32	9	
Three Springs Drive/Penco Road	162	Industrial	23	Commercial									
		Commercial	105	Regional	134	29	1,824,380	2,334,816	510,436	N/A	N/A	N/A	
		Residential	14	Office	15	15	0	264,514	264,514	0	N/A	N/A	N/A
		Community Services	3	Community Services	3	0	54,206	54,206	0	N/A	N/A	N/A	
		Public Services	10	Public Services	10	0	169,152	169,152	0	N/A	N/A	N/A	
		Forested	0										
		Vacant	6										
		Other	2										
Colliers Way	1,396	Industrial	0	Commercial									
		Commercial	10	Local	14	14	0	243,936	243,936	0	N/A	N/A	N/A
		Residential	118	District	56	46	0	975,744	975,744	0	N/A	N/A	N/A
		Community Services	29	Office	140	140	0	2,439,360	2,439,360	0	N/A	N/A	N/A
		Public Services	0	Service	70	70	0	1,219,680	1,219,680	0	N/A	N/A	N/A
		Forested	72	Residential									
		Vacant	344	Single Family ³	363	245	N/A	N/A	N/A	86	726	640	
		Other	823	2-Family ⁴	112	112	N/A	N/A	N/A	0	448	448	
				High Density ²	195	195	N/A	N/A	N/A	0	2,340	2,340	
				Open Space/Recreation	418	418	N/A	N/A	N/A	0	N/A	N/A	
		Community Services	29	0	502,195	502,195	0	N/A	N/A	N/A			
		Public Services	0	0	3,537	3,537	0	N/A	N/A	N/A			
Starvaggi Residential	260	Industrial	0	Commercial									
		Commercial	0	Local	7	7	0	121,968	121,968	0	N/A	N/A	N/A
		Residential	1	District	6	6	0	104,544	104,544	0	N/A	N/A	N/A
		Community Services	0	Residential									
		Public Services	0	Single Family ³	78	78	N/A	N/A	N/A	1	156	155	
		Forested	259	2 Family ⁴	52	52	N/A	N/A	N/A	0	208	208	
		Vacant	0	Open Space/Recreation	117		N/A	N/A	N/A	0	N/A	N/A	
		Other	0										
Three Springs Business & Industrial Park	524	Industrial	169	Office	331	328	127,575	5,767,344	5,639,769	N/A	N/A	N/A	
		Commercial	0	Light Industrial	193	193	0	3,362,832	3,362,832	0	N/A	N/A	
		Residential	0										
		Community Services	0										
		Public Services	0										
		Forested	0										
		Vacant	355										
		Other	0										

¹ Other = Agricultural and Recreator

² Assume 12 units/acre

³ Assume 1/2-acre lots

⁴ Assume 3/4-acre lots

Neighborhood Commercial = 3,000 - 5,000 Gross Leasable Area

District Commercial = 5,000-50,000 Gross Leasable Area

Regional Commercial = 50,000+ Gross Leasable Area

Note: All numbers rounded to the nearest whole number

Note: Estimated square footage assumes 20% land building coverage. Based on GIS analysis of existing commercial and industrial districts in Weirton.

APPENDIX C

City of Weirton, West Virginia
**Estimated Employment Impacts
at Full Build-Out
February 2000**

Activity Area	Total Acreage	Alternative 1						Alternative 2						Alternative 3						Preferred Plan						
		Proposed Land Use	Estimate Acres	Net Change (acres)	Estimated Square Footage	Estimated Employment Impacts	Net Employment Change	Proposed Land Use	Estimate Acres	Net Change (acres)	Estimated Square Footage	Estimated Employment Impacts	Net Employment Change	Proposed Land Use	Estimate Acres	Net Change (acres)	Estimated Square Footage	Estimated Employment Impacts	Net Employment Change	Proposed Land Use	Estimate Acres	Net Change (acres)	Estimated Square Footage	Estimated Employment Impacts	Net Employment Change	
Ohio River Waterfront (South)	407	Heavy Industrial	159	-159	-2,770,416	-4,440	2,485	Heavy Industrial	159	-159	-2,770,416	-4,440	-2,094	Heavy Industrial	159	-159	-2,770,416	-4,440	-2,597	Heavy Industrial	159	-159	-2,770,416	-4,440	2,485	
		Light Industrial	248	248	4,321,152	6,925		Light Industrial	243	84	1,463,616	2,346		Light Industrial	224	66	1,149,984	1,843		Light Industrial	248	248	4,321,152	6,925		
								Commercial	3	0	0	0		Commercial												
Ohio River Waterfront (North)	492	Heavy Industrial	359	8	139,392	223	223	Heavy Industrial	351	0	0	0	3,881	Commercial					35,883	Heavy Industrial	351	226	3,937,824	6,311	13,431	
		Commercial	6	0	0	0		Light Industrial	139	139	2,421,936	3,881		Local	17	12	209,088	1,035		Light Industrial	139	255	4,443,120	7,120	7,120	
		Community Services	1	0	0	0								District	43	40	696,960	3,450								
		Public Services	0	0	0	0								Regional	68	68	1,184,832	5,866								
		Forested	99	0	0	0								Office	256	256	4,460,544	22,082								
		Vacant	26	0	0	0								Service	40	40	696,960	3,450								
Downtown Main Street (South)	151	Commercial	16	6	104,544	518	741	Commercial	16	6	104,544	518	741	Commercial					604	Commercial					604	
		Light Industrial	9	8	139,392	223		Light Industrial	11	8	139,392	223		Local	2	0	0	0		Local	2	0	0	0	0	
														District	4	0	0	0		District	4	0	0	0	0	
														Office	7	7	121,968	604		Office	7	7	121,968	604	604	
Downtown Main Street (Civic)	30	Commercial	19	6	104,544	518	797	Commercial					1,208	Commercial					1,208	Commercial					1,208	
		Light Industrial	11	10	174,240	279		Local	1	0	0	0		Local	1	0	0	0		Local	1	0	0	0	0	
								District	2	0	0	0		District	2	0	0	0		District	2	0	0	0	0	
								Office	14	14	243,936	1,208		Office	14	14	243,936	1,208		Office	14	14	243,936	1,208	1,208	
Downtown Main Street (North)	25	Commercial	23	13	226,512	1,121	1,149	Commercial	23	13	226,512	1,121	1,149	Commercial					359	Commercial					359	
		Light Industrial	2	1	17,424	28		Light Industrial	2	1	17,424	28		Local	1	0	0	0		Local	1	0	0	0	0	
														District	7	0	0	0		District	7	0	0	0	0	
														Office	4	3.86	67,257	333		Office	4	3.86	67,257	333	333	
Pennsylvania Avenue	128	Light Industrial	25	25	435,600	698	2,509	Light Industrial	25	25	435,600	698	2,509	Light Industrial	25	25	435,600	698	2,509	Light Industrial	25	25	435,600	698	2,509	
		Commercial						Commercial						Commercial						Commercial						
		Community	50	21	365,904	1,811		Community	50	21	365,904	1,811		Community	50	21	365,904	1,811		Community	50	21	365,904	1,811	1,811	
Three Springs Drive/ Penco Road	162	Commercial					4,917	Commercial					4,917	Commercial					4,917	Commercial					4,917	
		Regional Office	134	29	505,296	2,501		Regional Office	134	29	505,296	2,501		Regional Office	134	29	505,296	2,501		Regional Office	134	29	505,296	2,501	2,501	
Colliers Way	1396	Commercial			0	0	0						0	Commercial					35,279	Commercial					35,279	
		Service	111	0	0	0								Local	14	14	243,936	1,208		Local	14	14	243,936	1,208	1,208	
														District	56	46	801,504	3,968		District	56	46	801,504	3,968	3,968	
														Office	279	279	4,861,296	24,066		Office	279	279	4,861,296	24,066	24,066	
Starvaggi Residential	260						0					0	Commercial					1,121	Commercial					1,121		
														Local	7	7	121,968	604		Local	7	7	121,968	604	604	
														District	6	6	104,544	518		District	6	6	104,544	518	518	
Three Springs Business & Industrial Park	524	Light Industrial	406	237	4,129,488	6,618	16,796	Light Industrial	287	119	2,073,456	3,323	23,766	Office	267	267	4,652,208	23,031	22,748	Office	267	267	4,652,208	23,031	25,488	
		Commercial						Commercial						Light Industrial	130	-39	-679,536	-1,089		Light Industrial	130	-39	-679,536	-1,089	-1,089	
		Regional	118	118	2,056,032	10,178		Regional Office	119	119	2,073,456	10,265		Warehousing	127	127	2,212,848	806		Warehousing	127	127	2,212,848	806	3,546	
Total Employment Impacts						Alternative 1	29,618					Alternative 2	36,077					Alternative 3	102,031					Preferred Plan	94,522	

Note: Estimated square footage = (Total acres*.4)*43560
were .4 = maximum buildout/acre and 43560 = square feet/acre

APPENDIX D

CITY OF WEIRTON
COMMUNITY SURVEY
AUGUST, 1999

CITY ISSUES

1. In your opinion, what are the five most important issues facing the **City** for the next 10 years? **Number in Priority.**

- a. Development of New Housing
- b. Improve Existing Housing/Neighborhoods
- c. Jobs/Economic Development
- d. Historic Structure Preservation
- e. Education & Worker Training Programs
- f. Shared Services with Surrounding Towns
- g. Protection of the Environment
- h. Traffic and Transportation
- i. Crime/Public Safety
- j. Social Services
- k. Fiscal Management
- l. Overall Quality of Life
- m. Community Park & Playground Network
- n. Downtown Revitalization

2. There are many community facilities and services available to residents of the City. Please rate the following facilities and services. Check "Do Not Know" if you have no experience upon which to make a judgment.

Facility/Service	Excellent (1)	Good (2)	Fair (3)	Poor (4)	Do Not Know (5)
a. School Facilities					
Brooke County Facilities					
Hancock County Facilities					
Private School Facilities					
b. School Programs					
Brooke County Programs					
Hancock County Programs					

Facility/Service	Excellent (1)	Good (2)	Fair (3)	Poor (4)	Do Not Know (5)
Private School Programs					
c. Fire & Emergency Services					
d. Police Protection					
e. Road Maintenance					
f. Water Supply					
g. Sewage Treatment					
h. Parks/Recreational Facilities					
i. Activities/Facilities for Youth					
j. Activities/Facilities for Middle Aged					
k. Activities/Facilities for Senior Citizens					
l. Activities/Facilities for Families					
m. Social Services					
n. Beautification/City Cleaning Programs					
o. Housing Assistance					
p. Code Enforcement					
q. Public Transportation					

3. Of the following housing classifications, the City should work to encourage: **(Check only two)**

- a. Single Family
- b. Two-Family
- c. Large Family (4+ Bedrooms)
- d. Small Affordable Starter Homes
- e. 3+ Bedroom Apartments
- f. 2 Bedroom Apartments
- g. Townhouses
- h. Efficiencies
- i. Nursing Homes
- j. Senior Citizen Apartments
- k. Assisted Living Residence
- l. In-Home Assisted Care

4. In establishing City priorities, it is important to.....

	YES (1)	NO (2)	DON'T KNOW (3)
Revitalize Downtown			
Develop bikeway/trail systems for pedestrian convenience to link neighborhoods, shopping, the river, schools, parks, and other activities			
Revitalize/redevelop existing neighborhoods			
Increase the level of maintenance on City streets			
Perform streetscape improvements (i.e., tree planting, sign control, etc.)			
Demolish vacant, deteriorated buildings			
Encourage historic preservation			
Acquire property for commercial/industrial development/redevelopment			
Acquire property for residential/neighborhood development/redevelopment			
Assist property owners in replacing deteriorated sidewalks & sidewalk construction			
Improve our existing park system			
Develop new housing			
Encourage home ownership			
Address traffic problems on Main Street			
Address traffic problems on Three Springs Drive			
Address traffic problems on Pennsylvania Avenue			

5. The City has some areas that are underserved by sewer and water lines, specifically along Three Springs Drive and Colliers Way. In your opinion, if this area is to receive sewer and water upgrades, who should pay for the upgrades?

- a. City
- b. Developer
- c. Project Impact Fees
- d. Joint, Public-Private
- e. Other _____

NEIGHBORHOOD ISSUES

This section of the survey should be answered based on your perception of the **neighborhood in which you live**. Please refer to the map on the previous page to indicate the neighborhood in which you live (i.e., Marland Heights, Angeline Estates, Terrace Heights, etc.).

Neighborhood: _____

6. Neighborhoods can have many assets that make them a desirable place to live and create a pleasant quality of life for our residents. The following is a list of assets common to neighborhoods. Please rate each category based on your perception of **“your neighborhood”**.

	Excellent (1)	Good (2)	Fair (3)	Poor (4)
A sense of belonging to the neighborhood				
People work together to make things better				
Neighbors watch out for each other				
Nice houses and apartments				
Safe playgrounds and parks				
Housing costs are reasonable				
Convenient neighborhood businesses				
Access to Public Transportation				
Neighborhood is clean and attractive				
Sidewalks are well maintained				
Crime is minimal				
Streets are in good condition				

7. Neighborhoods can also have problems that affect the quality of life for the residents. The following is a list of potential concerns. Please rate how large a concern you perceive each to be in **your neighborhood**.

	Is A Problem (1)	Is Not A Problem (2)
Housing well maintained		
Many vacant/deteriorated buildings		
Not enough parking		

	Is A Problem (1)	Is Not A Problem (2)
Fear of crime		
Sidewalks are crumbling/deteriorated/missing		
Drugs		
Kids cause problems		
Conversion of homes to rental units		
Not enough parks, playgrounds		
Area is dirty and littered		
Negative impacts of surrounding land uses		
Traffic congestion		
Odors from Mill and/or landfill		
Poor street access into neighborhoods		

8. Overall, how would you rate **your neighborhood** as a place to live?
- ___ a. Excellent ___ b. Good ___ c. Fair ___ d. Poor
9. How much opportunity do you feel you have to affect how things are done in your neighborhood?
- ___ a. Plenty of Opportunity ___ b. Some Opportunity
___ c. Little Opportunity ___ c. No Opportunity
10. Should the City require property owners to repair damaged sidewalks and install one where no sidewalks exist?
- ___ a. Yes ___ b. No
11. Should the City provide a second access road to the Marland Heights neighborhoods?
- ___ a. Yes ___ b. No

15. What type of waterfront access, if any, would be the most appropriate for City residents?
(Check all that apply).

- a. Boat Launch
- b. Waterfront Trails
- c. Waterfront Parks
- d. Fishing Access
- e. No Access is necessary
- f. Other: _____

16. Based on your observations: **(Check all that apply)**

- a. Weirton's parks are underutilized
- b. Youth utilize public school facilities more than the City parks
- c. Weirton's parks are predominately used by organized sports leagues
- d. No changes are needed to any City parks

17. Should abandoned railroad lines be developed as a recreational trail?

- a. Yes b. No c. Don't know

18. Would it be appropriate to increase member fees at Millsop Recreational Center to improve the facility and the programs made available?

- a. Yes b. No c. Don't know

19. Should steep slopes and stream corridors be protected as buffers and natural areas?

- a. Yes b. No

20. Should steep slopes be used for recreational purposes (i.e. hiking and mountain biking trails)?

- a. Yes b. No

21. The city is experiencing an increase in the middle and senior aged population. In your opinion, does the City need to develop new recreational facilities and programs to meet the needs of this age group?

- a. Yes b. No

If yes, please give specific examples: _____

COMMERCIAL ISSUES

22. The following represents a list of reasons people go downtown. Please indicate the reasons you go downtown by frequency.

	Daily (1)	Weekly (2)	Monthly (3)	Less than once a month (4)	Never (5)
Shopping					
Post Office					
Restaurants/Bars					
Visit Friends					
Banking					
City Offices					
Work Downtown					
Entertainment/Culture					
Courts/Police Business					
Professional Services					
Recreational Activities					
Passing Through					
Library					
Other					

23. What type of activities, if available, would attract you to downtown more often? **Check one in each category.**

Arts/Entertainment	Shopping	Recreation	Services
<input type="checkbox"/> Community Events (park concerts)	<input type="checkbox"/> Specialty Shops/ Boutiques	<input type="checkbox"/> Ice Skating/ Hockey Arena	<input type="checkbox"/> Professional offices
<input type="checkbox"/> Theatre/Movie House	<input type="checkbox"/> Outlet Shops	<input type="checkbox"/> Health Club	<input type="checkbox"/> Conference Center
<input type="checkbox"/> First Class Restaurant	<input type="checkbox"/> Antique Shops		<input type="checkbox"/> Hotel/Motel
<input type="checkbox"/> Museum	<input type="checkbox"/> Farmers' Market		

24. When shopping, how often do you shop:

	Weekly (1)	Monthly (2)	Occasionally (3)	Seldom (4)
Downtown Weirton				
Three Springs Drive				
Pennsylvania Avenue				
Penco Road				
Downtown Steubenville				
Fort Steuben Mall				
St. Clairsville Mall				
Downtown Wheeling				
Robinson Town Center				
Pittsburgh Malls				
Imperial Pennsylvania				

25. Based on your experience or in your opinion:

	Yes (1)	No (2)	Not Sure (3)
Is it important to revitalize downtown?			
Is public safety/security a concern when visiting downtown in the day?			
Is public safety/security a concern when visiting downtown in the evening?			
Is downtown parking conveniently located?			
Is downtown parking easy to find?			
Is the cost of downtown parking reasonable?			
Is downtown parking adequate?			
Is the presence of the Mill a deterrent to downtown?			
Is truck traffic noise/dust a problem?			
Do you believe it is important to have loyalty to downtown businesses?			
Is it important to protect and maintain existing street trees?			

26. Of the choices below, what criteria do you use when determining your shopping habits?

	Very Often	Sometimes	Never
Loyalty			
Price			
Selection			
Service			
Quality			
Accessibility			

RESPONDENT PROFILE

A. What is your age?

- a. 18-24
- b. 25-34
- c. 35-54
- d. 55-64
- e. 65-74
- f. Over 75

B. Sex: Male Female

C. How many people in your household?

D. How long have you lived in Weirton? Years

E. Your current work status is:

- a. Employed in the City of Weirton
- b. Employed in Brooke County, excluding the City
- c. Employed in Hancock County, excluding the City
- d. Employed in West Virginia, excluding Brooke and Hancock Counties
- e. Work at home
- f. Employed in Ohio
- g. Employed in Pennsylvania, excluding Pittsburgh
- h. Employed in Pittsburgh
- i. Currently Unemployed
- j. Student
- k. Retired

F. Do you...

- a. Own your residence?
- b. Rent your residence?
- c. Live with parents or relatives?

G. What is the best way to find out what is happening in the City?

- | | |
|---|---|
| <input type="checkbox"/> a. Local Newspaper | <input type="checkbox"/> e. Television |
| <input type="checkbox"/> b. Radio | <input type="checkbox"/> f. Church |
| <input type="checkbox"/> c. Attend meetings | <input type="checkbox"/> g. Talk with friends |
| <input type="checkbox"/> d. Other _____ | |

YOUR TURN

27. Any additional comments you would like to have considered in the preparation of the Comprehensive Master Plan for the City of Weirton regarding Downtown Weirton:

APPENDIX E

CITY OF WEIRTON, WEST VIRGINIA

2000 COMPREHENSIVE PLAN UPDATE

SURVEY SUMMARY

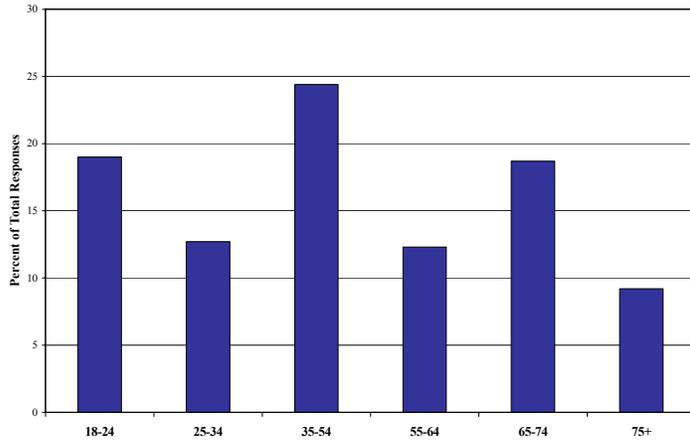
Background:

In August 1999, a community survey was mailed to 900 randomly selected Weirton residents. The names and addresses of these citizens were obtained from the municipal utility hook-ups billing register. The addresses of the sampling pool were geographically distributed throughout the city. A total of 315 responses were received from the sample pool. The responses received allows the city to be 95 percent confident that the resulting statistics will have a sampling error of ± 6 percent. A sample of the community survey is included in Attachment A.

Respondent Profile:

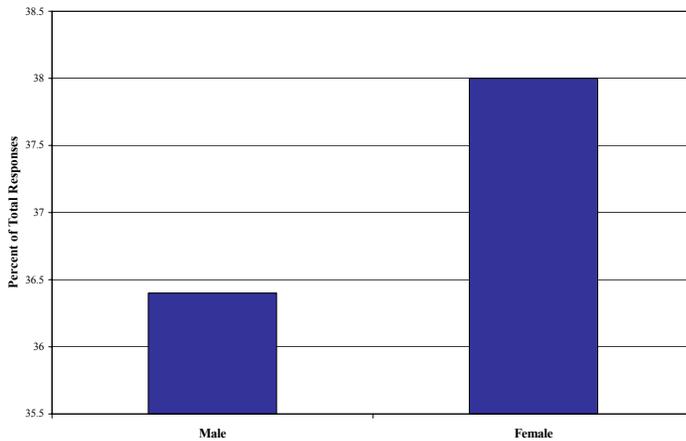
Of the persons who responded to the question regarding age, 19 percent were between the ages of 18-24, 12.7 percent were between the ages of 25-34, 24.4 percent were between the ages of 35-54, 12.3 percent were between the ages of 55-64, 18.7 percent were between the ages of 65-74, and 9.2 percent were over 75. Combined, the age cohorts from 55 and up, typical retirement years, made up about 40 percent of total responses.

RESPONDANT AGE DISTRIBUTION

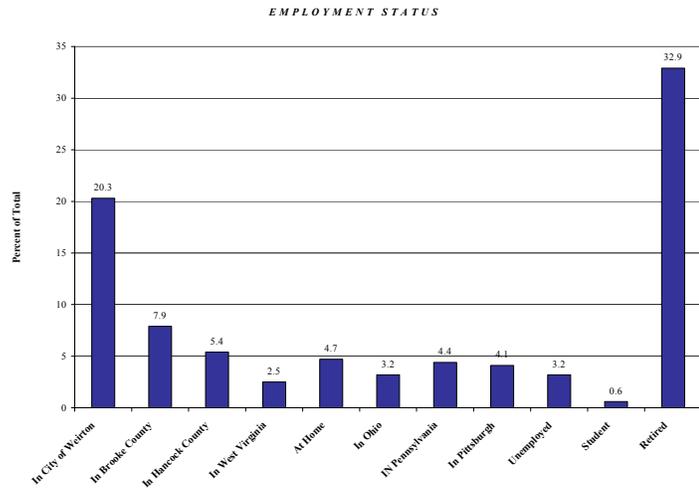


Of those who answered the question regarding the sex of the respondent, 36.4 percent were Male and 38 percent were Female. The age and sex profile is consistent with city demographics reported in the 1990 U.S. Census data. The 1990 U.S. Census data indicates that the average age in Weirton is 41.1 and that the majority of the population is between 25 and 44. The 1990 Census also reported that 46.8 percent of Weirton's population was Male and 53.2 percent was female.

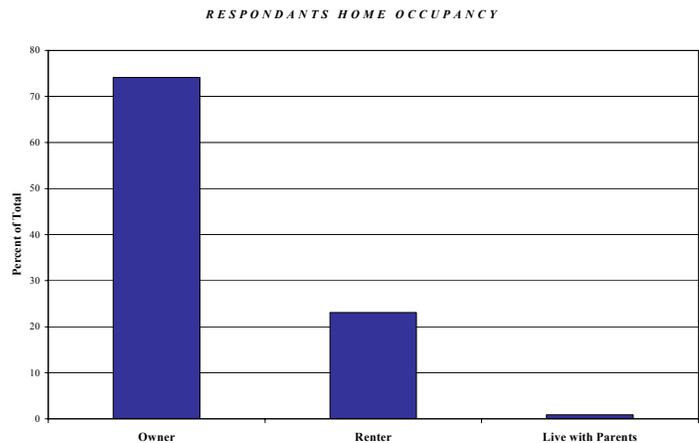
SEX OF RESPONDANTS



Of the persons who completed the question regarding employment, the top two responses were from residents who live and work in the city; 32.9 percent are retired; 20.3 percent are employed in the City of Weirton. Of the remaining responses, 7.9 percent are employed in Brooke County, excluding the City of Weirton; 5.4 percent are employed in Hancock County, excluding the City of Weirton; 4.7 percent are employed at home; 4.4 percent are employed in Pennsylvania, excluding Pittsburgh; 4.1 percent are employed in Pittsburgh; 3.2 percent are employed in Ohio; 3.2 percent are currently unemployed; 2.5 percent are employed in West Virginia, excluding Brooke and Hancock Counties; and .6 percent are students.



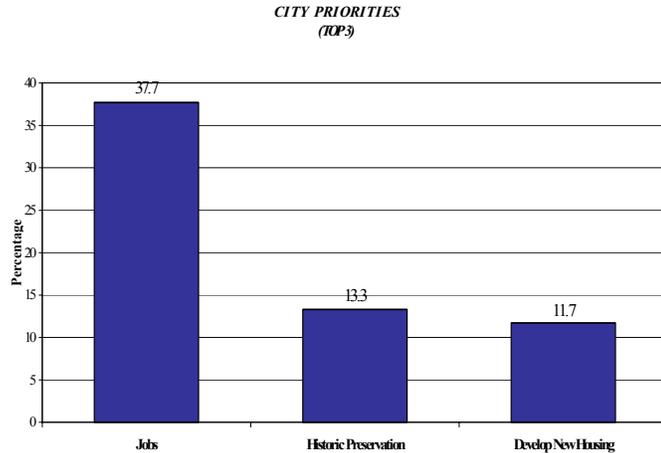
The questions regarding home occupancy indicates that Weirton residents currently have an average of 2.7 people in living in their household and have lived in their homes for an average of 29.3 years. Of the respondents, 74.1 percent owned their place of residence; 23.1 percent were renters; and .9 percent lived with their parents. Comparing the owner occupied versus renter occupied profile to the city demographics contained in the 1990 U.S. Census, homeowners and renters were fairly represented in the survey results. According to 1990 Census data, rental housing constitutes approximately 27.5 percent of the city’s housing stock.



Respondents were also asked to how they find out what is happening in the community. The local newspapers (78.2 percent) are the most commonly used method to obtain local information. “Talking with Friends” (38.3 percent) is the second most popular method for obtaining local news and information. Television (34.2 percent) and radio (32.6 percent) were cited as the third and fourth methods, respectively, of obtaining local news and information. Church (18.7 percent) and attending meetings (11.7 percent) were the least popular ways of learning about local happenings.

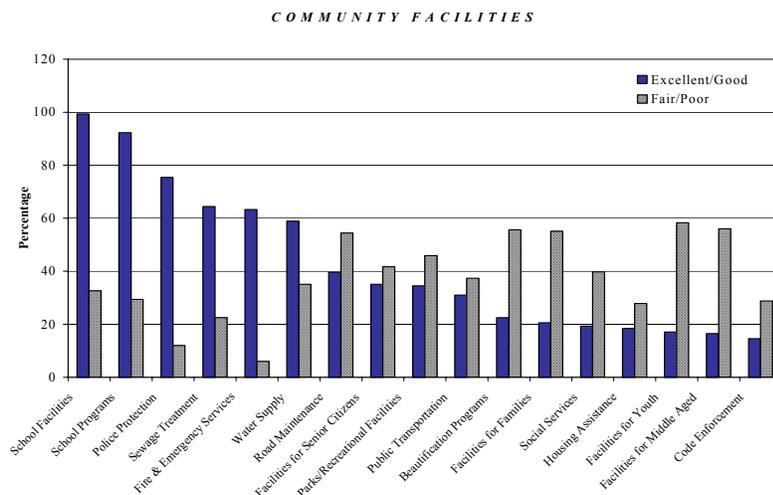
City Issues:

The first question of the survey addressed the issues that the City of Weirton should address during the next ten years. Residents were provided with a list of fourteen common issues that most communities need to address. Question 1 asked the residents “what are the five most important issues facing the City for the next 10 years?” Overwhelmingly, City residents have put a high regard on jobs/economic development (37.7 percent) as the primary issue for the City to address. The next most important issue was historic preservation (13.3 percent), followed by developing new housing (11.7 percent). It is not clear why the residents chose “historic preservation” as a top priority given that the City has so few sites listed on the national historic register.



However, historic preservation can also be viewed from a non-physical perspective, such as a way of life. Consequently, given that the respondents profile includes a large proportion of residents in the 65 and over category, this can mean that it is important to remember the City’s origin as a “city forged in steel.” The remaining responses include the following: Improve Existing Housing/Neighborhoods (3.8 percent); Education & Worker Training Programs (1.6 percent); Shared Services with Surrounding Towns (.9 percent); Protection of the Environment (.9 percent); Traffic and Transportation (2.8 percent); Crime/Public Safety (3.8 percent); Social Services (.9 percent); Fiscal Management (1.3 percent); Overall Quality of Life (3.2 percent); Community Park and Playground Network (3.2 percent); and Downtown Revitalization (4.9 percent).

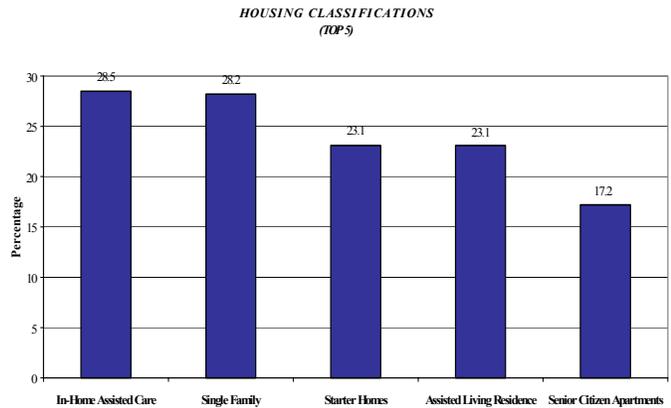
Question 2 asked the residents to rate a variety of facilities and services available within the City. Facilities and services rated as “excellent or good” by more than 50 percent of the respondents include: Police Protection (75.4 percent); Sewage Treatment (64.6 percent); Fire and Emergency Services (63.3 percent); and Water Supply (58.9 percent).



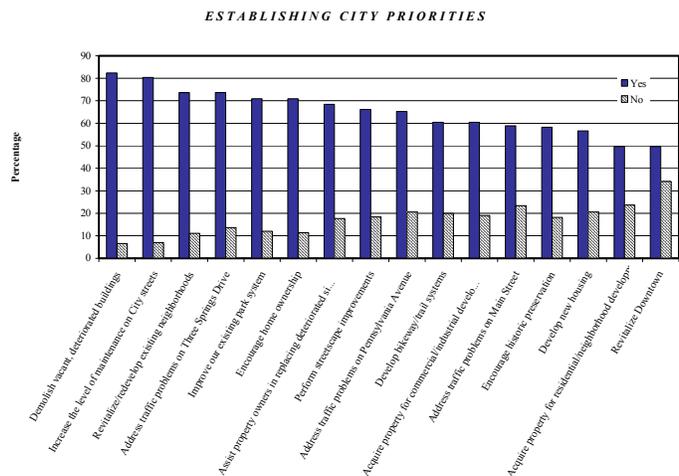
Facilities rated as “fair or poor” by more than 50 percent of the respondents include:

Activities/Facilities for Youth (58.3 percent); Activities/Facilities for Middle Aged (56 percent); Beautification/City Cleaning Programs (55.7 percent); Activities/Facilities for Families (55.1 percent); and Road Maintenance (54.4 percent). Question 2 is summarized in the *Community Facilities* chart below. It is interesting to note that 44 percent of the survey respondents answered “Do Not Know” regarding housing services available to them.

Question 3 asked residents to identify, from a list of housing types and classifications, two (2) types of housing the City should work to encourage. Three of the top five choices related to the growing senior population in Weirton. Totaled, 68.8 percent of the responses called for some type housing that responds to an aging population. The highest of these was In-Home Assisted Care at 28.5 percent. However, Assisted Living Residence (23.1 percent) and Senior Citizen Apartments (17.2 percent) made up 40.3 percent of total responses. This indicates that if the appropriate housing opportunities are available to the elderly, who are generally living in single-family homes, they may be willing to move. By default, this will create a housing stock that will meet the demands for single family and starter homes. Combined, single family (28.2 percent) and starter homes (23.1 percent) made up 51.3 percent of total responses. Lesser-desired housing options included two-family (12 percent); 3+ bedroom apartments and townhouses (10.4 percent); nursing homes (8.2 percent); efficiencies (7.9 percent); 2-bedroom apartments (7.3 percent); and large family (4+ bedrooms) houses (5.7 percent).



Question 4 addressed what issues the residents feel the City should establish as its priorities. Residents were given a list of sixteen priorities. For each category, the respondents were to choose from three options; “Yes,” “No,” and “Don’t Know.” The top five (5) priorities identified were: “Demolish vacant, deteriorated buildings” (82.3 percent); “Increase the level of maintenance on city streets” (80.4 percent); “Revitalize/ redevelop existing neighborhoods” (73.7 percent); “Improve our existing park system” and “Encourage home ownership” (70.9 percent); and “Assist property owners in replacing deteriorated sidewalks & sidewalk construction” (68.4 percent).

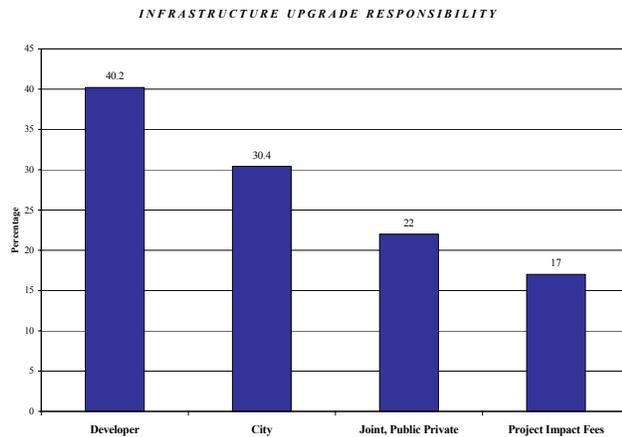


CITY OF WEIRTON COMPREHENSIVE PLAN UPDATE
SURVEY SUMMARY

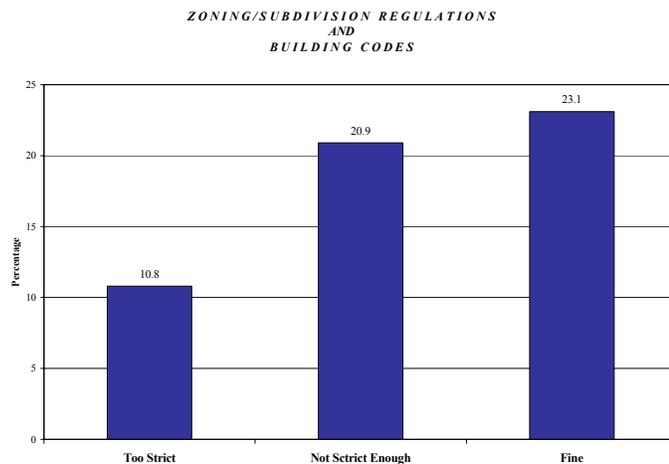
The only two items receiving less than 50 percent support from residents were “Revitalize Downtown” (49.7 percent) and “acquire property for residential/neighborhood development/redevelopment” (49.7 percent). Typically, communities build out from the historic core, the area that served the commercial needs of residents. This historic core is historically considered the “downtown” of an urban area, and frequently includes most of the vacant and deteriorated buildings in a community.

It’s interesting to note that residents regard demolishing vacant and deteriorated buildings as the highest priority (82.3 percent), but at the same time have ranked the revitalization of downtown as the lowest priority (49.7 percent). It is also worth noting that residents consider the revitalization of neighborhoods the third highest priority. But when asked if property should be acquired for residential/neighborhood revitalization, residents consider this to be among the lowest priorities. This suggests that residents consider public realm investments, such as parks, a street tree program and/or sidewalk program, important catalysts to neighborhood revitalization.

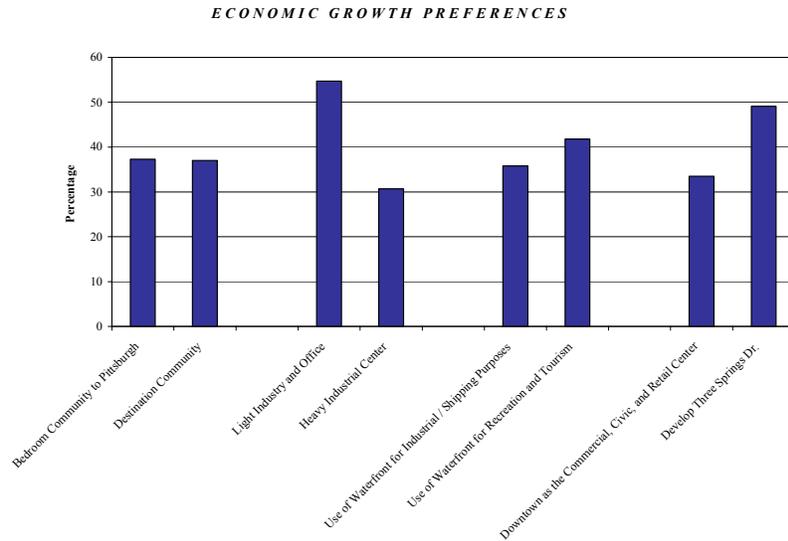
Question 5 asked the residents who should be responsible for new infrastructure, i.e. roads, sewers, and water lines, in areas of the City that have not yet been developed. The majority of the respondents put the responsibility on the developer (40.2 percent). However, nearly one third of the respondents selected the City as the responsible party (30.4 percent). Almost one-quarter of the respondents (22 percent) consider the completion of infrastructure a joint, public-private undertaking. Only 17 percent of the respondents selected project impact fees as the preferred means to pay for infrastructure related to new development.



Question 6 asked residents’ opinions regarding existing zoning and regulations, and building codes. The majority of the respondents answered (38.6 percent) “Don’t Know.” This is generally expected, given that the majority of the City’s residents are not directly affected by these regulations on a regular basis. Nearly one-quarter of the respondents (23.1 percent) consider the regulations to be “Fine the way they are.” Nevertheless, 20.9 percent feel that regulations are “Not strict enough.” A small percentage of the respondents (10.8 percent) consider the regulations “Too strict.”



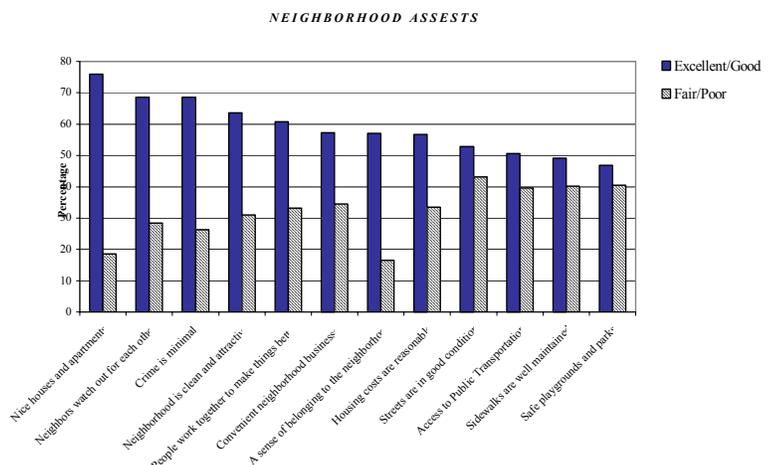
Questions 7 through 10 asked the residents to choose alternative futures for the City of Weirton. Question 7 contrasted Weirton as a “Bedroom Community to Pittsburgh” or to become a “Destination Community.” Respondents were comparatively split on this topic; 37.3 percent chose to become a bedroom community, while 37 percent elected to become a bedroom community. Question 8 asked what type of economic growth Weirton should pursue. Over one-half (54.7 percent) of the respondents chose “Attracting New and Emerging Light Industry and Office” as the preferred choice for Weirton’s economic growth. Nearly one-third (30.7 percent) of the respondents chose to “Continue as a Heavy Industrial Center.” This suggests that Weirton residents would like to see a diversified economic base. Question 9 inquired about the future use of the Ohio River waterfront. Using the waterfront for recreational uses (41.8 percent) was marginally chosen over industrial/shipping purposes (35.8 percent). Residents were asked to choose between developing the Three Springs Drive area as the commercial and retail core or to reestablish Downtown as the commercial, civic, and retail core. Overwhelmingly, nearly one-half (49.1 percent) of the residents selected Three Springs Drive as the future commercial and retail core of the City of Weirton. Only about one-third of the residents (33.5 percent) selected to reestablish downtown as the commercial, civic, and retail center. This is consistent with responses to question 4 regarding future city priorities; “Revitalize downtown” was selected as the lowest priority.



Only about one-third of the residents (33.5 percent) selected to reestablish downtown as the commercial, civic, and retail center. This is consistent with responses to question 4 regarding future city priorities; “Revitalize downtown” was selected as the lowest priority.

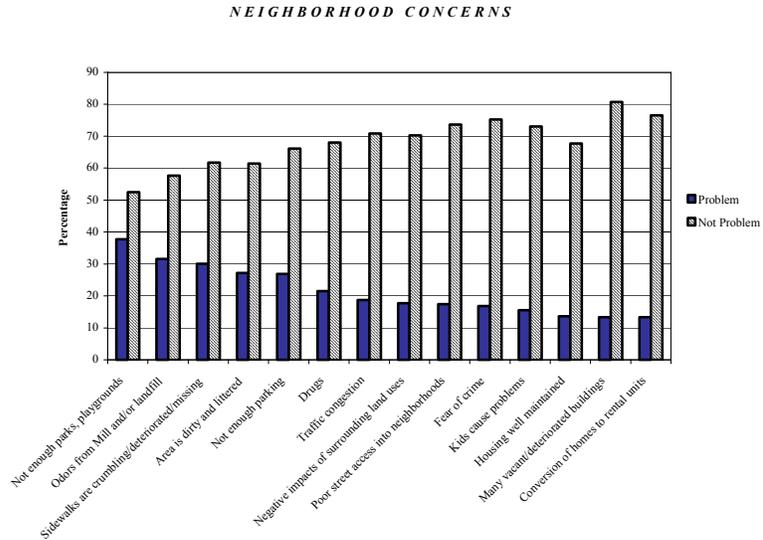
Neighborhood Issues:

Question 11 listed twelve (12) different assets that can contribute to the desirability of living in a certain neighborhood. Overall, the highest rated neighborhood asset was “Nice houses and apartments” as 75.9 percent of the residents selected “excellent” or “good.” Respondents also highly ranked low crime and observant neighbors, at 68.6 percent as excellent or good. A clean and attractive neighborhood was selected as the fourth highest category

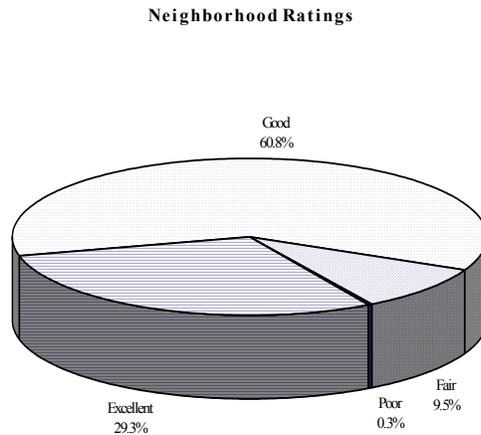


by respondents, 60.8 percent rated as excellent or good. “A sense of belonging to the neighborhood” ranked fifth (57 percent excellent or good) among all categories. The poorest ratings were in the categories of safety at playgrounds and parks (46.9 percent excellent or good), sidewalk maintenance (49.1 percent excellent or good), and access to public transportation (50.6 percent excellent or good).

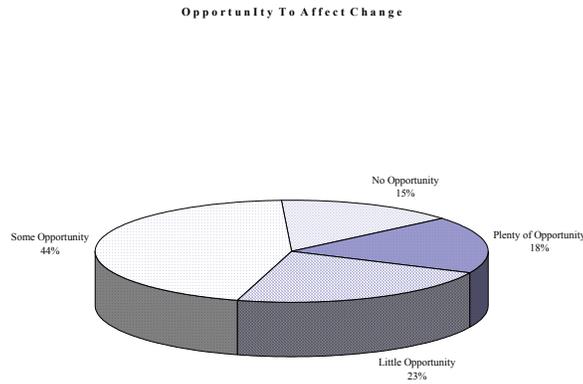
Question 12 listed fourteen (14) factors that can have a negative impact on a neighborhood. These fourteen factors were listed and residents were asked to select either “Is A Problem” or “Is Not A Problem.” For each category, respondents generally selected “Is Not A Problem” better than two-thirds of the time. The two exceptions were “Not enough parks, playgrounds” and “Odors from Mill and/or landfill.”



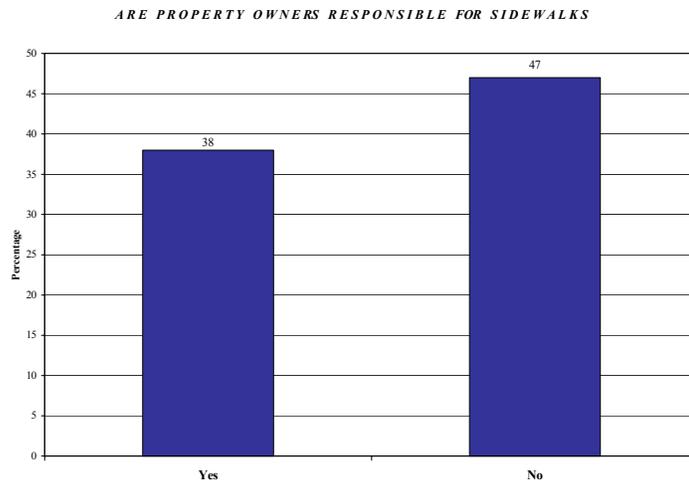
Question 13 asked residents “how would you rate your neighborhood as a place to live?” Responses indicate a high degree of satisfaction among residents as 85.5 percent selected “excellent” or “good.” Only 8.9 percent selected “fair” and .3 percent selected “poor.”



Question 14 asked residents how much opportunity they feel they have to affect how things are done in their neighborhood. 17.7 percent felt that they have “Plenty of Opportunity.” Another 44 percent felt that they have “Some Opportunity.” However, better than one-third felt they have “Little Opportunity” (22.2 percent) or “No Opportunity” (14.6 percent).

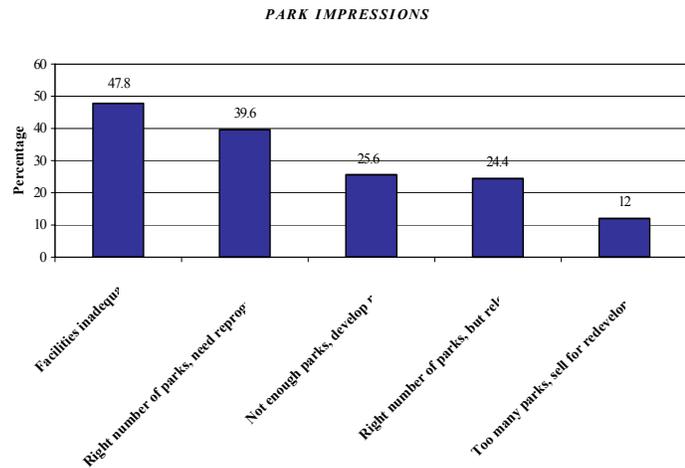


Question 15 asked residents if the City should require property owners to repair sidewalks and install sidewalks where they currently do not exist. Nearly one-half (47 percent) of the respondents stated that the City should not hold property owners responsible for sidewalks. Still, 38 percent of the respondents consider property owners responsible for their sidewalks.



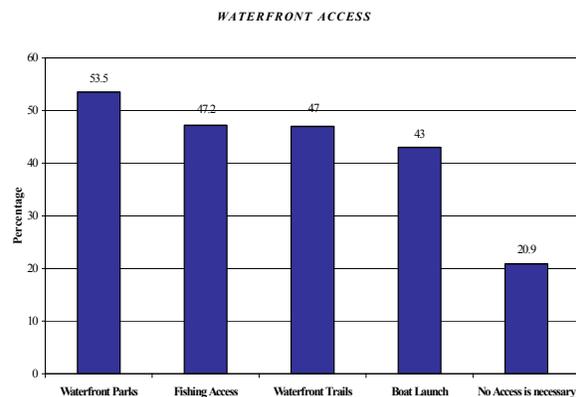
Parks, Recreation, & Open Space Issues

Question 17 asked residents their overall impression of the existing park network in the City of Weirton. Respondents were allowed to choose more than one response. Overwhelmingly, City residents indicated that City parks are inadequate for the public needs and should be upgraded (47.8 percent). This finding is further supported in question 2, which asked residents to rate community facilities and services. Additionally, one-quarter (25.6 percent) of the respondents believe that Weirton does not have enough parks. 38.6 percent of Weirton residents feel that the City has the right number of parks, but that they need reprogramming. In addition, 24.4 percent indicate a satisfaction with the number of parks, but they could be more strategically located around the City. Only 12 percent of the respondents indicated that the City has too many parks and should be sold for redevelopment. Question 25 indicates that the City needs to develop new recreational facilities and programs to meet the needs of the middle and senior aged population; 50.9 percent selected “Yes” and 35.4 percent selected “No.” This finding is not surprising given that these age categories make up the largest population in the City.



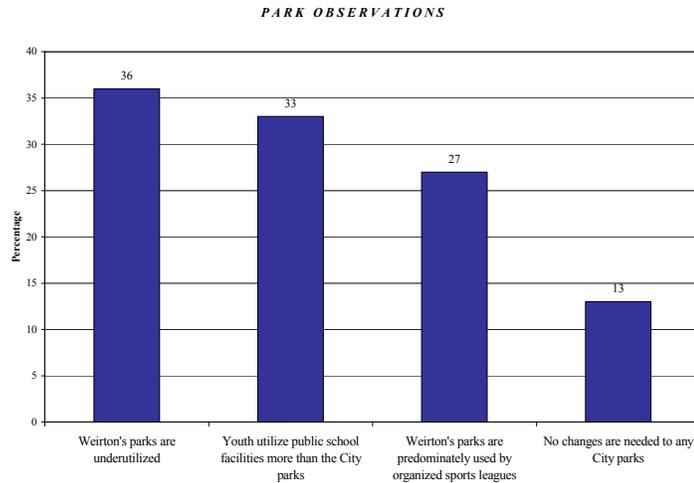
Question 18 asked the residents what additional recreational improvements or attractions are necessary in the City. Respondents were to choose “Yes” or “No”. 45.3 percent selected “Yes”; another 37.3 percent selected “No.” Space was given for residents for those residents who selected “Yes” to identify what was necessary. To understand the resident’s desires as the Comprehensive Plan Update was being developed, the consultants reviewed these comments. However, because of limited space, the comments are not provided here. For the benefit of those who would like to review these comments, the surveys are on file in the City’s Development Office.

Many communities utilize their rivers and waterways as a focus point for both passive and active recreational activities. Question 19 asked the residents if waterfront access would be appropriate, and if so, what type should be encouraged. As question 9 identified, residents have a desire for waterfront accessibility. The responses to question 19 further support this finding. The respondents, with the following



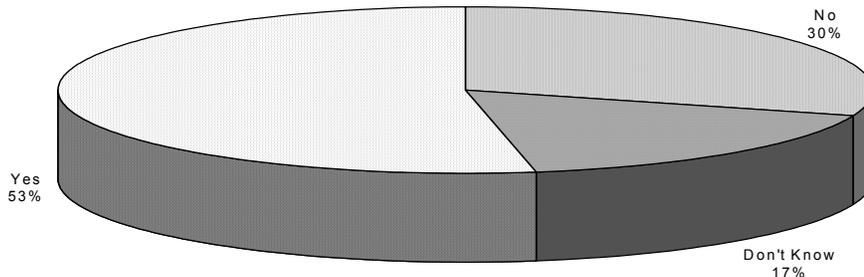
results, were allowed more than one answer. A waterfront park was selected as the highest preference (53.5 percent) followed closely by fishing access (47.2 percent), waterfront trails (47 percent), and a boat launch (43 percent). Only 20.9 percent of the respondents indicated that no access was necessary.

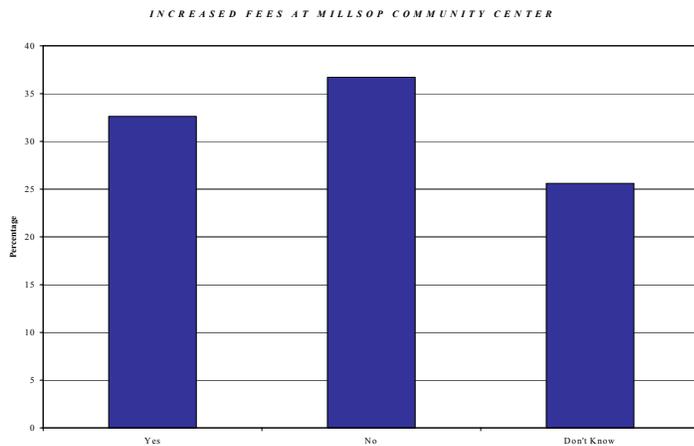
Question 20 also addressed the issue of residents overall impression of the existing park system. 36 percent responded that Weirton’s parks are underutilized; 33 percent feel that the school facilities are used more than City parks; 27 percent believe the parks are used predominately by organized sports leagues; and 13 percent felt that no changes are necessary.



Question 4 indicated that residents would like a trail network to be developed throughout the City. Question 21 asked residents if abandoned railroad corridors should be used for trail development. The majority of residents (50.9 percent) indicate that they would support this type of development. 28.8 percent of the respondents selected “No”, and another 16.5 percent were unsure.

RAILROAD LINES CONVERTED TO RECREATIONAL TRAILS

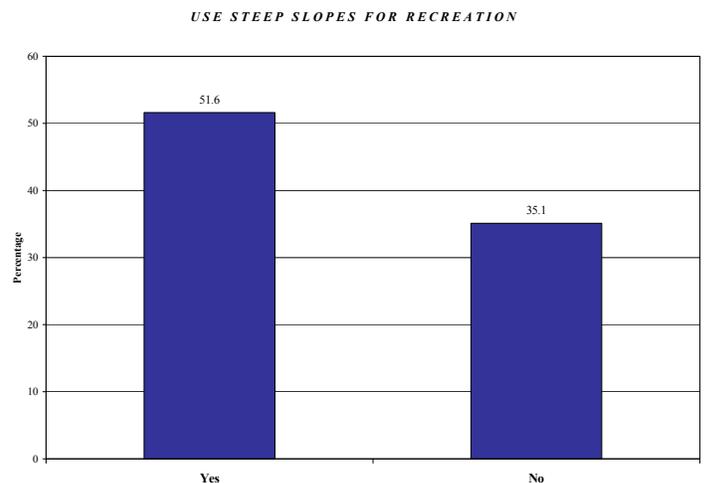
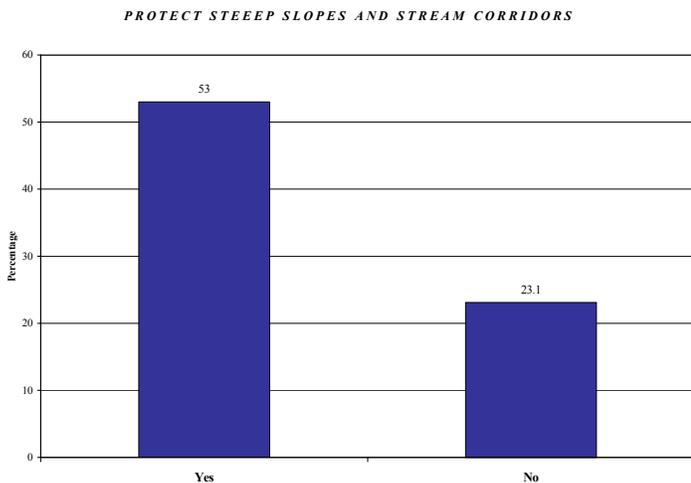




The Millsop Community Center serves the indoor recreation demands of City residents. Activities such as basketball, indoor soccer, swimming, and weight training are just some of the activities offered. During a recreation focus group meeting, the need for upgrading programs offered and repairs at the community center were highlighted. Question 22 asked the residents if it would be appropriate to increase member fees to make some of these improvements. Respondents were relatively split on this

question; the majority, 36.7 percent, said “No” and 32.6 percent said, “Yes.” However, 25.6 percent answered “Don’t Know.” This suggests that nearly an additional quarter of the population may be willing to pay increased fees for an improved facility and programs.

Questions 22 and 23 address how the City should consider utilizing its steep slopes and stream corridors. Question 23 specifically asked the residents if the steep slopes and stream corridors should be protected as buffers and natural areas. Better than fifty percent (53 percent) consider these areas important natural features that should be protected. About one-quarter (23.1 percent) of the City’s residents do not regard these areas as valuable enough for additional protection measures. Question 24 asked the residents if the steep slopes should be used for recreational purposes. Again, about one-half (51.6 percent) of the respondents said “Yes.” However, a little more than one-third of the respondents (35.1 percent) said “No.”



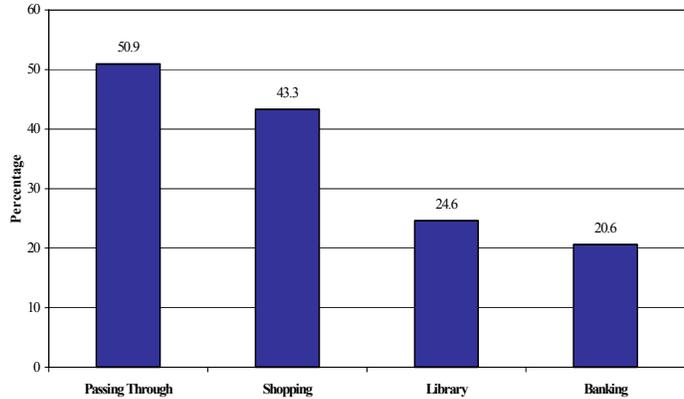
CITY OF WEIRTON COMPREHENSIVE PLAN UPDATE
SURVEY SUMMARY



Commercial Issues:

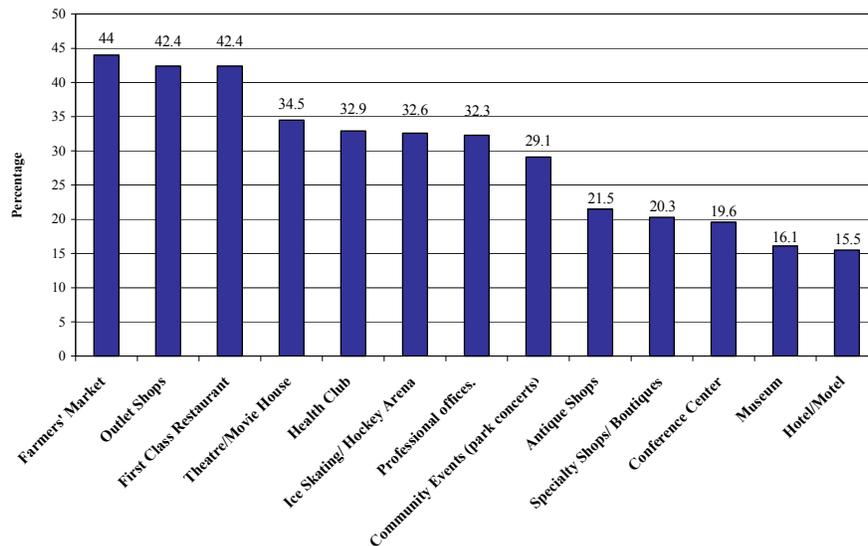
Question 26 listed a variety of reasons people go downtown. The question asked residents to indicate the reasons they visit downtown Weirton by frequency. The most frequently selected reason for going downtown on a daily or weekly basis is “Passing Through” at 50.9 percent; this indicates a relatively strong market base for downtown merchants. 43.3 percent of the residents indicated that they shop downtown on a daily or weekly basis. The second most frequently selected reason was “Shopping” at 43.3 percent daily and weekly. It is worth noting that when asked if residents come downtown to visit with friends, 42.1 percent selected never, the remaining choices were marginal. This suggests that downtown does not play the role of the social gathering place for the City. The chart below summarizes the survey responses.

REASONS FOR GOING DOWNTOWN (TOP 4)

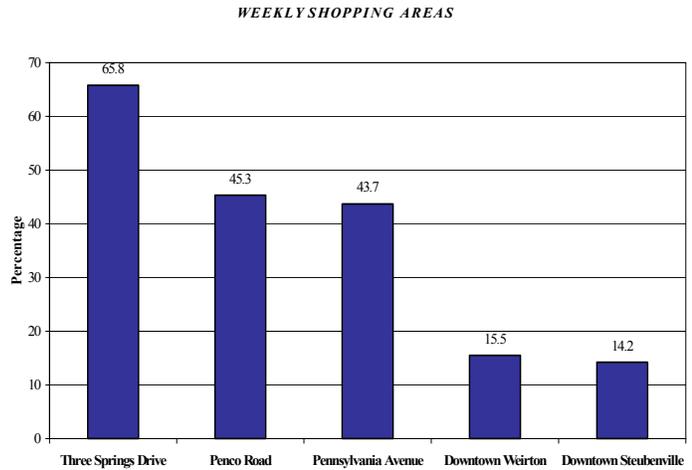


Question 27 listed a variety of activities, if available, which might attract people downtown. The activities were broken into four (4) categories: Arts & Entertainment; Shopping; Recreation; and Services. Overall, a farmers’ market (44 percent) was selected as the most popular attraction, if available, would bring residents downtown. A first class restaurant and outlet shops, both 42.2 percent followed closely. The third highest category was a theater/movie house at 34.5 percent.

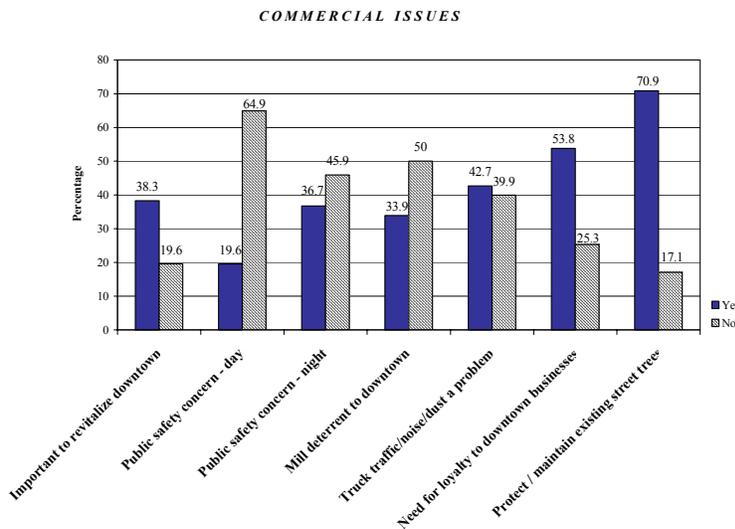
ACTIVITIES WHICH WOULD INCREASE USE OF DOWNTOWN



Question 28 was intended to determine the shopping habits, by frequency, of Weirton residents. The survey indicates that the majority of residents do their weekly shopping within the Three Springs Drive/Penco Road/Pennsylvania Avenue corridor. Three Springs Drive is the most frequently visited area on a weekly basis at 65.8 percent. The most frequently selected area on a monthly basis is downtown Weirton at 26.3 percent; Robinson Town Center was selected as the second most popular monthly shopping location at 20.6 percent. On occasion, Weirton residents shop at St. Clairsville Mall, Pittsburgh Malls, and Fort Steuben Mall. Weirton residents seldom shop Downtown Wheeling, Downtown Steubenville, and Imperial Pennsylvania.



Question 29 asked residents opinions regarding various aspects of downtown. A matrix of eleven questions was developed and respondents were to select either “Yes”, “No”, or “Not Sure.” The first question asked if it was important to revitalize downtown. The majority of the respondents, 38.3 percent, feel that downtown revitalization is important. However, as question 4 found, this should not be a city priority. 19.6 percent selected “No” and 17.4 percent were “Not Sure.” The next two questions concerned perceptions of public safety downtown. The majority of respondents do not have public safety/security concerns downtown, although more people are concerned about downtown safety at night than during the day. Downtown parking is often a concern for downtown merchants. Question 29 also

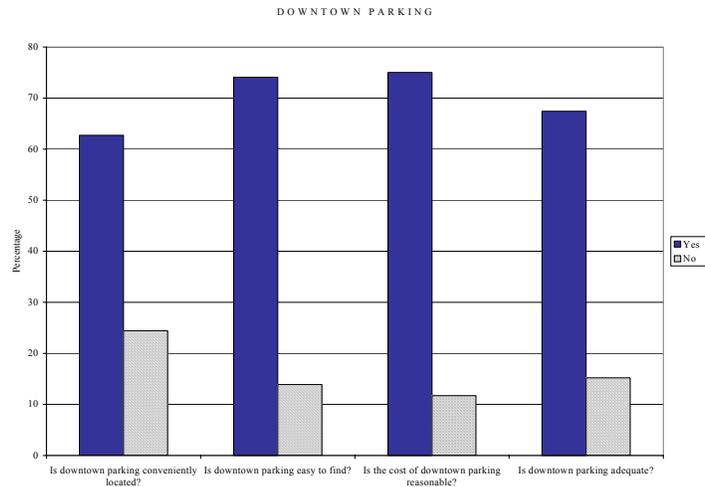


asked residents two questions regarding Weirton Steel’s downtown presences. The first of these two questions asked if the Mill is considered to be a deterrent to downtown activities. One-half of the respondents said “No” (50 percent) and about one-third (33.9 percent) selected “Yes.” The next question asked respondents if the truck traffic noise/dust is a problem. On this question, the respondents were somewhat split; 42.7 percent perceive the trucks as a problem downtown; and 39.9 percent do not view trucks

as a problem downtown. An additional 12 percent were “Not Sure.” Respondents were also asked if it is

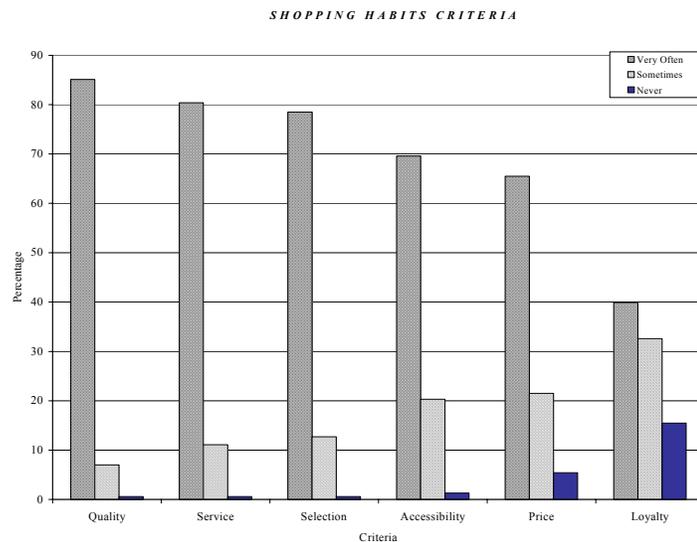
important to have loyalty to downtown businesses. A little more than one-half of the respondents (53.8 percent) believe that it is important to support downtown businesses. However, about one-quarter of the respondents (25.3 percent) do not consider it important to maintain loyalty to downtown businesses. 16.1 percent of the respondents were not sure. The final subject in question 29 asked residents if street trees are important and worth maintaining. An overwhelming majority of the respondents (70.9 percent) feel that it's important to protect and maintain existing street trees. Only 17.1 percent of the respondents said “No” and 8.2 percent were “Not Sure.”

Question 29 also asked a series of four questions regarding if downtown parking; is it conveniently located, easy to find, reasonably priced, and adequate. Overwhelming, residents are satisfied with downtown parking; 62.7 percent said that parking is conveniently located, 74.1 percent believe that parking is easy to find, 75 percent believe that the costs for parking is reasonable, and 67.4 percent think that there is enough parking available.



The final question on the survey defined a matrix of six criteria that residents might use when determining their shopping habits. For each criteria listed, respondents were to choose from a scale of “Very Often”, “Sometimes”, or “Never.” The first criteria was Loyalty. Respondents were more split on this question than the previous question regarding loyalty to downtown businesses; 39.9 percent selected “Very Often”, 32.6 percent selected “Sometimes”, and 15.5 percent selected “Never.”

However, the majority residents also selected “Very Often” for the majority of the remaining criteria: Price, 65.5 percent; Selection, 78.5 percent; Service 80.4 percent; Quality, 85.1 percent and Accessibility, 69.6 percent. Interpretation of this question suggests that the most important criteria to determining Weirton residents shopping habits is a quality product, followed closely by service; both are characteristics typically found in smaller, locally owned businesses.



APPENDIX F

Introduction

The purpose of this project is to identify target industries to serve as the focus for efforts to recruit and attract firms to the Three Springs Business and Industrial Park in Weirton. This analysis begins with a review of potential growth opportunities in the greater regional economy. In particular, it concentrates on the nearby metropolitan areas of Cleveland and Columbus in Ohio, and Pittsburgh in Pennsylvania. The analysis attempts to isolate industries which are participating in the economies of those metropolitan areas, but which may which could be benefit from the relatively lower costs associated with Weirton. In particular, the analysis seeks to identify industries in those locations that are either growing rapidly or declining. The assumption behind this analysis is that the rapidly growing industries may "spill over" into Weirton, and that the declining industries may be able to sustain their presence in the larger regional economy by operating from a location with relatively lower costs.

This effort seeks two outcomes. In the short term, it is intended to stabilize and expand the employment base for Weirton, and reduce the City's virtually complete dependence upon Weirton Steel as a source of employment and income. This will involve bring new employers into the community. Over the long term, this effort should also bring new types of employers into the community. By increasing the diversity of employment in the City, Weirton will no longer be heavily dependent on a single, highly cyclical industry--steel.

Figure 1.
Employment Patterns in Brooke and Hancock Counties.

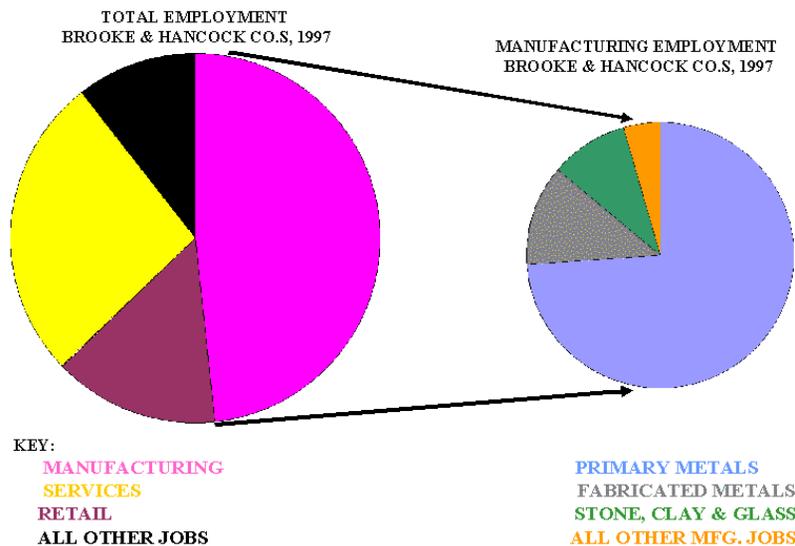
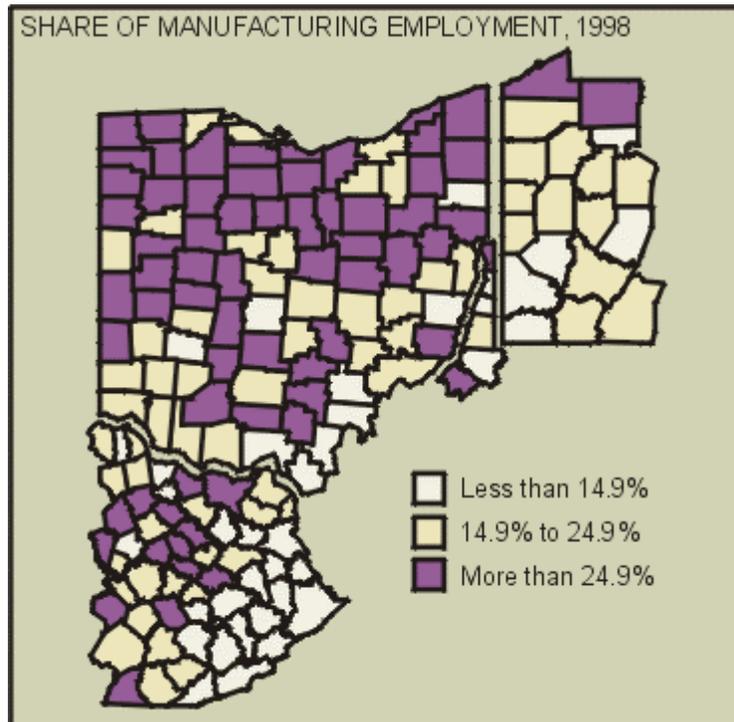


Figure One portrays the extent to which steel currently dominates the City's economy. As shown in the larger "pie chart" on the left, in 1997, manufacturing represented half of all employment in Brooke and Hancock counties. (Nationally, manufacturing constitutes 14 percent of all employment.) Weirton's extensive manufacturing sector is completely dominated by steel. As indicated in the smaller pie chart on the right, three-quarters of the City's manufacturing employment is in primary metals. An additional 10 percent is in fabricated metals. The experience of the past generation has underscored the danger of this type of concentration. As the steel industry has suffered, the City of Weirton has suffered equally. By developing a more diverse employment base, the City should be able to avoid the "boom-bust" cycle associated with an economic base concentrated in a single durable-goods industry.

Identifying Opportunities: A Regional Economic Overview

Our research has underscored the extent to which Weirton is part of a region-wide manufacturing economy. Figure 2 presents a map of the fourth district of the Federal Reserve Bank. It demonstrates the extent to which the counties of eastern Ohio have a high concentration of manufacturing employment, much of it related to auto and steel manufacturing. Note however, that the Pittsburgh region has a much lower share of manufacturing employment. This is one indication that the economies of each of the major metropolitan areas have begun to reshape themselves in response to changes in technology and global competition.

Figure 2.



Source: Federal Reserve Bank of Cleveland.

Figure 3 applies the matrix presented in Weirton's comprehensive plan document to describe how these economies are adapting. Pittsburgh and Columbus appear to have made major strides to becoming more diverse information-based economies. Pittsburgh's share of employment devoted to manufacturing is much lower than either Cleveland or Columbus, and it is developing new jobs in information technology, software, and biotechnology. Columbus maintains strength in auto-related manufacturing and distribution. But it has also developed strengths in materials technology, particularly firms that develop and manufacture polymers and plastic composites for containers, and applications in the auto and telecommunications industries. The Columbus area also has an emerging high-technology sector. The Urban Land Institute reports that, in 1999, high technology firms constituted five percent of the demand for new manufacturing space. The Cleveland metropolitan area has maintained more traditional manufacturing focus, but it too is moving toward a "right-sized" manufacturing sector.

Figure 3.

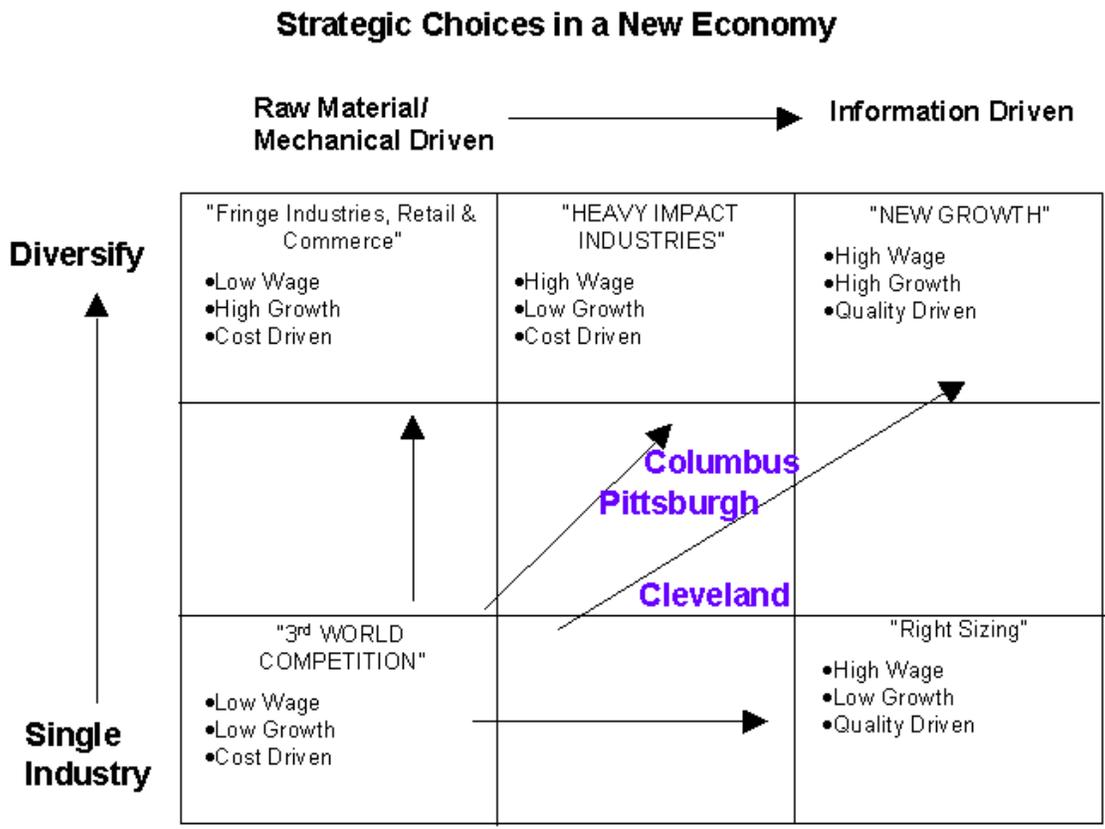
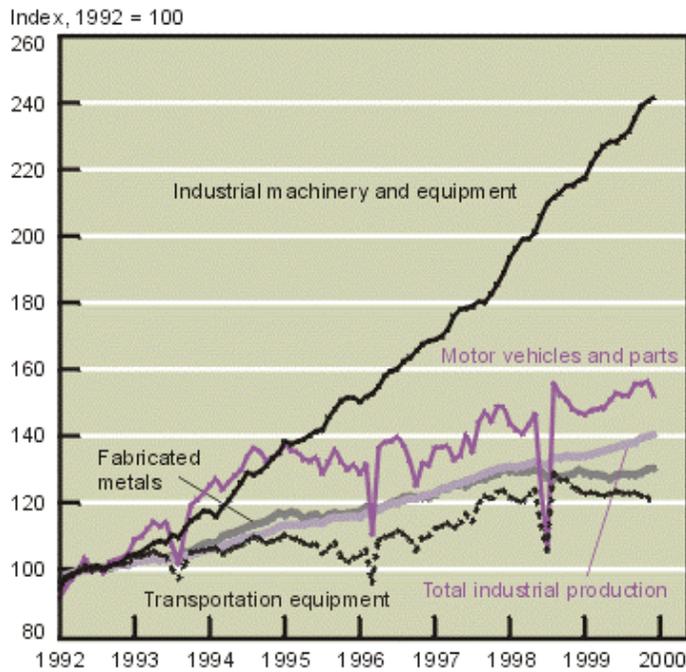


Figure 4 shows the consequences of this transition for Fourth District. While manufacturing employment has fallen for most of the past decade, manufacturing output has risen consistently. Clearly, the region's manufacturing sector is reaping the productivity gains associated with new information technology. This suggests that many of the manufacturing enterprises in the region are likely to remain competitive. The question becomes, which of these are reasonable targets for Weirton?

Figure 4.
Industrial Production by Industry Group



Source: Federal Reserve Bank of Cleveland.

Figure 5 provides the beginning of an answer. While Weirton's economy has long been dominated by primary and fabricated metals, there are other industries in the larger region that are under-represented in the City. The graphs shows the extent to which industrial machinery and equipment, rubber and plastic products, and electronic equipment all relatively under-represented in West Virginia generally and Weirton in particular.

In order to take this analysis to the next level of detail, we gathered information on the official projections for job growth in the three metropolitan areas. As indicated earlier, this part of the analysis identified industries that were either fast growing or declining, suggesting that firms in those industries might be looking to expand or move to a location with relatively lower costs. The results are presented in Table 1.

The Cleveland area is expected to see a 12 percent rise in total employment by from 1995 to 2006. On the other hand, among its largest industries, employment in key manufacturing sectors like fabricated metals, industrial machinery and equipment and transportation equipment will remain flat or decline. This reflects the need for these sectors to realize productivity gains or cost reductions. Thus, firms in those industries may look favorably on Weirton as a relatively lower cost location that still can provide them with access to the major customers in the Ohio/Pennsylvania border region. On the nonmanufacturing side, business services is one of Cleveland's fastest growing industries.

The Columbus metropolitan area is expected to grow by 14 percent from 1995 to 2006. The largest manufacturing sectors showing low or declining growth include electronic

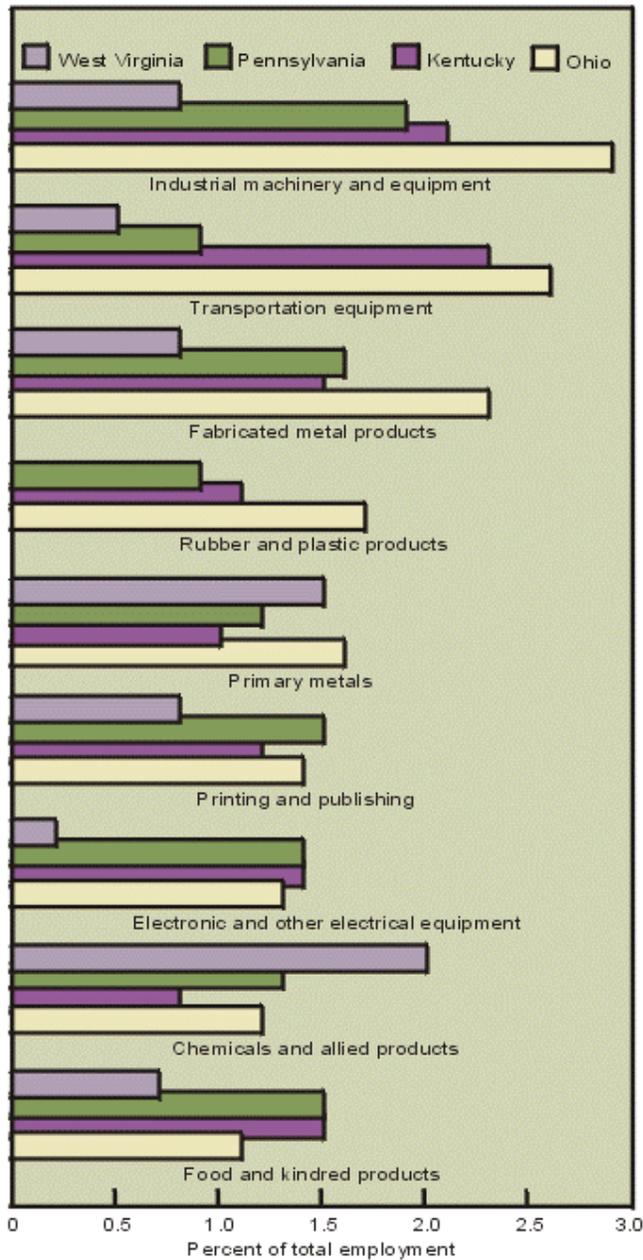
Table 1.			
Employment Projections by Metropolitan Area			
Cleveland-Lorain-Elyria PMSA			
SIC Code	Industry Title	Projected Employment, 2006	Percent Change, 1995-2006
	Total Nonfarm Wage and Salary Employment	1,251.9	11.9
	Manufacturing	Percent of Total	
34	Fabricated Metal Products	3.1	1.1
35	Industrial Machinery and Equipment	2.9	-2.2
37	Transportation Equipment	1.6	-10.1
	Non-Manufacturing		
73	Business Services	7.1	36.3
60	Depository Institutions	2.1	5.2
Columbus MSA			
SIC Code	Industry Title	Projected Employment, 2006	Percent Change, 1995-2006
	Total Nonfarm Wage and Salary Employment	907.6	14.0
	Manufacturing	Percent of Total	
36	Electronic and Other Electrical Equipment	1.1	-2.9
34	Fabricated Metal Products	0.9	2.4
32	Stone, Clay and Glass Products	1.1	-5
	Non-Manufacturing		
48	Communications	1.1	15.5
27	Printing and Publishing	1.2	0

Table 1. (cont)			
Pittsburgh MSA			
SIC Code	Industry Title	Projected Employment, 2005	Percent Change, 1994-2005
	Total Nonfarm Wage and Salary Employment	1,108.7	6.5
	Manufacturing	Percent of Total	
35	Industrial Machinery And Equipment	1.8	12.3
	Non-Manufacturing		
80	Health Services	12.5	18.9
73	Business Services	5.8	30.1
60	Depository Institutions	2.1	-7.1
45	Transportation By Air	1.7	28.8

Sources: Compiled by The Saratoga Associates from the Labor Market Information Systems of the State of Ohio and Pennsylvania.

and other electrical equipment, fabricated metals, and stone, clay and glass products. On the nonmanufacturing side, communications is a high-growth sector, expecting to expand at a 15 percent rate during the projection period. The Pittsburgh area expects a 6.5 percent rate of overall job growth from 1994 to 2005. Employment in industrial machinery and equipment is expected to rise by 12.3 percent. Health services is projected to grow by 19 percent, and business services could see a 30 percent rise in employment. In its *North American Market Profiles* for 1999, the Urban Land Institute indicates that, thanks to such growth, industrial space in the I-79 corridor is virtually nonexistent. This greatly increases the possibility that, over the long-term, firms in the Pittsburgh area, particularly those looking to have airport access, will begin to consider locations like Weirton for expansion and relocation purposes.

Figure 5.
Manufacturing Employment by Industry, 1999



Source: Federal Reserve Bank of Cleveland

Benchmarking Weirton's Potential Cost Advantage

Tables 2 and 3 provide benchmark information to determine Weirton's cost advantage in competing for jobs with the three metropolitan areas. Table 2 shows the vacancy rates and prices for commercial and industrial real estate in Pittsburgh, Cleveland and Columbus. Note that even in those situations where vacancy rates are near 15 percent, the annual rates of absorption are outpacing annual construction (c.f., Pittsburgh's suburban industrial market). Note that lease rates for general manufacturing are in the \$4.00 to \$4.75 range. Note that both Pittsburgh and Cleveland have lease rates for high-tech. R&D that exceed \$9.00 per square foot per year.

Table 3 compares average annual wages for Pittsburgh, Cleveland, Columbus and Brooke and Hancock counties. In terms of overall wages, Weirton enjoys an 8 to 16 percent cost advantage over the other areas. Weirton also has a 1 to 2 percent cost advantage in manufacturing wages compared to Pittsburgh and Cleveland. However, Columbus's annual manufacturing wage is 6.4 percent *below* Weirton's. This suggests that, in general, Weirton can be cost-competitive with Cleveland and Pittsburgh for manufacturing jobs without "bidding down" its wage rates.

Table 2.			
Real Estate Markets for Target Metropolitan Areas.			
	Pittsburgh Metro. Area	Cleveland Metro. Area*	Columbus Metro. Area
<u>Suburban Office Markets</u>			
Annual Construction (sq.ft.)	NA	384,000	1,277,400
Annual Absorption (sq.ft.)	697,585	465,000	1,320,796
Vacancy Rate	13.9%	10.0%	5.7%
Typical Lease Rates (sq.ft./year)	\$17.00 - \$19.08	\$15.00	\$19.90**
<u>Suburban Industrial Market</u>			
Annual Construction (sq.ft.)	1,514,430	2,700,000	3,117,923
Annual Absorption (sq.ft.)	1,621,987	2,600,000	NA
Vacancy Rate	14.3%	12.0%	8.6%
Typical Lease Rates (sq.ft./year)			
High-Tech R&D	\$10.50	\$9.10	\$5.00 - \$7.50
General Mfg.	\$ 4.75	\$4.20	\$4.00
Warehouse/Dist.	\$ 3.25	\$4.45	\$4.20

Source: Urban Land Institute. *Market Profiles, North America*, 1999.

*Data for entire metro. area except Summit Co.

**Suburban high-rise only category reported

Table 3. Wage Comparisons			
Area Name	Private Sector Employees for week including March 12, 1997	Average Annual Wage	Percent Above/Below Brooke & Hancock Counties
<u>Total Employment</u>			
Pittsburgh MSA	1,000,248	28,534	9.9%
Cleveland MSA	1,023,002	30,143	16.1%
Columbus MSA	702,550	28,076	8.1%
Brooke & Hancock Co.s	21,589	25,972	-
<u>Manufacturing Employment</u>			
Pittsburgh MSA	139,157	41,190	1.3%
Cleveland MSA	229,422	41,694	2.6%
Columbus MSA	93,404	38,063	-6.4%
Brooke & Hancock Co.s	9,275	40,655	-

Source: Compiled by The Saratoga Associates from US Department of Labor, County Business Patterns, 1997.

Strategic Recommendations

As indicated in the introduction, this analysis leads to two sets of recommendations. The analysis suggests that Weirton adopt a set of short-term industry targets for its attraction efforts in the next five years, based on providing a cost advantage to industries currently located in the three metropolitan areas. The long-term strategy would focus on high technology and high-value-added firms in the Pittsburgh area that prefer to locate in the western half of the Pittsburgh metropolitan area, but will not be able to find adequate and/or affordable space in the I-79 corridor and its environs.

Short Term (first five years): The target industries for the short-term strategy are listed in Table 4. Appendix S illustrates in more detail representative target industries. Note that in almost every case, the average annual wage for the target industries is above the annual average wage of \$25,972 for Brooke and Hancock counties (approximately \$13 per hour for full-time work).

We strongly recommend that attraction efforts focus on firms with average wages at or above Weirton's average wage. That will ensure that--if existing employment remains at current levels--the City's wage rate will rise as new jobs are added. This requires a tightly focused effort. For example, in both Cleveland and Columbus, the largest sector of plastics employers pay average wages above Weirton's. Thus, the recruiting strategy does not represent a blanket endorsement of all plastics manufacturers. It does suggest concentrating on specialty plastics manufactures that, because of the niche they fill or the technology they employ, are capable of paying above average wages. This will focus recruiting efforts on employers that will require skilled workers, which in turn will ensure that the job base in the City will remain a high-skill job base.

Table 4.			
Short-Term Industry Targets			
SIC Code and Sector Name	Total Establishments	Number of Employees for week including March 12, 1997	Average Annual Wage
<u>Cleveland MSA</u>			
3714 Motor Vehicle Parts & Accessories*	35	NA	18,639
3544 Special Dies, Tools, Jigs & Fixtures**	159	3,072-3,221	39,177
3540 Metalworking Machinery	343	10,342	38,120
3089 Plastic Products, NEC	102	7,328	26,236
3429 Hardware, NEC***	17	1,086-1,184	24,279
3660 Communications Equipment****	12	1,503-1,771	27,943

*Wage calculation excludes 30 establishments in Cuyahoga and Geauga counties.

**Wage calculation excludes 6 establishments in Geauga County.

***Wage calculation excludes 3 establishments in Geauga and Lorain counties.

****Wage calculations exclude 2 establishments in Lake and Lorain counties.

Table 4.			
Short-Term Industry Targets			
SIC Code and Sector Name	Total Establishments	Number of Employees for week including March 12, 1997	Average Annual Wage
<u>Columbus MSA</u>			
3714 Motor Vehicle Parts & Accessories*	21	2,672-2,921	39,992
3544 Special Dies, Tools, Jigs & Fixtures**	45	1,219-1,238	40,707
3540 Metalworking Machinery***	86	1,946-2,133	42,408
3089 Plastic Products, NEC****	45	3,719-4,217	31,464
3660 Communications Equipment*****	6	2,500-4,999	

*Wage calculation excludes 2 establishments in Madison County.

**Wage calculation excludes 2 establishments in Licking County.

***Wage calculation excludes 8 establishments in Delaware, Licking, & Pickaway counties.

****Wage calculation excludes 8 establishments in Delaware, Fairfield, & Madison cos.

*****All data on wages suppressed for all six firms to avoid disclosure.

Source: Compiled by The Saratoga Associates from US Department of Labor, County Business Patterns, 1997.

There are two other aspects that should be incorporated into the short-term strategy. First is a continued emphasis on skills training. Efforts to attract firms should seek to strengthen the local capacity to build skills among workers and foster process innovation among employers. These efforts should be built upon close collaboration with both the Weirton Steel CESD and the West Virginia Northern Community College and its active participation in the West Virginia Training Network.

In addition to a focus on adding value through skills and process innovation, the attraction effort should identify opportunities for "e-commerce" for firms. While many efforts to boost e-commerce have been focused on adequate band-width for Internet transactions, it may be more worthwhile for the Business Development Corporation to encourage firms to develop their own strategies for employing the Internet.

While much media attention has been focused on the consumers' use of the Internet, e-commerce is having a much greater impact on business-to-business relations. Those interactions accounted for \$43 billion worth of commerce in 1998, compared to \$8 billion in consumer sales over the Internet.

According to the June 26, 1999 issue of the *Economist*:

[General Electric] has developed the Trading Process Network, a web-based link to its suppliers that enables them easily and quickly to make bids for GE components contracts. It features an electronic catalogue, the ability to make electronic purchases and the option of paying online with an electronic credit card. The system has cut procurement cycles in half, processing costs by a third and the cost of goods purchased by 5-50%. GE now does well over \$1 billion-worth of web-based business annually. *The number of its suppliers has come down, but the remaining ones have become more efficient. . . .* ("Business and the Internet Survey," p. 39, emphasis added.)

Major manufacturers are using the Internet to build supplier relationships that are both stronger and more flexible. Companies in the industries that have been targeted for Weirton will eventually have to employ this technology to hold on to existing accounts as well as to land new ones. Part of the industry attraction effort should include support to help firms identify the Internet portals to which they must connect to serve as a supplier to key customers, and to ensure that the firm's management systems are structured to allow the real-time information sharing that these relationships will require.

Long Term (years 5 to 10): While the efforts to attract traditional manufacturing from the Ohio area is underway, Weirton should be preparing to receive growth extending out from the Pittsburgh area. This assumes that, in the next five years, the City will implement many of the initiatives in the comprehensive plan aimed at enhancing quality of life in the community. This will be a centerpiece in the efforts to attract the firms from the Pittsburgh area in the high-value-added services, medical and scientific instruments, electronic and other electrical equipment, and communications. Table 5 provides a summary of the kinds of firms that could be attracted from Pittsburgh. Appendix T illustrates in more detail representative target industries. Note that two of the largest sectors in business services are high-tech related: computer and data processing services and computer programming services. Both of these sectors both pay average wages in excess of \$50,000.

This strategy will involve emphasizing the availability of real estate that is easily accessible to the Pittsburgh area and the airport, but is relatively cheaper than the \$10 per square foot per year demanded in the Pittsburgh market. It should also include an emphasis on maintaining a skilled work force by providing ample training opportunities and clearly indicating to prospective firms that many of their current workers would not have to relocate should the firm decide to move from western Pittsburgh to Weirton. Finally, this effort should continue the initiative begun in the short-term strategy to link firms with the Internet services and portals they need to maintain contact with their suppliers and customers.

**Table 5.
Long-Term Targets in Pittsburgh MSA**

SIC Code and Sector Name	Total Establishments	Number of Employees for week including March 12, 1997	Average Annual Wage
<u>Manufacturing</u>			
3620 Electrical Industrial Apparatus *	34	1,843-1,941	39,146
3800 Instruments And Related Products	91	5,304	44,323
3826 Analytical Instruments	9	782	35,468
3840 Medical Instruments And Supplies	26	1,367	44,828
<u>Nonmanufacturing</u>			
4813 Telephone Communications, Exc. Radio**	159	7,403-7,801	36,826
7370 Computer And Data Processing Services	715	12,741	50,014
7371 Computer Programming Services***	161	3,786-3,885	56,344

*Wage calculation excludes 4 establishments in Beaver and Washington Counties.

**Wage calculation excludes 19 establishments in Fayette and Washington counties.

***Wage calculation excludes 8 establishments in Washington County.

Source: Compiled by The Saratoga Associates from US Department of Labor, County Business Patterns, 1997.

APPENDIX G

BUSINESS IMPROVEMENT DISTRICTS
Main Street Presentation - June 3, 1994

DEFINITIONS

- A. Commercial Property - Surface of any taxable real property classified as business property. Doesn't include property owned by:
1. State, county, or municipal governments.
 2. Property used by literary, educational, scientific, religious, benevolent, or charitable entities.
 3. Property owned or used by public port authorities or wayport authorities.
3. Property Owner/Owner - Owner of commercial property as shown by the transfer records in the county clerk's office.

If owner owns more than one commercial property, that owner is counted as an owner for each separate piece of commercial property owned.

If owned by more than one owner, the majority in ownership is considered the owner.

City Council authorized to establish one or more business improvement districts within the municipality.

I. Purpose

- A. The purpose of a Business Improvement District (BID) is to:
1. Provide for the administration and financing of additional and extended services to businesses within the district.
 2. Provide for the administration and financing of a continuing program of services within the district.

II. Process - Five Steps to Creation

A. STEP 1

1. Petition must be filed with the city clerk.
2. PETITION:
 - a. Signed by at least four business owners of commercial property in the proposed district.
 - b. Petitioners must own at least 51% of the commercial property in the proposed district.

c. The petition must set forth the following:

1. Name of the proposed district.
2. General description of the boundaries and service area of the proposed district.
3. Description of the additional or extended services needed within the proposed district.
4. A request for the creation of a business improvement district.

B. STEP 2

1. Within 90 days of receipt of petition, city council must appoint a seven member planning committee. Majority must be owners of commercial property in proposed district.

C. STEP 3

1. Develop preliminary plan for establishment and operation of proposed district.
2. Within 275 days, submit a written report to city council.
3. Report to contain:
 - a. A description of boundaries of the proposed district.
 - b. A description of any additional or extended services needed in the district.
 - c. A description of the proposed method of financing any planned improvements. Must include maximum rate of annual fees to be imposed on the properties in the proposed district.
 - d. Reasonable classification of all commercial property in the proposed district.
 - e. Other info requested by city council.
 - f. Recommendation regarding the feasibility and desirability of the proposed district.

NOTE: If the recommended district varies from the originally proposed boundaries, must submit new petition containing:

1. Signatures of at least four business owners in the revised district.
2. Petitioners must own at least 51 percent of commercial property in newly proposed district.

D. STEP 4

1. Within 60 days, Council must hold a public hearing.
2. Notice of hearing must be published at least 20 days before hearing.
3. Notice of hearing must be sent by certified mail, return receipt requested, to all owners of commercial property in the proposed district at least 20 days before the hearing.

a. Notice must contain

1. The time and place of the hearing.
2. The purpose of the hearing.
3. The name of the proposed district.
4. The purpose of the proposed district.
5. The property proposed to be included in the district.
6. The proposed method of financing any costs involved, including the maximum rate of annual fees.

E. STEP 5

1. City Council creates district by ordinance.
2. Cannot amend, alter, or change boundaries as recommended by the planning committee.
3. Ordinance must contain:
 - a) The name of the district and a description of its boundaries.
 - b) A summary of any proposed services to be provided and a reasonable estimate of attendant costs.
 - c) Maximum rate of any annual fees that may be imposed and the manner the rate will be imposed.
 - d) The district board's terms, their method of appointment, and a full description of their powers and duties.
 - e) General intent to increase services in the district, and a statement that the fees collected will not be used to reduce, replace, or supplant existing funds or services.
 - f) May provide for division of property into two or more zones if differences exist, and the establishment of different rates of assessment.

IV. Annual Fees. Can be based on:

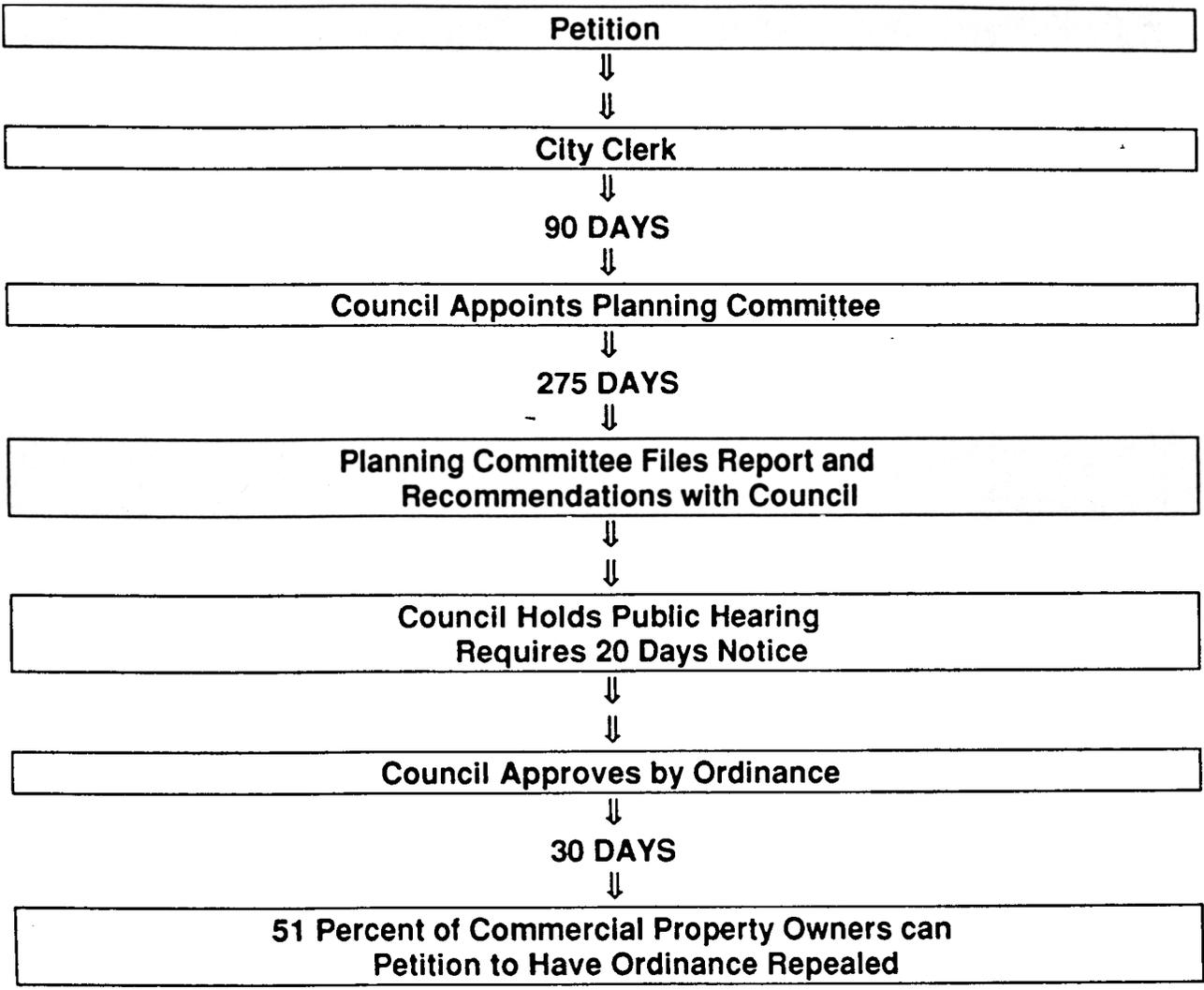
- A. Gross feasible square footage.
- B. Gross land square footage.
- C. Street front footage.
- D. Gross building square footage.
- E. Any combination of the above.
- F. The value of the improvements to the commercial property in the district or the benefit of the improvements.

V. Repeal of Ordinance

- A. Within 30 days, property owners in district can file a petition with city council.
- B. If petitioners own more than 51 percent of property in the district, Council must repeal the ordinance establishing the district.

Business Improvement District Possible Services to Offer

Additional security
Sidewalk cleaning and maintenance
Litter control
Snow removal
Tree trimming and care
Landscaping, flowers and plantings
Special events, programming and parades
Promotions and marketing
Co-operative advertising
Retail recruitment and retention
Holiday decorations
Parking
Information/ data collection
Inventory space
Social issues
Cultural activities
Purchase buildings
Develop parks and other amenities
Planning
Special projects



Business Improvement District Possible Services to Offer

Additional security
Sidewalk cleaning and maintenance
Litter control
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Landscaping, flowers and plantings
Special events, programming and parades
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Retail recruitment and retention
Holiday decorations
Parking
Information/ data collection
Inventory space
Social issues
Cultural activities
Purchase buildings
Develop parks and other amenities
Planning
Special projects

VI. District Board

- A. Seven members appointed by Council.
- B. Majority must be owners of commercial property in the district.
- C. Oversees operation of district.

VII. District Board to submit Annual Report to Council

- A. Itemized statement of receipts and distributions.
- B. Description of activities.
- C. Recommended program of services for coming year.
- D. Proposed budget.

District Board members cannot receive any compensation for serving on the board.

VIII. City council levies business improvement service fees annually on businesses in the district.

- A. Only to extent necessary to fund the budget for the district.
- B. Placed in special BID account.
- C. Any surplus used to reduce following years fees.
- D. Is a lien on the property assessed.

IX. Adding Property to District

- A. Petition signed by owners of property to be added that own 51 percent of assessed value of the property.
- B. Petition to District Board.
- C. Board reviews and makes recommendation to Council within 60 days on whether to accept or reject.
- D. If acceptance recommended, public hearing must be held within 60 days. Same notice provisions apply.
- E. Approved by amending ordinance.

X. Abolishment or Dissolution

- A. Council can abolish after public hearing.
- B. Notice published and mailed to all property owners in the district at least 20 days before hearing.
- C. If abolished, left over funds go to city for use in former district.
- D. BID is dissolved automatically after 10 years.
- E. BID can be reinstated by following original procedure.

APPENDIX H

ARTICLE VI, Planned Unit Residential Development

§ 300-44. Purpose.

The purpose of the procedures, controls and regulations of this Article is to provide a means whereby parcels of land can be designed and developed without regard to the normal lot size, building bulk and setback requirements of the typical zoning district. However, in this innovative type of development minimum requirements are established to ensure that each living unit has proper light and air, appropriate access to public ways and open space and is properly connected to public facilities and properly related to adjacent properties and buildings.

§ 300-45. General provisions.

- A. The regulations set by this Article are minimum regulations within the planned unit developments and shall apply uniformly to each classification or kind of lot and structure within the district.
- B. The planned unit developments do not necessarily correspond in minimum lot size, building area, type of dwelling unit, density lot coverage or required open space to any other residentially zoned district in the city.
- C. The Planning Commission may, subject to approval by the City Council, permit the development of a planned residential development in any residential district, provided that all regulations and requirements of this chapter are fully met.

§ 300-46. Use regulations.

A planned residential development shall be subject to the regulations and requirements of this chapter and shall be used by right only for the following:

- A. Single-family dwellings.
- B. Garden apartment dwellings.
- C. Townhouses.
- D. Accessory uses.
- E. Public recreation.

- F. Essential services.
- G. Churches or similar places of worship, parish houses, convents, rectories or parsonages.^{EN(1)}
- H. Schools.

§ 300-47. Site size and development.

The proposed site shall be no less than five (5) contiguous acres in size under single ownership or control and shall be developed as a single entity for a number of dwellings and such other uses as may be permitted under this chapter and upon approval of the Planning Commission and the City Council.

§ 300-48. Area and bulk regulations.

- A. Single-family dwellings. The regulations of the R-1, R-2, R-3 and R-C Districts shall be observed and the average density maintained with the following exceptions:
 - (1) The minimum lot sizes established may be reduced by twenty percent (20%).
 - (2) The minimum lot width at the building line may be reduced by ten percent (10%).
 - (3) The minimum lot width at the street line may be reduced to not less than fifty (50) feet.
 - (4) The minimum front yard may be reduced to not less than fifteen (15) feet in depth.
 - (5) The minimum rear yard may be reduced to not less than fifteen (15) feet where the lot abuts common open space land.
 - (6) The minimum side yard may be reduced to not less than five (5) feet in width.
 - (7) All lots within the planned residential area shall face and be serviced by existing or new streets constructed within the planned residential site boundaries, but shall not face on collector type or arterial type streets as determined by the Planning Commission.
- B. Townhouse or garden apartment dwellings.
 - (1) No townhouse or garden apartment shall be more than three (3) habitable stories rising no more than thirty (30) feet or two and one-half (2 1/2) stories above ground.
 - (2) No garden apartment shall be set back less than fifty (50) feet from any road or street (right-of-way) line or property line.
 - (3) The end walls of adjacent townhouses or garden apartments shall be separated by not less than one and one-half (1 1/2) times the height of the tallest building.

- (4) The space between faces of townhouses or garden apartment buildings shall be two and one-half (2 1/2) times the height of the tallest building or fifty (50) feet as the minimum.
- (5) At least two (2) off-street parking spaces shall be provided for each dwelling unit, and such space shall be within one hundred fifty (150) feet of any commonly used entranceway for such dwelling unit. All open parking areas shall be sufficiently screened from adjoining properties by a compact hedge, solid fence or masonry wall five (5) feet in height. [Amended 4-3-1972]

§ 300-49. Supplemental design standards.

- A. Buildings shall be so designed as to avoid monotonous patterns of construction or repetitive spaces or modules between buildings.
- B. Streets shall be so designed as to discourage through traffic on the site.
- C. Signs shall be permitted in accordance with Article VII of this chapter.
- D. The Planning Commission shall require such additional standards as are applicable to the proposed site and any development thereon, such as grading, parking and landscaping, including adequate buffer zones with tall plantings to sufficiently screen open parking areas of close proximity to adjoining private properties.

§ 300-50. Density.

The permitted density (dwelling units per acre) shall be computed by multiplying the number of total acres within the proposed planned unit residential development by the following units per acre:

- A. In R-1 Districts: five and five-tenths (5.5) [approximately eight thousand (8,000) square feet per unit]. The principal use is to occupy no more than twenty-five percent (25%) of the proposed site.
- B. In R-2 Districts: eight and seven-tenths (8.7) [approximately five thousand (5,000) square feet per unit].
- C. In R-3 Districts: fourteen and five-tenths (14.5) [approximately three thousand (3,000) square feet per unit].

[Example: A ten-acre planned unit residential development in an R-1 District can contain a maximum of fifty-five (55) dwelling units; in an R-2 District, eighty-seven (87) dwelling units; and in an R-3 District, one hundred forty-five (145) dwelling units.]

§ 300-51. Dwelling unit types.

All dwelling unit types or combinations thereof are permitted in this Article.

§ 300-52. Open space.

- A. Open space land shall be set aside and developed for the common use and enjoyment of all residents in a planned residential area. The amount, location and proposed use of all open space land within the site must be clearly shown. Of the gross area of open space land, a minimum of forty percent (40%) must be suitable for active recreational purposes, and access to these open space lands must be convenient to all residents. For purposes of calculation, streets, sidewalks or land lying within ten (10) feet of any townhouse or garden apartment shall not be considered as open space land.
- B. The applicant must establish and ensure the future ownership of the permanent open space land, as well as indicate the provision for the burden of maintenance and control of the open space if said open space is held in private ownership. In addition, the City Council, at its discretion, may at any time and from time to time accept the dedication of land or any interest therein for public use and maintenance, but the City Council need not acquire as a condition of the approval of the planned residential development the land to be set aside for common open space dedicated or made available for public use.

§ 300-53. Application procedure.

- A. Procedure. Any owner of not less than five (5) contiguous acres of land may request, in writing, that the City Council let the regulations of this Article apply to such property. The City Council shall then refer the matter to the Planning Commission for review and recommendations in accordance with the following procedures:
 - (1) Preapplication conferences with the Planning Commission for the consideration of basic site information and sketch plans and preparation of the application.
 - (2) Planned unit development application to the City Council in which the applicant presents preliminary plans and statements of facts and purposes to the Planning Commission and the City Council.
 - (3) Tentative approval of the planned unit development application by the Planning Commission and the City Council.
 - (4) Submission of final planned unit development plans, including site plans showing detailed site improvements, the furnishing of evidence of the developer's financial capacity to carry out the development and other installations connected to the

development and the establishment of the development phasing.

- (5) Final approval of the planned unit development, the signing of the subdivision site plan to be recorded.
- B. The applicant. The applicant must be the owner of the site or, if more than one (1) owner, all owners of the site must act jointly. The site must be in conformance with the minimum requirements set forth in this chapter.
- C. Preapplication conferences. Each applicant shall confer with the Planning Commission in connection with the preparation of the planned unit development application and prior to the submission of such application. The purpose of preapplication conference is to benefit the applicant by providing information and guidance before the applicant shall have entered into binding commitments or incurred any substantial expense in the preparation of plans, surveys and other data.
- D. Application. The planned unit development application shall precede the official subdivision site plan and shall consist of the following:
 - (1) Overall development plans showing:
 - (a) Specific building designs with perspective renderings or pictures and the locations, occupancy and capacity of structures and bulk and uses.
 - (b) General floor plans of buildings.
 - (c) Locations and identification of open spaces, streets and all other means for pedestrian and vehicular circulation, parks, recreational areas and other nonbuilding sites.
 - (d) Provisions for automobile parking and loading.
 - (e) General landscape plans.
 - (f) General locations and the nature of public and private utilities, including underground utilities, and other community facilities and services, including maintenance facilities.
 - (2) Written statements of:
 - (a) Facts concerning the suitability of the site, the proposed density and the location and proposed uses of facilities for development as a planned unit development in accordance with the provisions of this chapter.
 - (b) Purposes showing proposed provisions to be made for services, maintenance and continued protection of the planned unit development and adjoining territory.
 - (c) The disposition of open space land, and provisions for maintenance and control of

the open space land. Financial responsibility for such open space land must be clearly indicated.

- (d) The phasing of construction or timing regarding each development area.
- (3) The applicant shall include such other pertinent information as the Planning Commission shall prescribe.
- E. Submission to the City Council. The Planning Commission shall forward the application to the City Council with written comments pertaining thereto.
- F. Final processing. After action by the City Council, the final processing of the applications for planned unit developments shall proceed with the submission of final detailed plans of site improvements, to include final drawings and plans for all items listed under Subsection D(1), proposed documents to provide security for the installation and maintenance of utilities and community facilities and the official subdivision site plan for recording. The official subdivision site plan shall be submitted not earlier than thirty (30) days nor later than ten (10) days prior to the final action by the Planning Commission. No building permits or occupancy permits shall be issued until after final approval of planned unit development applications and the subdivision site plan is finally approved for recording.
- G. Expiration of planned unit development approval. Upon the abandonment prior to completion of a planned unit development application or upon the expiration of two (2) years from the endorsement of the subdivision site plan by the Planning Commission, no authorization for construction within the site shall be granted until the planned unit development application shall have been reapproved or until the same has been formally withdrawn and the subdivision site plans rescinded from the record.
- H. Establishment of development phasing.
 - (1) The applicant shall furnish the Planning Commission with a sequence of the construction and development phases. All construction and site improvements shall be completed in any phase before permission and building permits are issued for subsequent phase or phases.
 - (2) All site improvements, including landscaping and tall plantings, shall be completed within one (1) year after building construction is started. In the event that any minimum requirements have not been satisfied when the development or any phase of the development is complete, the responsible party shall correct the deficiency, regardless of the cost involved and regardless of whether or not the plans and construction had been approved by any city official.

ARTICLE IX, Planned Unit Development

§ 300-36. Purpose and objectives.

The purpose of the planned unit development (PUD) regulations are to encourage flexibility in the design and development of land in order to promote its most appropriate use, to facilitate the adequate and economical provisions of streets and utilities and to preserve the natural and scenic qualities of open space. In order to realize the purpose of this Article, a planned unit development shall achieve the following objectives:

- A. To provide a maximum choice of housing environment and type, occupancy, tenure (e.g., cooperatives, individual ownership, condominium, leasing), lot sizes and common facilities.
- B. To provide more usable open space and recreation areas.
- C. To provide a development pattern which preserves natural topography and geologic features, scenic vistas and trees and prevents the disruption of natural drainage patterns.
- D. To provide an efficient use of land resulting in similar networks of utilities and streets.
- E. To provide a development pattern in harmony with the land use intensity, transportation facilities and community facilities objectives of the Master Plan.

§ 300-37. General requirements.

- A. A planned unit development can be proposed in all R-1 and R-C Districts. [Amended 7-28-1992 by L.L. No. 3-1992]
- B. The minimum project area for a planned unit development shall be twenty-five (25) contiguous acres of land. The Planning Board may consider projects of lesser acreage if the applicant can demonstrate that the characteristics of his holdings meet the purpose and objectives of this Article.
- C. The land for a planned unit development shall be owned either by a single person or corporation or by a group of individuals or corporations. The approved project plan shall be binding on the project land and owners.
- D. A planned unit development shall be for residential developments only. Customary accessory uses, such as private garages, storage spaces and recreational and community activity centers, shall be permitted.
- E. The planned unit development shall result in a permitted number of building plots or

dwelling units which shall in no case exceed the number which could be permitted, in the Planning Board's judgment, if the land were subdivided into lots conforming to the minimum lot size and density requirements of this chapter applicable to the district or districts in which such land is situated and conforming to all other applicable requirements.

- F A common area in a planned unit development is property, together with the improvements thereon, the use and enjoyment of which shall be shared by the owners and occupants of the planned development unit. Common areas shall comprise a minimum of twenty-five percent (25%) of the total land area of all planned unit developments. Such common areas shall be either public or private. Common areas maintained privately shall be covenanted, subject to the review and approval of the City Planning Board, to insure that such areas shall not be utilized for future building sites and also to insure that said lands shall be maintained in a manner specified in the covenant. In the computation and determination of common areas, lands shall be of such location and configuration that they shall adequately serve and be accessible to all building sites within the planned unit development and comprise lands that are suitable for open space use.
- G. The planned unit development shall comply with all applicable provisions of the city's subdivision regulations, except as modified herein.

§ 300-38. Application.

An application for a planned unit development shall be submitted to the City Planning Board in accordance with procedures outlined in the city's subdivision regulations. In addition, the applicant will be required to submit the following information:

- A. A map, drawn to scale, showing the number, size and type of dwelling units proposed as well as open areas. This description shall include a calculation of the land use intensities pursuant to § 300-37 of this Article.
- B. A written description of how common areas shall be owned, administered and maintained.
- C. If the planned development unit is to be staged, a clear indication of how the staging is to proceed.
- D. A completed environmental assessment, with a determination of the environmental significance of the proposed development, as it pertains to the State Environmental Quality Review Act (SEQR).^{EN(1)}

§ 300-39. Planning Board review.

When considering an application for planned unit development, the Planning Board shall review the subdivision proposal in accordance with guidelines established in the city's

subdivision regulations. In addition, the planned unit development proposal shall meet the following criteria:

- A. Satisfy the objectives of § 300-36 of this Article.
- B. Comply with all of the general requirements outlined in § 300-37 of this Article.
- C. Demonstrate that the proposal is conceptually sound in that it meets a community need and conforms to accepted design principles in the proposed roadway system, land use configuration, open space system and drainage system.
- D. Demonstrate that there are adequate services and utilities available or proposed to be made available in the construction of the development.

APPENDIX I

ARTICLE XV, EPOD (1) Steep Slopes Protection District

§ 203-117. Purpose and intent.

The purpose of the steep slope protection district is to minimize the impacts of development activities on steep slopes in the Town of Brighton by regulating activities in these areas and by requiring review and permit approval prior to project commencement. The developmental impacts include soil erosion and sedimentation, destruction of vegetation, increased runoff rates and slope failure. The regulations contained in this district are designed to minimize the disturbance or removal of existing vegetation, prevent increased erosion and runoff, maintain established drainage systems, locate development where it is less likely to cause future slope failures and to retain, as much as possible, the natural character of these areas.

§ 203-118. Delineation of district boundaries.

The boundaries of the steep slope protection district shall be delineated on the Official Town of Brighton EPOD Maps and shall include all areas of fifteen percent (15%) or greater slopes, and all areas within fifty (50) feet of the toe or top of such slopes. The authorized official or Town Engineer may consult other information, including but not limited to the Soil Survey of Monroe County, topographic maps produced by the United States Geological Survey, field surveys and other appropriate sources, in order to more accurately locate and delineate steep slope protection district boundaries within the town.

§ 203-119. Regulated activities.

No person shall conduct any of the following regulated activities within any steep slope protection district in the Town of Brighton unless such person has first applied for and obtained an EPOD development permit pursuant to the requirements of this section:

- A. Construction of new buildings or structures or additions and modifications to existing buildings and structures in areas of slopes exceeding fifteen percent (15%).
- B. Clearing of or constructing on any land area within the district including construction or clearing activities related to providing equipment access on the site, except for those activities exempted from the permit requirements of this section as indicated in the excavation regulations of the Town Code.
- C. The construction or placement of any sewage disposal system, including individual sewage disposal systems, septic tanks, septic drainage or leach fields.

- D. Filling, cutting or excavating operations.
- E. Discharge of stormwater and/or construction and placement of stormwater runoff systems.

§ 203-120. Development standards and permit conditions.

- A. In granting, denying or conditioning any application for an EPOD development permit, the authorized official or the Planning Board shall consider the effect that the proposed regulated activity will have on the public health, safety and welfare and on the protection or enhancement of the fragile and environmentally sensitive steep slope areas.
- B. No permit to undertake a regulated activity within a steep slope protection district in the Town of Brighton shall be issued by the authorized official or the Planning Board unless the applicant can adequately demonstrate that:
 - (1) The stable angle of repose of the soil classes found on the site shall be used to determine the proper placement of structures and other development-related facilities within the plateau area. Site-specific calculations of the stable angle of repose for the site shall be determined by a professional soil scientist or engineer using the soil classes and nomenclature contained in the Soil Survey of Monroe County and obtained for the site by borings, as well as high-intensity soil survey data provided by the applicant.
 - (2) The stability of soils will be maintained or increased to adequately support any construction thereon or to support any landscaping, agricultural or similar activities. This shall be documented by soil bearing data provided by a qualified testing laboratory or engineer and paid for by the developer.
 - (3) No proposed activity will cause erosion or slipping of soil or cause sediment to be discharged into any stream or tributary, or the wetlands or tributaries of Irondequoit Bay.
 - (4) Plant life located on the slopes outside of the minimum area that need to be disturbed for carrying on approved activities shall not be destroyed. Plants or other acceptable ground cover shall be reestablished in disturbed areas immediately upon completion of development activity so as to prevent any of the harmful effects set forth above to maintain the natural scenic characteristics of any steep slope.
 - (5) Access down steep slopes shall be provided with ramp slopes no greater than one to six (1:6) and side slopes no greater than one to three (1:3) if not terraced or otherwise structurally stabilized. Disturbed nonroadway areas shall be stabilized and adequately drained;
 - (6) There is no reasonable alternative for the proposed regulated activity on that portion of the site not containing steep slopes.

C. Construction standards.

- (1) Construction of erosion protection structures shall be permitted according to the following standards:
 - (a) All erosion protection structures shall be designed and constructed according to generally accepted engineering principles found in publications entitled "Stormwater Management Guidelines for New Development" and "Best Management Practices for Stormwater Runoff Management," as found in Chapter 6 of the New York State Department of Environmental Conservation (NYSDEC) Stream Corridor Management Manual; and the New York Guidelines for Urban Erosion and Sedimentation Controls published by the Empire State Chapter of the Soil and Water Conservation Society, as amended.
 - (b) A long-term maintenance program shall be included in any application for construction, modification or restoration of an erosion protection structure, until ground cover has been reestablished. Such program shall include specifications for normal maintenance of degradable materials and the periodic of removable materials.
 - (c) The construction, modification or restoration of erosion protection structures shall not be likely to cause any measurable increase in erosion at the development site or other locations and prevent adverse effects to natural protective features, existing erosion protection structures and natural resources such as significant fish and wildlife habitats.
 - (d) Temporary erosion controls (i.e., straw bales, siltation fences, hydroseeding and mulching) shall be provided for all disturbed areas, shall be installed before work begins and shall be maintained until restoration is complete. The site plan shall show locations and methods of erosion/siltation controls.
 - (e) A construction and erosion control schedule should be required from the applicant as part of the permit application. All disturbed steep slope areas shall be regraded and stabilized as soon as possible, but in less than fourteen (14) days.
- (2) Drainage of stormwater shall not cause erosion or siltation, contribute to slope failures, pollute groundwater or cause damage to, or flooding of, property. Drainage systems shall be designed and located to ensure slope stability.
- (3) Any grading, excavating or other soil disturbance conducted on a steep slope shall not direct surface water runoff over the receding edge during construction.
- (4) Removal of existing mature trees from steep slope areas will only be permitted where absolutely necessary to allow the subject construction. All trees larger than three (3) inches in diameter and any trees to be removed shall be shown on the site plan.

D. Prior to receiving any approval or imposing any conditions of approval, the applicant for an

EPOD permit shall have the burden of demonstrating that the proposed regulated activity will be conducted in accordance with the standards and requirements of this section, as well as any additional requirements which may be imposed by the authorized official or board having jurisdiction.