ZONING ORDINANCE

AS AMENDED

A PART OF THE COMPREHENSIVE PLAN

HUNTINGTON, WEST VIRGINIA

INCLUDES TEXT REVISIONS TO DATE OF FEBRUARY 27, 1961;
AND MAP REVISIONS TO DATE OF MARCH 27, 1961

prepared for THE HUNTINGTON CITY PLANNING COMMISSION

by METROPOLITAN PLANNERS, INC., Indianapolis, Indiana

TABLE OF CONTENTS

	Section and Purpose	Page
#1.	SHORT TITLE	1
#2.	INTERPRETATION	1
#3.	NON-INTERFERENCE WITH GREATER RESTRICTIONS OTHERWISE IMPOSED	1
#4.	IDENTIFICATION	1
#5.	DEFINITIONS	2
#6.	ESTABLISHMENT OF DISTRICTS AND ZONE MAP	9
#7.	DETERMINATION AND INTERPRETATION OF DISTRICT BOUNDARIES	9
#8.	PROCEDURE RELATING TO ANNEXED OR VACATED AREAS	9
#9.	USE	10
#10.	HEIGHT	10
#11.	YARD, LOT AREA AND SIZE OF BUILDING	10
#12.	LOTS	10
#13.	PARKING SPACE: LOADING AND UNLOADING BERTHS	10
#14.	RESIDENTIAL USES & REQUIREMENTS Figure 1 - Residential Uses and Requirements	11
#15.	BUSINESS USES AND REQUIREMENTS Figure 2 - Business Uses and Requirements Figure 3 - Business Uses - Parking Spaces Required Figure 4 - Business Uses - Loading and Unloading Berths Required	13
#16.	"B3" NEIGHBORHOOD SHOPPING CENTER DISTRICT AND "B4" COMMUNITY SHOPPING CENTER DISTRICT REQUIREMENTS AND PROCEDURES	16

Section and Purpose	Page
#17. "T-1" TRANSITION DISTRICT REQUIREMENTS AND PROCEDURE	17
#18. INDUSTRIAL USES AND REQUIREMENTS Figure 5 - Industrial Uses and Requirements Figure 6 - Industrial Uses - Loading and Unloading Berths Requirements	17
#19. CONTINGENT USES AND REQUIREMENTS Figure 7 - Contingent Uses and Requirements Figure 8 - Contingent Uses - Maximum Height	19
#20. SPECIAL EXCEPTIONS, REQUIREMENTS AND PROCEDURE Figure 9 - Special Exceptions and Requirements	19
#21. NONCONFORMING USE SPECIFICATIONS	21
#22. ADMINISTRATION	22
#23. BOARD OF ZONING APPEALS	24
#24. AMENDMENTS	26
#25. FILING FEES	26
#26. REMEDIES AND PENALTIES	27
#27. INVALIDITY OF PORTIONS	27
#28. WHEN EFFECTIVE	27

ZONING ORDINANCE

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

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

Section 1.

SHORT TITLE. This Ordinance, and ordinances supplemental or amendatory thereto, shall be known, and may be cited hereafter as the "Zoning Ordinance of the City of Huntington, West Virginia, 1960".

Section 2.

INTERPRETATION. In interpreting and applying the provisions of this Ordinance, they shall be held to be the minimum requirements for the promotion of the public health, safety, comfort, morals, convenience and general welfare. The Huntington City Planning Commission has given consideration to the existing and future probable Use of land in the territory affected by this Ordinance, and has prepared a Comprehensive Land Use Plan showing the future development of this area, which has served as a guide in the preparation of this Ordinance.

Section 3.

NON-INTERFERENCE WITH GREATER RESTRICTIONS OTHERWISE IMPOSED. It is not intended by this Ordinance to interfere with, abrogate, or annul any easements, covenants, or other agreements between parties; nor any Ordinances, rules, regulations or permits previously adopted or issued, or which shall be adopted or issued and which are not in conflict with any of the provisions of this Ordinance; except that, where this Ordinance imposes a greater restriction upon the Use of Buildings or Land, or upon the Height of Buildings, or requires larger open spaces or greater Lot Area Per Family, than are required or imposed by such easements, covenants or agreements between parties, or by such Ordinances, rules, regulations or permits, the provisions of this Ordinance shall control.

Section 4.

IDENTIFICATION. Wherever the word "City" appears in this Ordinance, it shall be deemed to refer to the City of Huntington, West Virginia; the word "Commission" refers to the Huntington City Planning Commission; the word "Board" refers to the Huntington Board of Zoning Appeals; the word "District" refers to a section of the City for which uniform regulations governing the Use, height, area, size and intensity of Use of Buildings and land, and open spaces about Buildings, are herein established; the words "Zone Map" refer to a map entitled "City of Huntington, West Virginia Zone Map" dated 1960, and any amendments thereto; the words "Comprehensive Plan"

refer to the complete plan, or any of its parts, for the development of the City, prepared by the Commission and adopted by the Council of the City in accordance with the authority conferred by Article 5., Urban and Rural Planning and Zoning, Chapter Eight of the Code of West Virginia, passed March 14, 1959.

Section 5.

DEFINITIONS. For the purpose of this Ordinance, certain terms and words used herein shall be interpreted and defined as follows: Words in the present tense include the future and vice-versa; words in the singular number include the plural number and vice-versa; the word "Building" includes the word "Structure" and vice-versa; the word "shall" is mandatory and not directory.

ACCESSORY BUILDING AND USE - A Building or Use subordinate to another Structure or Use located on the same Lot and which does not change or alter the character of the premises and which is not used for human occupancy; and public utility installations, and public telephone booths.

AGRICULTURAL USE - Any portion of land used for agriculture including horticulture, truck gardening, floriculture, trees, grain, forage crops, or any use of the same general character, but not the raising of livestock.

ALLEY - A permanent public service way providing a secondary means of access to abutting lands.

BLOCK - A unit or property bounded by Streets, or by Streets and/or railroad rights-of-way, waterways, or other barriers.

BLOCK FRONTAGE - Property having frontage on one side of a Street and lying between the two nearest intersecting or intercepting Streets, or nearest intersecting or intercepting Street and railroad right-of-way, waterway, or other barrier.

BOARDING HOUSE - A Building not open to transients, where lodging and/or meals are provided for three (3) or more, but not over thirty (30) persons, regularly; a LODGING HOUSE.

BUILDING - A structure having a roof supported by columns or walls, for the shelter, support, enclosure or protection of persons, animals, chattels, or property. When separated by party walls, without any opening through walls, each portion of such a Building shall be considered a separate Structure.

BUILDING, DETACHED - A Building having no structural connection with another Building.

BUILDING, FRONT LINE OF - The line of the face of the Building nearest the Front Lot Line.

BUILDING, HEIGHT OF - The vertical distance measured from the Lot Ground Level to the highest point of the roof for a flat roof; to the deck line of a mansard roof; and to the mean height between eaves and ridges for gable, hip and gambrel roofs.

BUILDING, PRINCIPAL - A Building in which is conducted the main or principal Use of the Lot on which said Building is situated. Where a part of an Accessory Building is attached to the Principal Building in a substantial manner, as by a roof, such Accessory Building shall be considered a part of the Principal Building.

BUILDING AREA - The maximum horizontal projected area of the Principal Building and Accessory Building (excluding open steps or terraces, unenclosed porches not exceeding one story in height, or architectural appurtenances projecting not more than two (2) feet beyond a wall of the Building).

BUILDING LINE - BUILDING SETBACK LINE - The line nearest the front or side of and across a Lot establishing the minimum Yard to be provided between the Building or Structure and the Lot Line.

BUSINESS - The engaging in the purchase, sale, barter or exchange of goods, wares, merchandise or services; the maintenance or operation of offices, or recreational and amusement enterprises for profit.

CAMP, PUBLIC - Any area or tract of land used or designed to accommodate two (2) or more camping parties, including cabins, tents, or other camping outfits.

CEMETERY - Land used for the burial of the dead and dedicated for Cemetery purposes, including columbariums, mausoleums and mortuaries when operated in conjunction with and within the boundary of such Cemetery.

CERTIFICATE OF OCCUPANCY - A certificate signed by the Planning Director or Building Inspector stating that the occupancy and Use of land or a Building or Structure referred to therein complies with the provisions of this Ordinance.

CLINIC OR MEDICAL-HEALTH CENTER - An establishment where patients are admitted for special study and treatment by two or more licensed physicians or dentists and their professional associates.

DEVELOPMENT PLAN - A drawing, including a legal or site description, of the real estate involved which shows the location and size of all existing and proposed Lots, Buildings, Structures, and Yards; location and dimension of Building Lines and easements; widths and lengths of all entrances and exits to and from said real estate; location of all adjacent or adjoining Streets; all of which presents a unified or organized arrangement of Streets, Lots, Buildings and Public and Service Facilities and other improvements such as landscape development, and Public Parking Areas, all of which shall have a functional relationship to the real estate comprising the planned development and to the Uses of properties immediately adjacent thereto.

DWELLING - A Building or portion thereof, used primarily as a place of abode for one or more human beings, but not including Hotels or Motels, Lodging or Boarding Houses or Tourist Homes.

DWELLING UNIT - A Dwelling or a portion of a Dwelling used by one Family for cooking, living and sleeping purposes.

FAMILY - One or more persons living as a single housekeeping unit, as distinguished from a group occupying a Hotel, Club, Nurses Home, Fraternity or Sorority House.

FLOOR AREA, GROSS - The total area, computed on a horizontal plane, within the outside dimensions of a building.

FLOOR AREA, GROUND - The square foot area of a residential building within its largest outside dimensions computed on a horizontal plane at the ground floor level exclusive of open porches, breeze-ways, terraces, garages, and exterior stairways.

FLOOR AREA, NET - The total area, computed on a horizontal plane, used for a particular business category; exclusive of entrances, hallways, stairs and other accessory areas used for ingress or egress.

GARAGE, PRIVATE - An Accessory Building with capacity for not more than three (3) motor vehicles per Family, not more than one (1) of which may be a commercial vehicles of not more than three (3) tons GVW. A garage designed to house two (2) motor vehicles for each Family housed in a Two-family Dwelling or a Multi-family Dwelling shall be classed as a Private Garage.

GARAGE, PUBLIC - Any Building, except those defined herein as a Private Garage, used for the storage, or care of motor vehicles, or where such vehicles are equipped for operation, repaired, or kept for remuneration, hire or sale.

HOME OCCUPATION - Any Use conducted entirely within a Dwelling and participated in solely by members of the Family, which Use is clearly incidental and secondary to the Use of the Dwelling for Dwelling purposes and does not change the character thereof and in connection with which there is no commodity sold upon the premises except that which is produced thereon, provided that no sign, other than a nameplate, nor exceeding three (3) square feet in area, is displayed, and provided further that such nameplate is attached to the Building.

HOTEL - A Building in which lodging is provided and offered to the public for compensation and which is open to transient guests, in contradistinction to a Boarding or Lodging House.

IMPROVEMENT LOCATION PERMIT - A permit signed by the Planning Director stating that a proposed improvement complies with the provisions of the Comprehensive Plan and this Ordinance.

JUNK YARD - Any place at which personal property is or may be salvaged for reuse, resale or reduction or similar disposition and is owned, possessed, collected, accumulated, dismantled or assorted; including, but not limited to, used or salvaged base metal or metals, their compounds or combinations, used or salvaged rope, bags, paper, rags, glass, rubber, lumber, millwork, brick and similar property except animal matter; and used motor vehicles, machinery or equipment which is used, owned or possessed for the purpose of wrecking or salvaging parts therefrom.

KENNEL - Any Lot on which four (4) or more dogs, or small animals, at least four (4) months of age are kept.

LOADING AND UNLOADING BERTHS - The off-street area required for the receipt or distribution by vehicles of material or merchandise, which in this Ordinance is held to be a twelve (12) foot by forty-five (45) foot loading space with a fifteen (15) foot height clearance, paved with a suitable dust preventive or hard surface in accordance with City specifications.

LOT - A parcel, tract or area of land accessible by means of a Street or Place, and for residential Uses as set forth in this Ordinance, abutting upon a Street or Place for at least fifty (50) per cent of the Lot Width prescribed for the District in which the Lot is located. It may be a single parcel separately described in a deed or Plat which is recorded in the Office of the Clerk of the County Court of either Cabell or Wayne County, or it may include parts of, or a combination of such parcels when adjacent to one another and used as one. In determining Lot area and boundary lines no part thereof within the limits of a Street or a Place shall be included.

LOT, CORNER - A Lot at the junction of and having frontage on two or more intersecting Streets.

LOT COVERAGE - The percentage of the Lot area covered by the Building Area.

LOT GROUND LEVEL - For Buildings having walls adjoining one Street only, the elevation of the sidewalk or the established grade of the Street at the Front Lot Line at the center of the wall adjoining the Street; for Buildings having walls adjoining more than one Street, the average of the elevation of the sidewalk or the said established grade at the center of all walls adjoining the Streets; and for Buildings having no wall adjoining the Street, the average level of the ground adjacent to the exterior walls of the Building. Any wall approximately parallel to and not more than five (5) feet from a Street is to be considered as adjoining the Street.

LOT, INTERIOR - A Lot other than a Corner Lot or Through Lot.

LOT LINE - The property line between two established parcels of land or one parcel and a public right-of-way or Place.

LOT LINE, FRONT - In the case of an Interior Lot, a line separating the Lot from the Street or Place; and in the case of a Corner Lot a line separating the narrowest frontage of the Lot from the Street, except in cases where deed restrictions in effect specify another Street right-of-way line as the Front Lot Line.

LOT LINE, REAR - A Lot Line which is opposite and most distant from the Front Lot Line and, in the case of an irregular or triangular-shaped Lot, a line ten (10) feet in length within the Lot, parallel to and at the maximum distance from the Front Lot Line.

LOT LINE, SIDE - Any Lot boundary line not a Front Lot Line or a Rear Lot Line.

LOT, THROUGH - A Lot having frontage on two parallel or approximately parallel Streets.

LOT, WIDTH - The dimension of a Lot, measured between Side Lot Lines on the Building Line.

MOBILE HOME - Any vehicle, including equipment sold as a part of a vehicle used as a conveyance upon Streets by either self-propelled or non self-propelled means, and which is designed, constructed, reconstructed or structurally altered in such manner as will permit the occupancy thereof as a Dwelling, and which is both used and occupied as a Dwelling but having no foundation other than wheels, jacks, skirting, or other temporary supports.

MOBILE HOME PARK - An area of land upon which two or more Mobile Homes are quartered for the purpose of being occupied either free of charge or for revenue purposes, and shall include any Building, vehicle or enclosure used or intended for Use as a part of the equipment of such Mobile Home Park.

MOTEL - A Building or a Detached Building, not more than thirty-five (35) feet in height, used as Dwelling Units containing bedroom, bathroom and closet space, and each unit having convenient access to a Parking Space for the Use of the unit's occupants. The units, with the exception of the apartment of the manager or caretaker, are devoted to the Use of automobile transients and no unit cooking facilities are offered.

PARKING AREA, PRIVATE - An area paved with a hard surface in accordance with City specifications, other than a Street or Alley, designed for Use or used for the temporary parking of motor vehicles for clients, customers, or employees.

PARKING AREA, PUBLIC - An area, paved with a hard surface in accordance with City specifications, other than a Street or Alley, designed for Use or used for the temporary parking of more than four motor vehicles when available for public use, whether free or for compensation, or as an accommodation for clients or customers.

PARKING SPACE - A space other than on a Street or Alley designed for Use or used for the temporary parking of a motor vehicle, and being not less than eight (8) feet wide and twenty (20) feet long exclusive of passageways. At least ninety (90) square feet shall be provided for maneuver areas and passageways for each Parking Space.

PERSON - A corporation, firm, partnership, association, organization or any other group acting as a unit, as well as a natural person or persons.

PLACE - An open, unoccupied, officially designated space other than a Street or Alley, permanently reserved for Use as the principal means of access to abutting property.

PLAT - A Map or Chart indicating the subdivision or re-subdivision of land, either filed or intended to be filed for record.

PRIVATE SCHOOL- Private preprimary, primary, grade, high or preparatory school or academy.

PROFESSIONAL OFFICE - An office in the Dwelling of a member of a recognized profession, such as an architect, attorney, dentist, engineer, physician, surgeon, or other such professional person, provided that the professional service is performed by a member or members of the family occupying such Dwelling and that no additional persons are employed in rendering such service, and provided further that not more than fifty (50) percent of the floor area is devoted to such Use and provided also that no sign, other than a nameplate attached to the Building, not exceeding three (3) square feet in area, is displayed.

PUBLIC UTILITY INSTALLATIONS - The erection, construction, alteration, or maintenance by public utilities or municipal departments or commissions, of underground or overhead gas, electrical, steam, or water transmission or distribution systems, including poles, wires, mains, drains, sewers, pipes, conduits, cables, fire alarm boxes, police call boxes, traffic signals, hydrants, towers and other similar equipment and accessories in connection therewith, reasonably necessary for the furnishing of adequate service by such public utility or municipal departments or commissions or for the public health or safety or general welfare.

SIGN - Any advertising sign, billboard, or board, device, or Structure or part thereof, or device attached thereto or painted or represented thereon, for advertising, display or publicity purposes. Signs placed or erected by governmental agencies for the purpose of showing Street names or traffic directions or regulations for other governmental purposes shall not be included herein.

STREET - A right-of-way or Thoroughfare, other than an Alley, or Place dedicated or otherwise legally established for public Use, usually affording the principal means of access to abutting property.

STRUCTURE - Anything constructed or erected which requires location on the ground or attachment to something having a location on the ground except utilities poles and towers.

STRUCTURAL ALTERATION - Any change in the supporting members of a Building, such as bearing walls or partitions, columns, beams or girders, or any substantial change in the exterior walls or the roof.

TOURIST HOME - A Building in which one but not more than five guest rooms are used to provide or offer overnight accommodations to transient guests for compensation.

TRADE OR BUSINESS SCHOOL - Secretarial or Business School or College when not publicly owned or not owned or conducted by or under the sponsorship of a religious, charitable or non-profit organization; or a school conducted as a Business enterprise for teaching instrumental music, dancing, barbering or hair dressing, drafting or for the teaching of industrial or technical arts.

USE - The employment or occupation of a Building, Structure or Land for service, benefit or enjoyment to a Person.

USE, NONCONFORMING - An existing lawful Use of land or Building which fails to comply in any manner with the requirements set forth in this Ordinance applicable to the District in which such Use is located.

VARIANCE - A modification of the specific requirements of this Ordinance granted by the Board in accordance with the terms of this Ordinance for the purpose of assuring that no property, because of special circumstances applicable to it, shall be deprived of privileges commonly enjoyed by other properties in the same vicinity and District.

VISION CLEARANCE ON CORNER LOTS - A triangular space at the Street corner of a Corner Lot, free from any kind of obstruction to vision between the heights of three (3) and twelve (12) feet above the established Street grade. The Street grade is measured at the intersection of the center lines of the intersecting Street pavements, and the triangular space is determined by a diagonal line connecting two points measured fifteen (15) feet along each of the Street property lines equidistant from the intersection of the property lines or the property lines extended, at the corner of the Lot.

YARD - A space on the same Lot with a Building, which is open, unoccupied and unobstructed by Structures, except as otherwise provided in this Ordinance.

YARD, FRONT - A Yard extending across the full width of the Lot or in the case of a corner Lot extending also along the length of the Lot abutting the side Street, unoccupied other than by steps, walks, terraces, driveways, lamp posts, and similar appurtenances; the depth of which is the least distance between the Lot Line and the Building Line.

YARD, REAR - A Yard extending across the full width of the Lot between the rear of the Principal Building and the Rear Lot Line unoccupied other than by Accessory Buildings which do not occupy more than 30 per cent of the required space, and steps, walks, terraces, driveways, lamp posts and similar structures, the depth of which is the least distance between the Rear Lot Line and the rear of such Principal Building.

YARD, SIDE - A Yard between the Building and Side Lot Line, extending from the Front Yard or from the Front Lot Line where no Front Yard is required, to the Rear Yard, unoccupied other than by architectural appurtenances projecting not more than twenty-four (24) inches from the Building, or open or lattice-enclosed fire escapes or fireproof outside stairways, projecting not more than four (4) feet, and certain Accessory Uses in accordance with the provisions of this Ordinance. The width of the required Side Yard is measured horizontally, at 90° with the Side Lot Line from the nearest point of the Building

Section 6.

ESTABLISHMENT OF DISTRICTS AND ZONE MAP.

A. The City of Huntington is hereby classified and divided into thirteen (13) Districts designated as follows:

Designation	Type of District	Designation	Type of District
R-1	Residence District	R-2	Residence District
R-3	Residence District	R-4	Residence District
R-5	Residence District	B-1	Local Business Dist.
B-2	General Business District	B-3	Neighborhood Shopping Center District
B-4	Community Shopping Center District	T-1	Transition District
I-1	Light Industrial District	I-2	Industrial District
I-3	Industrial Reserved District		

B. The Zone Map, which accompanies and is hereby declared to be a part of this Ordinance, shows the boundaries of and the area covered by the Districts. Notations, references, indications and other matters shown on the Zone Map are as much a part of this Ordinance as if they were fully described herein.

Section 7.

DETERMINATION AND INTERPRETATION OF DISTRICT BOUNDARIES.

A. In determining the boundaries of Districts, and establishing the provisions applicable to each District, due and careful consideration has been given to existing conditions, the character of Buildings erected in each District the most desirable Use for which the land in each District may be adapted, and the conservation of property values throughout the City.

B. Where uncertainty exists as to the exact boundaries of any District as shown on the Zone Map, the following rules shall apply:

1. In unsubdivided areas, or where a District boundary subdivides a Lot, the exact location of the boundary shall be determined by use of the scale of the Zone Map.

2. In the case of further uncertainty, the Board shall interpret the intent of the Zone Map as to the location of the boundary in question.

Section 8.

PROCEDURE RELATING TO ANNEXED OR VACATED AREAS.

A. When the City initiates an Ordinance for the annexation of property to the City, the Commission shall prepare an Ordinance to amend this Ordinance embracing the proposed zoning provisions to be established for such area proposed to be annexed. Procedure on the proposed Ordinance to amend

this Ordinance shall progress concurrently with the procedure on the annexation Ordinance, in order that the zoning amendment may be adopted by the City Council at the same time as the annexation Ordinance.

B. Whenever any Street, Place, Alley, Public Way, Railroad Right-of-way, Waterway or other similar area is vacated by proper authority, the Districts adjoining each side of such Street, Alley, Public Way, Railroad Right-of-way, or similar area shall be extended automatically to the center of such vacation and all area included in the vacation shall then and thenceforth be subject to all appropriate provisions of the extended Districts. In the event of a partial vacation, the adjoining District, or District nearest the portion vacated, shall be extended automatically to include all of the vacated area.

Section 9.

USE. No Building or land shall be used and no Building shall be erected, reconstructed or structurally altered, which is arranged, intended or designed to be used for any purpose other than a Use which is permitted and specified in a District in which such Building or land is located.

Section 10.

HEIGHT. No Building shall be erected, reconstructed or Structurally Altered to exceed in height the limits established and specified for the Use and the District in which such Building is located.

Section 11.

YARD, LOT AREA AND SIZE OF BUILDING. No Building shall be erected, reconstructed or Structurally Altered in any manner which will encroach upon, or reduce in any manner, the Yards, Lot area per Family, Ground Floor Area of Dwellings, or Lot Coverage provisions established and specified for the Use and the District in which such Building is located.

Section 12.

LOTS. Every Building hereafter erected shall be located on a Lot. In no case shall there be more than one Principal Building used for residential purposes, and its Accessory Buildings, located on one Lot.

Section 13.

PARKING SPACE: LOADING AND UNLOADING BERTHS. For each Building hereafter erected and for certain other uses of land, Parking Spaces for motor vehicles

and Loading and Unloading Berths as specified for the Use to which such Building or Land is to be devoted shall be provided, except that Parking Spaces may not be required for Business or Industrial Uses to be established in Blocks where 50% or more of the area was occupied by such Uses at the time of passage of this Ordinance, but it is the intent of this Ordinance to encourage the establishment of adequate parking spaces wherever normally required by this ordinance.

Section 14.

RESIDENTIAL USES & REQUIREMENTS.

A. The residential Uses defined below, including Accessory Buildings and Uses, are permitted in the Districts indicated in Figure 1 when complying with the requirements listed therein, subject also to the provisions of paragraph B, herein.

1. A Single-family Dwelling is a Detached Building designed for or occupied by one Family, exclusively.

2. A Two-family Dwelling is a Detached Building designed for or occupied by two Families, exclusively.

3. A Multi-family Dwelling, is a Building designed for or occupied by three or more Families, exclusively.

B. Other provisions for Residential Uses are as follows:

1. Use of existing Lots deficient in area or width:

A Single-family Dwelling may be located on any Lot in any District in which Single-family Dwellings are permitted if the Lot was a single parcel in single ownership or a single parcel separately described or included in a deed or Plat which was of record in the Office of the Clerk of either Cabell or Wayne County, West Virginia, at the time of passage of this Ordinance, even though the Lot does not have the minimum Lot Width or the minimum Lot Area specified for the District.

2. Partial Use of Alley for Yard:

One-half of an Alley abutting the rear or the side of a Lot may be included in the required Rear Yard or Side Yard, respectively.

3. Accessory Buildings and Uses.

a. Accessory Buildings are permitted in all Districts.

b. No detached Accessory Building shall be located closer to a Side Lot Line than 3 feet nor exceed 18 feet in height and shall be set back at least fifty (50) feet from the Building Line.

RESIDENTIAL USES AND REQUIREMENTS

REQUIREMENTS	TYPE OF RESIDENTIAL USE		
	Single-Family Dwelling	Two-Family Dwelling	Multi-Family Dwelling
District in which use is permitted	R1, R2, R3, R4, R5, B1, B2, B3, & I3	R4, R5, B1, B2 & B3	R5, B1 & B2
Minimum lot size in square feet per dwelling unit in districts indicated	R1 . . . . . 10,000 R2 & I3 . . . . . 7,200 R3 . . . . . 4,000 R4, R5, B1, B2 & B3 . 3,000	R4 & B3 . . . . . 2,000 R5, B1 & B2 1,500	R5 . . . . . 800 B1 & B2 500
Minimum lot width in feet in districts indicated	R1 . . . . . 70 R2 & I3 . . . . . 60 R3 & B3 . . . . . 40 R4, R5, B1, B2 30	R4 & B3 . . . . . 40 R5, B1 & B2 30	R5, B1 & B2 30
Maximum Building height in feet in districts indicated	R1, R2 & I3 . . . . . 25 R3, R4, R5, B1, B2 & B3 35	R4, R5, B1, B2 & B3 . . 35	R5 . . . . . 45 B1 . . . . . 45 B2 150
Minimum front yard in per cent of average depth of lots in block frontage	20%	20%	20%
Minimum side yard (one)	5 feet	5 feet	5 feet
Minimum side yards (both or two) in per cent of lot width	20%	20%	20%
Minimum rear yard	20 feet	15 feet	15 feet
Minimum ground floor area in square feet in districts indicated.	One Story R1 . . . . . 1,100 R2 & I3 . . . . . 960 R3 . . . . . 600 R4, R5, B1, B2 & B3 . 480 Over One Story R1 . . . . . 900 R2 & I3 . . . . . 720 R3 . . . . . 600 R4, R5, B1, B2 & B3 . 480	R4, R5, B1, B2 & B3 960	R5, B1 & B2 960
Number of parking spaces to be provided on the lot.	One	Two	One for each dwelling unit
Maximum lot coverage in per cent of lot	40%	50%	60%
Vision clearance on corner lot	Yes	Yes	Yes

FIGURE 1

c. Accessory Uses such as public utility installations, walks, driveways, curbs, retaining walls, mail boxes, lamp posts, bird baths and Structures of a like nature are permitted in any required Yard. Fences, latticework screens, hedges or walls, not more than 7 feet in height, and private swimming pools surrounded by a fence at least five (5) feet high, maintained so as to prevent the intrusion of small children or animals, may be located in the required Side or Rear Yard, and a hedge or fence, maintained so as not to exceed three and one-half (3½) feet in height, may be located in any Front Yard, except that vision clearance on corner lots shall be provided. Trees, shrubs, flowers, or plants shall be permitted in any required Yard, except that Vision Clearance on Corner Lots shall be provided.

4. Building Lines.

a. Where 25% or more of the Lots in a Block Frontage are occupied by Buildings the average setback of such Buildings determines the location of the Building Line for the Block Frontage.

b. Building Lines established in a recorded subdivision shall establish the setback of Buildings in such subdivisions, except when such Building Lines may be less restrictive than provided in this Ordinance.

c. On Through Lots a Building Line is required on each Street.

d. Where the slope of the front one-fourth of a Lot, measured in the general direction of the side Lot Lines, is 15% or greater, the required Front Yard depth may be reduced by 50% provided that the required Front Yard of such Lot shall not be less than 5 feet. A Private Garage, not exceeding one story or 14 feet in height may be located in such Front Yard.

5. Tapered Yard Formula

Where an Interior Lot fronts on a side Street in the rear of a Corner Lot which Interior Lot may or may not be separated from the Corner Lot by an Alley, an Accessory Building located on the Rear Lot Line of the Corner Lot shall set back from the side Street as far as the Dwelling on said Interior Lot. For each foot that such Accessory Building is placed from the Rear Lot Line toward the Front Lot Line of the Corner Lot, the Accessory Building may be set 4 inches closer to the Front Lot Line along the side Street, but in no case closer than the Building Set Back Line along the Side Street required by this Ordinance.

6. Building Height.

In the Districts limiting Building Height to 25 feet, a Dwelling may be increased in height not to exceed 35 feet, provided that each Side Yard is increased an additional foot for each foot such Building exceeds 25 feet in Height.

7. Use of Property Subject to Inundation.

There are certain areas designated which permit residential use and under present conditions are not suited for permanent occupancy or residence by persons for the reason that these areas are subject to periodic inundation by flood waters. Therefore for the public interest, applications for Improvement Location Permits for structures or other improvements shall not be approved in areas presently below the elevation of 540 feet above mean sea level as indicated on the Zone Map, unless adequate evidence can be presented to the Board to demonstrate that the property in question is not subject to inundation by flood waters.

Section 15.

BUSINESS USES AND REQUIREMENTS. The Business Uses defined below are permitted in the Districts indicated in Figure 2, when complying with the requirements specified in Figures 2, 3 and 4, and subject to the provisions of paragraph C, herein.

A. A Local Business Use is one which is primarily of a retail or service nature and is specifically classified or implied in the following categories of uses:

1. Automobile Service - including:

   a. Filling Station
   b. Public Garage, but not including major repair or body work
   c. Public Parking Area
   d. Sales Room
   e. Open Area for Automobile or Mobile Home Sales

2. Business Service - including:

   a. Bank
   b. Office Building
   c. Postal Station
   d. Telegraph Office
   e. Telephone Exchange
   f. Utility Company Business Office

BUSINESS USES AND REQUIREMENTS

REQUIREMENTS	TYPE OF BUSINESS USE	
	Local Business	General Business
District(s) in which use is permitted	B1, B2, B3*, B4*, T1**, I1 & I2	B2, I1 & I2
Minimum front yard in feet in districts indicated	B1, T1, I1 & I2 ..... 15 B2 ..... None B3 ..... 30 B4 60	B2 ..... None I1 & I2 15
Minimum side yard in feet along the side street line of a corner lot where block is adjoined by a residential district	5	5
Minimum side yard in feet where a business district adjoins a residential district within the block	5	5
Minimum side yard in blocks not including a residential district	None	None
Maximum building height in feet in districts indicated	B1 & T1..... 35 B2 ..... 150 B3 ..... 35 B4 ..... 50 I1 & I2 75	B2 ..... 150 I1 & I2 75
Minimum rear yard in feet	15	15
Maximum lot coverage in per cent of lot	90	90
Vision clearance on corner lots	Yes	Yes

* May be permitted as a Special Exception in accordance with the requirements and procedures specified in Section 16.

** May be permitted as a Special Exception in accordance with the requirements and procedures specified in Section 17.

FIGURE 2

BUSINESS USES - PARKING SPACES REQUIRED

TYPE OF USE	PARKING SPACES REQUIRED
Local Business Uses	
Category 2 listed under Paragraph A, Section 15 above	One for each 500 square feet of floor area
Categories 3 through 7 and categories 8c and 8e under Paragraph A, Section 15, above	One for each 125 square feet of floor area
Indoor theater	One for each 6 seats
Bowling Alley	Three for each lane plus one for each 6 spectator seats
Dancing Academy	One for each 200 square feet of floor area
Private club or Lodge	Space to accommodate 50 per cent of the active membership at one space per each 3 members
Department Store	One for each 200 square feet of floor area
General Business Uses:	
Hotel	One for each 3 employees plus one for each 2 sleeping rooms
Storage Warehouse and Wholesale Establishment	One for each 3 employees or occupants. The maximum number of employees or occupants to be used in determining spaces.
Motor Bus or Railroad Passenger Station	One for each 3 employees plus one for each ten seats in waiting room. Other retail uses in connection therewith shall provide one space for each 2 employees.
Automobile and Truck Repair	One for each 200 square feet of floor area
Veterinary Hospital for Small Animals or Kennel	One space for each 6 animals to be confined in temporary or permanent pens or cages
Category 10 under Paragraph B, Section 15, above	As determined by the Board

FIGURE 3

BUSINESS USES - LOADING AND UNLOADING BERTHS REQUIRED

TYPE OF USE	GROSS FLOOR AREA (Sq. Ft.)	LOADING & UNLOADING BERTHS REQUIRED
Retail Stores, Department Stores, Wholesale Establishments, Storage Uses and Other Business Uses	3,000 to 15,000 15,001 to 40,000 Each 25,000 Additional	1 2 1 Additional
Office Buildings	100,000 or Less 100,001 to 336,000 Each 200,000 Additional	1 2 1 Additional

FIGURE 4

3. Clothing Service - including:

   a. Laundry Agency
   b. Self-service Laundry
   c. Dry Cleaning Establishment using not more than two clothes-cleaning units, neither of which shall have a rated capacity of more than 60 lbs. using cleaning fluid which is non-explosive and non-flammable.
   d. Dressmaking
   e. Millinery
   f. Tailor and Pressing Shop
   g. Shoe Reapir Shop

4. Equipment Service:

   a. Radio or Television Shop
   b. Electric Appliance Shop
   c. Record Shop

5. Food Service - including:

   a. Grocery
   b. Meat Market
   c. Supermarket
   d. Restaurant
   e. Delicatessen
   f. Cold Storage Lockers, for individual Use
   g. Bakery, provided floor area used for production shall not exceed seven hundred fifty (750) square feet.
   h. Roadside Sales Stand

6. Personal Service - including:

   a. Barber Shop
   b. Beauty Shop
   c. Reducing Salon
   d. Photographic Studio

7. Retail Service, Retail Stores Generally - including:

   a. Drug Store
   b. Hardware
   c. Stationer
   d. Newsdealer
   e. Show Room, for articles to be sold at retail
   f. Commercial Greenhouse not exceeding 1,000 square feet in area
   g. Apparel Shop
   h. Flower Shop
   i. Antique Shop

8. Business Recreational Uses - including:

   a. Indoor Theater
   b. Bowling Alley
   c. Billiard Room
   d. Dancing Academy
   e. Tavern or Night Club, only in conformity with requirements of laws or ordinances governing such use.

9. Private Club or Lodge

10. Department Store

11. Motel

12. Advertising Sign or Billboard

13. Accessory Building or Use customarily incident to the above Uses which may not have more than forty (40) per cent of its floor area devoted to storage purposes, and provided that not more than five (5) persons are employed at one time or on any one shift in connection with such Accessory Use.

Local Business Uses, categories 2 through 11 inclusive and 13, shall be conducted within Buildings so constructed that no noise of any kind produced therein shall be audible beyond the confines of the Building.

B. A General Business Use including Accessory Buildings and Uses includes the Uses, specifically stated or implied, as follows:

   1. Local Business Uses
   2. Automobile and Truck repair, entirely within enclosed buildings
   3. Hotel
   4. Storage Warehouse
   5. Wholesale Establishment
   6. Newspaper Publishing
   7. Motor Bus or Railroad Passenger Station
   8. Radio and Television Studios
   9. Veterinary Hospital for small animals and Kennel
   10. Any Business Use not specifically stated or implied elsewhere in this Ordinance.

C. Other Provisions and Requirements for Business Uses are as follows:

   1. Paking Spaces shall be provided on the Lot, or as a Special Exception within three hundred (300) feet thereof, as indicated in Figure 3.

   2. Loading and Unloading Berths shall be provided on the Lot as indicated in Figure 4.

3. Parking Space requirements shall not apply in a Block which is within the B-2 District where 50% or more of the area was occupied by Business or Industrial Structures at the time of passage of this Ordinance.

4. Groups of uses requiring Parking Space may join in establishing Private Parking Area with capacity aggregating that required for each participating Use.

5. One-half of an Alley abutting the rear of a Lot may be included in the Rear Yard, but such Alley space shall not be included for Loading and Unloading Berths.

6. Where twenty-five (25) per cent or more of the Lots in a Block Frontage are occupied by Buildings, the setback of such Buildings shall determine the location of the Building Line.

7. Loading and Unloading Berths shall not be required for Business Uses which demonstrably do not receive or transmit goods or wares by truck delivery.

8. Parking Spaces and Accessory Uses are permitted in the required Front Yard in the B-1, B-3 and B-4 Districts, and in a T-1 District where Business is located.

9. The maximum Building Height requirement in Figure 2 may be increased if Buildings are set back, from front and rear property lines, one foot for each two feet of additional height above the maximum Building Height requirement.

10. Chimneys, cooling towers, elevator bulkheads, fire towers, penthouses, stacks, tanks, water towers, distribution poles and lines, transmission towers, or essential mechanical appurtenances may be erected to any height not prohibited by other laws or ordinances.

11. Parking requirements based upon square feet of Floor Area as shown in FIGURE 3 refer to the Net Floor Area used for the particular business category.

Section 16.

"B-3" NEIGHBORHOOD SHOPPING CENTER DISTRICT AND "B-4" COMMUNITY SHOPPING CENTER DISTRICT REQUIREMENTS AND PROCEDURES. The Local Business Uses numbers 1 to 13 inclusive in Section 15 are permitted in the "B-3" and "B-4" Districts and subject to compliance with the following requirements and procedure.

A. Area requirements and location:

1. "B-3" Neighborhood Shopping Center District - the tract of land involved which is proposed for a Neighborhood Shopping Center shall be of an area of not less than two acrea and lie completely within a "B-3" Neighborhood Shopping Center District.

2. "B-4" Community Shopping Center District - the tract of land involved which is proposed for a Community Shopping Center shall be of an area of not less than five acres and lie wholly or partly within 1,000 feet of the exact center of a point represented by a "B-4" District symbol dimensioned on the Zone Map.

B. The owner or owners of such tract of land shall have obtained approval of the Board in accordance with the procedure set forth in Section 20 and the additional requirement standards in Figure 9.

Section 17.

"T-1" TRANSITION DISTRICT REQUIREMENTS AND PROCEDURE. The Local Business Uses numbers 1 to 13 inclusive in Section 15 are permitted in the "T-1" District and subject to compliance with the following requirements and procedure:

A. Area requirements and location: The tract of land involved which is proposed for Local Business Uses in a "T-1" District shall be of an area of not less than one-half (½) acre, or at least one-half (½) of Block Frontage, whichever is smaller, and lie completely within a "T-1" District; except that if the tract of land involved adjoins a "B-2" District within a Block Frontage, the minimum area requirements may not be required.

B. The owner or owners of a tract of land which is proposed for Local Business Uses in a "T-1" District shall have obtained approval of the Board in accordance with the procedure set forth in Section 20 and the additional requirement standards in Figure 9.

Section 18.

INDUSTRIAL USES AND REQUIREMENTS. The Industrial Uses defined below, including Accessory Buildings and Uses, are permitted in the Districts indicated in Figure 5 in accordance with the requirements of this section.

A. A Light Industrial Use is one which creates a minimum amount of nuisance outside the plant; is conducted entirely within enclosed Buildings, does not use the open area around such Buildings for storage of raw materials or manufactured products or for any other industrial purpose other than transporting goods between Buildings; provides for enclosed Loading and Unloading Berths, and area for Parking Spaces.

INDUSTRIAL USES AND REQUIREMENTS

REQUIREMENT	TYPE OF USE	
	LIGHT INDUSTRIAL	INDUSTRIAL
District(s) in which use is permitted	B2, I1, I2 & I3*	I2 & I3*
Minimum front yard in feet	B2 . . . . . None I3 . . . . . 50 I1 & I2 15	I2 . . . . . 15 I3 50
Side Yard required in feet	B2, I1 & I2 . . . . . .None I3 20	I2 . . . . . None I3 20
Minimum side yard in feet, if provided	B2, I1, I2 5	I2 5
Minimum rear yard in feet	B2, I1, I2 & I3 20	I2 . . . . . 15 I3 20
Maximum building height in feet	B2 . . . . . 150 I3 . . . . . 35 I1 & I2 75	I2 . . . . . 75 I3 35
Maximum lot coverage in per cent of lot	B2, I1 & I2 . . . . . 90 I3 70	I2 . . . . . 90 I3 70
Vision clearance on corner lots	Yes	Yes

* When located in a Planned Industrial "District" see Figure 9 for additional requirements and Section 20 for procedure.

FIGURE 5

LOADING AND UNLOADING BERTH REQUIREMENTS

GROSS FLOOR AREA OF INDUSTRIAL USE IN SQUARE FEET	NUMBER OF BERTHS REQUIRED
15,000 or Less	1
15,001 to 40,000	2
40,001 to 100,000	3
Each 40,000 Additional	1 Additional

FIGURE 6

B. An Industrial Use is one which requires both buildings and open area for manufacturing, fabricating, processing, extraction, heavy repairing, dismantling, storage or disposal of equipment, raw materials, manufactured products or wastes, and land and/or buildings shall be used so as to create a minimum amount of nuisance beyond the premises occupied by such Industrial Use.

C. The Industrial Reserve District is located where industrial sites occur, but which may or may not be developed for industrial purposes. Therefore, industry may be permitted in accordance with an Industrial Development Plan, the parcel of land involved comprising an area of at least ten acres and located within the I-3 District; Business Uses are not permitted.

D. Other Provisions and Requirements for Light Industrial and Industrial Uses are as follows:

1. Each Use shall provide one Parking Space for each 3 employees thereof, located on the same Lot as the Use, or as a Special Exception within three hundred (300) feet thereof.

2. Each Use shall provide Loading and Unloading Berths, located on the same Lot as the Use, as specified in Figure 5.

3. Parking Space requirements may be waived by the Board where 50% or more of the area in a Block was occupied by Business or Industrial Structures at the time of passage of this Ordinance.

4. Groups of Uses requiring Parking Space may join in establishing a Private Parking Area with capacity aggregating that required for each participating Use.

5. One-half of an Alley abutting the rear of a Lot may be included in the Rear Yard, but such Alley space shall not be included for Loading and Unloading Berths.

6. The Building Height requirement in Figure 5 may be increased if the Buildings are set back, from front and rear property lines, one foot for each two feet of additional height above the maximum Building Height requirements.

7. Chimneys, cooling towers, elevator bulkheads, fire towers, penthouses, tanks, water towers, districution poles and lines, transmission towers, or essential mechanical appurtenances may be erected to any height not prohibited by other laws or ordinances.

8. In all Industrial Districts it is permissible to erect more than one Principal Building on a Lot.

Section 19.

CONTINGENT USES AND REQUIREMENTS. Contingent Uses defined herein, including Accessory Buildings and Uses, are permitted in the Districts indicated in Figure 7, subject to the provisions herein.

A. A Contingent Use is one which is likely or liable, but not certain, to occur and which is not inappropriate to the principal Uses of the District in which it may be located. When so located it shall conform to the requirements of the District in which the Contingent Use is permitted, except that the number of Parking Spaces to be provided shall conform to the requirements of Figure 7. The required number of Parking Spaces shall be provided on the same Lot with the Use, or as a Special Exception within three hundred (300) feet thereof.

B. The Building Height for Contingent Uses shall be as provided in Figure 8.

C. Other Provisions and Requirements for Contingent Uses are as follows:

1. The Building Height requirement in Figure 8 may be increased if Buildings are set back from front and rear property lines, one foot for each two feet of additional height above the Building Height requirement.

2. In all Districts, spires, church steeples, chimneys, cooling towers, elevator bulkheads, fire towers, scenery lofts, power transmission lines or towers and distribution poles and lines, and essential mechanical appurtenances may be erected to any height not prohibited by other laws or ordinances.

3. A church or temple requiring Private Parking Area at times when nearby Uses do not need their parking facilities, may by agreement approved by the Board, utilize such facilities in lieu of providing their own private parking facilities.

D. An Existing Use which is included herein as a Contingent Use, and which is located in a District in which such Contingent Use is permitted, is a conforming Use. Any expansion of such Contingent Use involving the enlargement of the Buildings, Structures and land area devoted to such Use shall be subject to the requirements of this Section.

Section 20.

SPECIAL EXCEPTIONS, REQUIREMENTS AND PROCEDURE

A. The Special Exceptions listed in Figure 9 and their Accessory Buildings and Uses may be permitted by the Board in the Districts indicated therein, in accordance with the procedure set forth in this Section and the requirements listed in Figure 9.

CONTINGENT USES AND REQUIREMENTS

TYPE OF USE	DISTRICT(S) IN WHICH USE IS PERMITTED	NUMBER OF PARKING SPACES TO BE PROVIDED
Agricultural use	All	Not applicable
Boarding or Lodging House	R3, R4, R5, B1 & B2	One for each three occupants
Church or temple	All, except B4, I1 & I2	One for each 6 seats in main auditorium
College or university	All	One for each 3 students and staff
Fraternity, sorority and student co-operatives	R3, R4, R5, B1, B2 & B3	One for each 3 occupants
Home Occupation	All	One Additional
Lodge or private club (which is of a non-commercial character)	R4, R5, B1, B2, B3, I1 & I2	One for each 125 square feet floor area of building (s)
Mortuary	R4, R5, B1, B2, B3, I1 & I2	One for each 6 seats in main auditorium
Nursing home or homes for the aged	R4, R5, B1, B2, B3, I1 & I2	One for each 7 persons
Professional Office in Dwelling	All	Two additional
Plant Nursery	All	Non required
Public utility Installations	All	Not applicable
School, public or parochial	All, except B4, I1 & I2	One for each 3 members of staff plus one for each 8 seats in auditorium

FIGURE 7

CONTINGENT USES - MAXIMUM HEIGHT

DISTRICT(S) IN WHICH USE IS PERMITTED	MAXIMUM BUILDING HEIGHT IN FEET
R1 & R2	25
R3, R4, B1, B3 & I3	35
R5, B2 & I1	50
I2	75

FIGURE 8

SPECIAL EXCEPTION	DISTRICT(S) IN WHICH USE MAY BE PERMITTED	REQUIREMENT DESIGNATION
Airport or Heliport	B2, I1, I2 & I3	b6 (Heliport), b12 (Airport), g, h2, i1, (Airport), i2 (Heliport), j1, k1, l2, n2 p, r1, s, t, u2, v, w, y
Cemetery or Crematory	All except B2, B3 & B4	b10, c2, p, q, r1, v, w
Clinic or Medical Health Center	R4, R5, B1, B2, B3, B4, I1 & I2	b1, c3, h4, j1, k3, l1, r1, v, w, y
Country Club or Golf Course	All except B2, B3, B4, I1 & I2	c1, d3, j1, k5, l1, p, r1, v, w, y
Fire Station or Police Station	All	b1, c1, h1, j1, k6, l1, s, y
Greenhouse, Commercial	All except B3 & B4	b4, c6, f2, h1, k7, m4, n1, r1, v, w, y
Hospital	All	b7, c6, g, h5, j1, k9, l2, m5, n1, p, s, t, v, y
Industrial Park	All except B3 & B4	a1, b10, c7, d3, g, h3, j2, k10, l2, m6, n2, o, p, q, r1, s, t, v, w, y
Junk Yard	I2	c1, e, h1, i4, k11, l5, m2, n3, r1, v, w, y
Kindergarten or Day Nursery	All except R1, R2, R3, B4, I1, I2 & I3	b3, c8, f3, h1, i3, j1, k12, p, r1, v, y
Local Business Uses in the T1 Transition District	T1	a2, b1, c1, g, h7, k29, l1, m3, p, s, t, v, w, y
Mineral Extraction, Borrow Pit, Top Soil Removal and Their Storage Areas	I1, I2 & I3	c9, e, h1, i5, j1, n3, r1, s, t, v, w, y
Mobile Home Park	B1, B2, I1, I2 & I3	b8, c6, d2, g, h1, j1, k13, l2, o, p, q, r1, s, u1, v, w, y
Municipal or Government Building	All	b1, c1, h1, j1, k28, l1, p, y
Outdoor Theater	B1, B2, I1, I2 & I3	c6, i6, p, r1, s, t, v, w, y
Outdoor Commercial Recreational Enterprise	All, except R1, R2 & I3	c4, d1, g, h1, i1, j3, k14, l2, n1, p, r2, s, t, v, w, y
Penal or Correctional Institution	All	b12, c10, e, g, k15, n3, p, r1, y
Planned Industrial District	I3	a1, a3, b16, d2, g, j1, k10, m6, n1, p, r2, s, t, w
Practice Golf Driving Range	All except R1, R2, R3 & R4	c6, i7, j3, k16, l2, r1, v, y
Private Recreational Development	All	c4, g, h1, j3, k2, l2, r1, v, w, y
Produce Terminal, Wholesale	B2, I1, I2 & I3	b9, c7, d3, e, h1, i8, j1, k11, l4, m3, n2, p, r1, s, t, v, w, y
Public Camp	All	b7, c6, d1, g, h1, j3, k17, l2, r1, u1, v, w, y
Public or Commercial Sanitary Fill	All	b16, c11, e, r1, u1, v, w, y
Public or Commercial Sewage or Garbage Disposal Plant	I1, I2 & I3	b11, c11, e, k19, r1, u1, v, w
Private Parking Area, when not located in same Lot for the Use it is designed to serve.	All except R1 & R2	b2, p, r1, s, t, v, x, y, z
Public Park or Public Recreational Facility	All	c4, g, h1, j2, k21, l2, t, v, w
Radio or Television Tower	All	k19, p, r1, v
Railroad Right-of-Way and Uses Essential to Railroad Operation	All	h1, k20, r1, v
Raising and Breeding of Non-Farm Fowl and Animals, Commercially except Kennel	B2, I1 & I2	b7, c10, h1, j1, k7, l2, m1, n2, r1, v, w, y
Refuse Dump	I1, I2 & I3	b16, c11, e, i9, j5, r1, u1, v, w, y
Riding Stable	I1 & I2	b5, c10, h1, j1, k21, m1, r1, v, w, y
Shopping Center (community)	B4	a2, b7, g, j1, k23, l3, m8, n1, o, p, s, t, u1, v, y
Shopping Center (neighborhood)	B3	a2, b15, g, j1, k23, l2, m3, n1, o, p, s, t, u1, v, y
Stadium or Coliseum	All except R1, R2 R3, B3 & B4	b7, c2, j1, k24, l2, m2, n1, p, r2, s, t, v, y
Tourist Home	All except R1, R2, R3, B3, B4 & I2	b1, c1, f1, h1, k26, r1, v, y
Truck Freight Terminal	B2, I1, I2 & I3	c1, e, j1, k25, p, r1, s, t, v, w, y

If the nature of the Special Exception involves more than one of those listed, the applicant may apply for an Improvement Location Permit for the Special Exception which most closely relates to the primary use; provided that the requirements of all the related uses will be met.

FIGURE 9. SPECIAL EXCEPTIONS AND REQUIREMENTS

Huntington, West Va.

NOTE: Use of # Symbol in the Figure indicates that the requirements of the District apply to the Special Exception where located.

Reqmt. Desig.	REQUIREMENT
a.	CLASSIFICATION OF USE PERMITTED 1. Light Industrial 2. Local Business 3. Industrial
b.	MINIMUM LOT AREA 1. # 2. 1500 sq. ft. 3. 110 sq. ft. per child 4. 25,000 sq. ft. 5. 20,000 sq. ft. plus 5,000 sq. ft. per horse over four (4) horses 6. One acre 7. 5 acres 8. 5 acres including 2500 sq. ft. per mobile home stand 9. 6 acres 10. 20 acres 11. 40 acres 12. 80 acres 13. 320 acres 14. Two times requirement for Single-Family Dwelling 15. 2 acres 16. 10 acres
c.	MINIMUM YARDS (Feet) Front Side (each) Rear 1. # # # 2. # 50 50 3. # 10 30 4. # 40 40 5. # -- -- 6. 100 40 40 7. 100 Abutting Residential = 75; Abutting Other Use = 35 8. # 20 # 9. 150 150 150 10. 100 100 100 11. 300 300 300
d.	BUILDING SETBACK FROM CENTER LINE OF INTERIOR ROAD (Feet) 1. 40 2. 50 3. 85
e.	USE PERMITTED NOT CLOSER THAN 300 FEET TO A RESIDENTIAL USE
f.	MINIMUM GROSS FLOOR AREA OF PRINCIPAL BUILDING(S) (Square Feet) 1. # 2. Over 1000 3. Determined by Number of Children to be Accommodated 4. 400 5. Two times Single-Family Dwelling 6. 672
g.	PLAN OF LANDSCAPE DEVELOPMENT TO BE SUBMITTED WITH APPLICATION
h.	MAXIMUM HEIGHT OF STRUCTURE (Feet) 1. # 2. As required by appropriate State or Federal Agency 3. Same as Light Industrial 4. 45 5. 70 6. 25 7. 35
i.	FENCE 1. 6-foot wire mesh where accessible to the public 2. 6-foot wire mesh when located at ground level 3. 4-foot wire mesh around play area 4. Solid wall or solid painted fence 8 feet high 5. 4-foot wire mesh abutting Residential Use 6. Painted board fence 8 feet high 7. Adequate to protect abutting use 8. 6-foot wire mesh 9. 6-foot solid painted for Refuse Dump 10. 6-foot wire mesh abutting Residential Use
j.	SCREEN PLANTING WHERE ABUTTING RESIDENTIAL USE (Tight screen, effective at all times) 1. 6-foot height by 6-foot width 2. 25 feet abutting Residential District or Use 3. 8-foot height by 6-foot width 4. Adequate to screen Power Substation from Street View 5. 6 feet high along streets for Refuse Dump
k.	PARKING SPACES 1. 1 per 2 employees plus 1 per 4 seats in waiting room 2. 1 per 2 customers or members 3. 1 per 2 employees plus 3 per doctor 4. 1 per 3 employees plus 1 per 6 students 5. 1 per 3 employees plus 1 per 10 members 6. 1 per 3 employees per shift 7. 1 per 3 employees plus 1 per 125 square feet of sales area 8. 1 additional 9. 1 per 4 beds plus 1 per doctor plus 1 per 3 employees plus 1 per hospital vehicle 10. 1 per 2 employees on largest shift 11. 1 per 2 employees 12. 1 per 2 employees plus 1 per 5 children to be accomodated 13. 1 per 2 employees plus 1 per mobile home stand 14. 1 per 3 employees plus 1 per 500 square feet of use area 15. 1 per 3 employees plus 1 per 10 inmates at estimated capacity 16. 1 per 3 employees plus 1 per driving tee 17. 1 per camp site and 1 per cabin 18. Telephone Exchange - 1 per employee 19. 1 per employee per shift 20. 1 per 2 employees where headquartered 21. 1 per 5000 square feet 22. One 23. 1 per 60 square feet of sales area 24. 3 per 4 employees plus 1 per 4 seats 25. 1 per 2 employees plus 4 for customers 26. 1 per employee plus 1 per sleeping accommodation 27. Two 28. 1 per employee plus 1 for each 6 seats in main auditorium 29. Same as required for Local Business Uses
l.	DISTANCE OF PARKING AREA FROM RESIDENTIAL USE (Feet) 1. 10 2. 25 3. 50 4. 100 5. 300
m.	NUMBER OF LOADING AND UNLOADING BERTHS (Shall Not Face on Bordering Highway) 1. 1 2. 2 3. Per Development Plan 4. 15,000 square feet - 1; Over 15,000 feet - 2 5. Up to 200 beds - 1 200 to 500 beds - 2 over 500 beds - 3 6. Per Figure 6
n.	DISTANCE OF LOADING AND UNLOADING BERTH FROM RESIDENTIAL USE (Feet) 1. 50 2. 100 3. 300
o.	PLAT APPROVED BY THE COMMISSION TO BE SUBMITTED WITH APPLICATION
p.	DEVELOPMENT PLAN TO BE SUBMITTED WITH APPLICATION
q.	COVENANT BY OWNERS TO PERPETUATE MAINTENANCE AND APPROVE FUTURE IMPROVEMENTS
r.	MAXIMUM NUMBER OF PRINCIPAL ENTRANCES FROM MAJOR THOROUGHFARE 1. 1 2. 2
s.	ACCEPTABLE RELATIONSHIP TO MAJOR THOROUGHFARE
t.	THOROUGHFARES MUST BE ADEQUATE TO CARRY ADDITIONAL TRAFFIC ENGENDERED BY USE
u.	OTHER AUTHORITY APPROVAL REQUIRED WHERE APPLICABLE 1. State Department of Health 2. Aeronautics Commission of West Virginia
v.	OUTDOOR ADVERTISING SIGNS AND OUTDOOR ARTIFICIAL LIGHTING SHALL BE APPROVED BY THE COMMISSION
w.	DISPOSAL OF LIQUID AND OTHER WASTES SHALL MEET THE APPROVAL OF THE STATE BOARD OF HEALTH
x.	NO SALES, DEAD STORAGE, REPAIR WORK OR DISMANTLING ON THE LOT
y.	NO PARKING IN THE FRONT YARD, EXCEPT AS PROVIDED IN SECTION 15
z.	EXCEPT FOR APPROVED EXITS AND ENTRANCES, A MASONRY WALL 4-FEET IN HEIGHT AND 6-INCHES THICK ERECTED AT REQUIRED FRONT LINE OF BUILDING AND MAY BE REQUIRED ALONG BOUNDARIES OF PARKING AREA AS DETERMINED BY THE COMMISSION FOR THE PROTECTION OF RESIDENTIALLY ZONED OR USED PROPERTY

B. Upon receipt of an application for an Improvement Location Permit for a Special Exception by the Planning Director it shall be referred to the Commission for investigation as to the manner in which the proposed location and character of the Special Exception will affect the Comprehensive Plan. The Commission shall report the results of its study to the Board within forty-five days following receipt of the application. If no such report has been filed with the Board within this time period, the Board may proceed to process the application.

The Board shall then proceed with a hearing on the application in the manner prescribed in Section 23. Following the hearing, and upon an affirmative finding by the Board that:

1. The Proposed Special Exception is to be located in a District wherein such Use may be permitted, and

2. The requirements set forth in Figure 9 for such Special Exception will be met, and

3. The Special Exception is consistent with the spirit, purpose and intent of this Ordinance, will not substantially and permanently injure the appropriate Use of neighboring property, and will serve the public convenience and welfare.

the Board shall order the Planning Director to issue an Improvement Location Permit for the Special Exception.

C. An existing Use which is listed herein as a Special Exception, and which is located in a District in which such Special Exception may be permitted, is a conforming Use. Any expansion of such Special Exception involving the enlargement of the Buildings, Structures and Land area devoted to such Use shall be subject to the requirements and procedure described in this Section.

D. Any Person, to whom is issued an Improvement Location Permit for a Special Exception which fails to commence construction within twenty-four (24) months after such permit is issued or who fails to carry to completion thirty per cent (30%) of the total Development Plan thereof within three years after such permit is issued or within one year after such construction is begun, whichever is later, or who fails to conform to the provisions of the Development Plan and supporting data finally approved by the Board and upon the basis of which such Improvement Location Permit was issued, may be required by the Board upon its own motion, and shall be required by the Board upon written petition of any Person deeming himself aggrieved, to show cause why such approval should not be withdrawn and such Improvement Location Permit revoked.

E. Not more than one Improvement Location Permit for each "B-4" District symbol on the Zone Map may be issued and outstanding at any one time.

F. In the event the Board shall revoke an Improvement Location Permit under the authority of Paragraph D. hereof, it may thereafter grant approval for another shopping center development in the same "B4" District subject to all of the provisions and requirements of this Ordinance.

G. The holder of an Improvement Location Permit for a Special Exception may apply to the Board at any time for an alteration, change, amendment or extension of the application or Development Plan upon which such permit was based.

1. Upon receipt of such application, the Board shall proceed as in the case of original applications for an Improvement Location Permit for a Special Exception.

2. In the event the Board shall approve and order such application or Development Plan changed, altered, amended or extended, it shall so notify the Planning Director who shall issue an amended Improvement Location Permit accordingly.

Section 21.

NONCONFORMING USE SPECIFICATIONS. The lawful use of a Building or premises, existing at the time of passage of this Ordinance, may be continued although such Use does not conform to all the provisions of this Ordinance, subject to the following conditions.

A. A Nonconforming Use may be extended throughout a Building provided the size of the Structure is not increased.

B. A Nonconforming Use may be changed to another Nonconforming Use of the same or greater restrictions, provided the size of the structure is not increased.

C. Whenever a Nonconforming Use has been changed to a Conforming Use or to a Use permitted in a District of greater restrictions, it shall not thereafter be changed to a Nonconforming Use of a less restricted District. For the purpose of this Section the R-1 District shall be considered to have the greatest restrictions, and such restrictions are considered to decrease in the following order of Districts: R-2, R-3, R-4, R-5, B-1, B-2, I-1 and I-2.

D. No Building shall be erected upon any premises devoted to a Nonconforming Use, except in conformance with the provisions of this Ordinance.

E. The Board may authorize, by written permit, in a R-1, R-2, R-3, R-4, R-5 or I-3 District for a period of not more than one (1) year from the date of such permit, a temporary Building for Business or Industrial Use incidental to the residential construction and development of said District.

F. Nothing herein contained shall require any change in the plans, construction or designated Use of a Building for which a Building Permit or Improvement Location Permit has been heretofore issued, and the construction of which has been diligently prosecuted within ninety (90) days of the date of such permit, and which entire Building shall be completed according to such plans as filed within three (3) years from the date of passage of this Ordinance.

G. In the event that a Nonconforming Use of any Building or premises is discontinued for a period of two (2) years, the use of the same shall thereafter conform to the Uses permitted in the District in which it is located, provided that abandonment of any Agricultural Use or manufacturing process shall not be construed as abandonment of Agricultural or Industrial Use.

H. The continuance of the Use of any Land, Building or Structure for the purpose for which such land, building or structure is used at the time this ordinance takes effect is hereby permitted, but any addition to any existing building for the purpose of carrying on any use prohibited under the zoning regulations applicable to the district is hereby prohibited: Provided, however, that such prohibition shall not apply to alterations, additions to, replacement of structures, or to the acquisition or use of land presently owned by any firm or industry but not used for agricultural or industrial purposes or to the use or acquisition of additional land which may be required for the protection, continuing development or expansion of any agricultural, industrial or manufacturing operation or any present or future satellite agricultural, industrial or manufacturing use. If a non-conforming use has been abandoned, any future use of such land, building or structure shall be in conformity with the provisions of this ordinance regulating the use in the district in which such land, building or structures may be located: Provided, however, that abandonment of any particular agricultural or manufacturing process shall not be construed as abandonment of agricultural or manufacturing use.

I. These provisions apply in the same manner to a Use which may become a Nonconforming Use as a result of an amendment to this Ordinance.

Section 22.

ADMINISTRATION. The Planning Director and Building Inspector are hereby designated and authorized to enforce this Ordinance.

A. Any Person, who shall make application for an Improvement Location Permit shall, at the time of making such application furnish a site plan or Development Plan of the real estate upon which said application for an Improvement Location Permit is made at least five (5) days prior to the issuance of said Improvement Location Permit, which five (5) days period may be waived. Said site plan shall be drawn to scale showing the following items:

1. Legal or site description of the real estate involved.

2. Location and size of all Buildings and Structures.

3. Width and length of all entrances and exits to and from said real estate.

4. All adjacent and adjoining roads or highways.

5. The Planning Director shall issue an Improvement Location Permit if the proposed improvement is within an area below 540 feet above mean sea level only following receipt of notice from the Board that the application therefor has been approved by the Board.

B. Site Plans so furnished shall be filed and shall become a permanent public record.

C. The Planning Director shall issue an Improvement Location Permit for a Special Exception only following receipt of notice from the Board that the application therefor has been approved by the Board.

D. No land shall be occupied or used and no Building hereafter erected, reconstructed or Structurally Altered shall be occupied or used, in whole or in part, for any purpose whatsoever, until a Certificate of Occupancy shall have been issued stating that the Building and Use comply with all of the provisions of this Ordinance applicable to the Building or premises or the Use in the District in which it is to be located.

When the improvement covered by the Improvement Location Permit has been completed in substantial conformity with the site plan or development plan submitted in the application pursuant to Paragraph A. of this section, a Certificate of Occupancy shall then be issued.

E. No change shall be made in the Use of land (except an Agricultural Use) or in the Use of any Building or part thereof, now or hereafter erected, reconstructed or Structurally Altered, without a Certificate of Occupancy having been issued and no such certificate shall be issued to make such change unless it is in conformity with the provisions of this Ordinance.

F. A Certificate of Occupancy shall be applied for coincidentally with the application for an Improvement Location Permit and shall be issued within ten (10) days after the lawful erection, reconstruction or Structural Alteration of such building or other improvement of the land shall have been completed..

G. A record of all Certificates of Occupancy shall be kept on file in the office of the Planning Director and copies shall be furnished upon request to any Person having a proprietary or tenancy interest in the Building or land affected.

H. No Improvement Location Permit shall be issued for excavation for or the erection, reconstruction or Structural Alteration of any Building, before application has been made for a Certificate of Occupancy.

Section 23.

BOARD OF ZONING APPEALS. A Board of Zoning Appeals is hereby established with membership and appointment provided in accordance with the authority conferred by Article 5, Urban and Rural Planning and Zoning, Chapter Eight of the Code of West Virginia, passed March 14, 1959.

A. At the first meeting of each year, the Board shall elect a chairman and vice-chairman from its members. The vice-chairman shall have authority to act as chairman during the absence or disability of the chairman.

B. A majority of members of a Board shall constitute a quorum. No action of the Board is official, however, unless authorized by a majority of the Board.

C. The Board may appoint and fix the compensation of a secretary and such employees as are necessary for the discharge of its duties all in conformity to and compliance with salaries and compensations therefor fixed by the City.

D. The Board shall adopt such rules concerning the filing of appeals and applications for Variances and exceptions, giving of notice and conduct of hearings as shall be necessary to carry out their duties under the provisions of this Ordinance.

E. The Board shall keep minutes of its proceedings, keep records of its examinations and other official actions and shall record the vote on all actions taken. All minutes and records shall be filed in the office of the Planning Director and shall be a public record.

F. The Board shall have the following powers and it shall be its duty to:

1. Hear and determine appeals from and review any order, requirement, decision or determination made by an administrative official or board charged with the enforcement of this Ordinance.

2. Permit and authorize exceptions to the District regulations only in the classes of cases or in particular situations as specified in this Ordinance.

3. Hear and decide Special Exceptions to the terms of this Ordinance upon which the Board is required to act under this Ordinance.

4. Authorize upon appeal in specific cases such Variance from the terms of this Ordinance as will not be contrary to the public interest, where, owing to special conditions, a literal enforcement of the provisions of the Ordinance will result in unnecessary hardship, and so that the spirit of this Ordinance shall be observed and substantial justice done.

G. In exercising its powers, the Board may reverse or affirm, wholly or partly, or may modify the order, requirement, decision or determination appealed from as in its opinion ought to be done in the premises, and to that end shall have all the powers of the officer or board from whom the appeal is taken.

H. An appeal taken from the requirement, decision or the determination made by an administrative official or board charged with the enforcement of this Ordinance shall be filed with the Board. The appeal shall specify the grounds thereof and shall be filed within such time and in such form as may be prescribed by the Board by general rule. The administrative official or board from whom the appeal is taken shall, upon request of the Board, transmit to it all documents, plans and papers constituting the record of the action from which an appeal was taken.

I. The Board shall fix a reasonable time for the hearing of an appeal. Public notice shall be given of the hearing and due notice shall be given additionally to the interested parties. The Board may require the Person taking the appeal to assume the cost of public notice and due notice to interested parties. Upon the hearing, any party may appear in person, by agent or by attorney.

J. When an appeal from the decision of any official or board has been taken and filed with the Board, all proceedings and work on the premises concerning which the decision was made shall be stayed unless the official or board from whom the appeal was taken shall certify to the Board that, by reason of facts stated in the certificate, a stay would cause imminent peril to life or property. In such case, proceedings or work shall not be stayed except by a restraining order which may be granted by the Circuit Court of Wayne County or Cabell County, depending upon which Court has jurisdiction, on application, on notice to the officer or board from whom the appeal is taken and the owner of the premises affected and on due cause shown.

K. Every decision of the Board shall be subject to review by certiorari.

L. No variance in the application of the provisions of this Ordinance shall be made by the Board relating to Buildings, Land or premises now existing or to be constructed, unless after a hearing, the Board shall find that such Variance will not:

1. Alter the land use characteristics of the District.

2. Impair the adequate supply of light and air to adjacent property.

3. Increase the hazard from fire, flood and other dangers of said property.

4. Diminish the marketable value of adjacent lands and buildings.

5. Increase the congestion in the Streets.

6. Otherwise impair the public health, safety, convenience, comfort or general welfare.

M. Approval of the Board of an application for Improvement Location Permit for the improvement of property subject to inundation by flood waters shall be based upon a favorable statement from the Huntington Floodwall Board as the results of flooding conditions upon the proposed improvement and the effect of the proposed improvement upon flood water damage to adjacent and up-stream properties.

Section 24.

AMENDMENTS. Amendments, supplements or changes of the provisions of this Ordinance shall be considered as amendments to the Comprehensive Plan. Any proposed Ordinance for the amendment, supplement, change or repeal of this Ordinance nor originating from petition of the Commission shall be referred to the Commission for consideration and report before any final action is taken by the City Council. Prior to the submission to the City Council of a Commission petition or a report on a proposed Ordinance referred to it for an amendment, supplement, change or repeal of this Ordinance, the Commission shall give notice and hold a public hearing in the manner prescribed for adoption of a Comprehensive Plan in Section Eighteen of Article 5, Chapter 8, of the Code of West Virginia, passed March 14, 1959, and in accordance with the Charter of the City.

Section 25.

FILING FEES. Applications and petitions filed pursuant to the provisions of this Ordinance shall be accompanied by the filing fees hereinafter specified.

A. For each application for a Certificate of Occupancy, a fee of three dollars ($3.00) shall be paid.

B. For each petition for an appeal from the decision of the Planning Director to the Board, a fee of fifteen dollars ($15.00) shall be paid, the receipt for which shall accompany the petition.

C. For each application for the approval by the Board of a Special Exception, a fee of fifteen dollars ($15.00) shall be paid, the receipt for which shall accompany the petition.

D. For each petition for an amendment to this Ordinance, a fee of twenty-five dollars ($25.00) shall be paid, the receipt for which shall accompany the petition.

E. Except for the fee for a Certificate of Occupancy, no part of any filing fee paid pursuant to this section shall be returnable to the applicant or petitioner.

Section 26.

REMEDIES AND PENALTIES

A. The Commission, the Board or any designated enforcement official may institute a suit for injunction in the Circuit Court of Wayne County or Cabell County, depending upon which Court has jurisdiction, in the name of the City, to restrain a Person from violating the provisions of this Ordinance. The Commission or the Board may also institute a suit for a mandatory injunction in the Circuit Court of Wayne County or Cabell County, depending upon which Court has jurisdiction, in the name of the City, directing a Person to remove a Structure erected in violation of the provisions of this Ordinance. If the Commission or the Board is successful in its suit, the respondent shall bear the costs of the action.

B. A Person who violates any provision of this Ordinance shall be guilty of a misdemeanor and, upon conviction, shall be fined not less than ten (10) dollars, and not more than three hundred (300) dollars.

Section 27.

INVALIDITY OF PORTIONS. Should any section or provision of this Ordinance be declared, by a court of competent jurisdiction, to be invalid, such decision shall not affect the validity of the Ordinance as a whole, or any portion thereof, other than the portion so declared to be invalid.

Section 28.

WHEN EFFECTIVE. This Ordinance shall take effect after its passage and approval by the City Council.

Passed by the City Council of the City of Huntington, West Virginia, this _____ day of _____, 1961.

Filed: _____, 1961

Recorded: _____, 1961

CITY OF HUNTINGTON,
WEST VIRGINIA

_____
Mayor

ATTEST:

_____
City Clerk

SEP 25 1961

AN ORDINANCE AMENDING, MODIFYING AND RE-ENACTING CERTAIN PORTIONS OF THE ZONING ORDINANCE OF THE CITY OF HUNTINGTON, WEST VIRGINIA, RELATING TO DEFINITIONS UNDER SECTION 5 OF SAID ORDINANCE, PORTIONS OF SECTIONS 14 AND 15, PORTIONS OF FIGURES 1, 3, 7, AND 9, PORTIONS OF SECTIONS 22, 23, AND 25 OF SAID ORDINANCE.

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF HUNTINGTON, WEST VIRGINIA THAT: Certain portions of Sections of the Zoning Ordinance of the City of Huntington, West Virginia, be amended, modified and re-enacted to read as hereinafter set out:

That Section 5 of the Zoning Ordinance of the City of Huntington, West Virginia be modified by adding thereto, in proper alphabetical order, or by amending to read as follows:

EDUCATIONAL INSTITUTION - Public or Parochial preprimary, primary, grade, high, preparatory school or academy; junior college, college or university, if public or founded or conducted by or under the sponsorship of a religious or charitable organization.

HOSPITAL - An institution providing health services primarily for in-patient medical or surgical care of the sick or injured and including related facilities such as laboratories, out-patient departments, training facilities, central service facilities, and staff offices which are an integral part of the facility, provided such institution is operated by, or treatment is given under direct supervision of licensed physicians. Types of hospitals include general, mental, chronic disease and allied special hospitals such as cardiac, contagious disease, maternity, orthopedic, cancer and the like.

NURSING HOME - A facility which (1) provides nursing services on a continuous basis; (2) admits the majority of the occupants upon the advice of physicians

as ill or infirm persons requiring nursing services; (3) provides for licensed physicians' services or supervision; (4) maintains medical records. Such facilities may also provide other and similar medical or health services, provided that no occupant requires physical restraint within the facility. Examples of nursing home facilities that provide health services may include, if they comply with all the above criteria, nursing homes; convalescent homes; maternity homes; rest homes; homes for the aged; and the like.

NURSING HOME CONVERSIONS - A Dwelling which is converted for the use of a Nursing Home.

PRIVATE SCHOOL - Private, primary, grade, high, preparatory school or academy but not including trade or business schools.

SPECIAL SCHOOL - Any school which has as its primary purpose the instruction, care and rehabilitation of atypical or exceptional children or adults such that the usual statutory educational requirements expressly or implicitly do not apply.

That Sub-Paragraph 7 of Paragraph B of Section 14 of said Zoning Ordinance of the City of Huntington, West Virginia is hereby repealed and deleted.

That Sub-Paragraph 13 of Paragraph A of Section 15 of said Zoning Ordinance of the City of Huntington, West Virginia is changed to read as follows:

13. Trade or Business School.

That Sub-Paragraph 14 of Paragraph A of Section 15 of said Zoning Ordinance of the City of Huntington, West Virginia is hereby added to read as follows:

14. Accessory Building or Use customarily incident to the above Uses which may not have more than forty (40) percent of its floor area devoted to storage purposes, and provided that not more than five (5) persons are employed at one time or on any one shift in connection with such Accessory Use.

That Figure 1 of said Zoning Ordinance of the City of Huntington, West Virginia is hereby changed by changing that portion which reads "Minimum Side Yard (one)" to read as follows.

Minimum Side Yard (each or one) - Neither Side Yard shall be less than five (5) feet.

That Figure 3 of said Zoning Ordinance of the City of Huntington, West Virginia is hereby changed by addition thereto under the proper heading the following:

Trade or Business School - One for each 200 square feet of floor area.

That Figure 7 of said Zoning Ordinance of the City of Huntington, West Virginia is hereby changed by deleting that portion which reads as follows:

Nursing Homes or Homes for the Aged - R4-R5-B1-B2-B3-I1 and I2

One for each 7 persons

That Figure 7 of said Zoning Ordinance of the City of Huntington, West Virginia is hereby changed by changing that portion which reads, "School, public or parochial" to read as follows:

Educational Institution.

That Figure 9 of said Zoning Ordinance of the City of Huntington, West Virginia is hereby changed by adding thereto in proper alphabetical order and under the proper headings the following:

Nursing Homes	All, except B1,B2,B3,B4,I1 & I2	b17,c12,f2,g,h7,j1,k30, L2,m3,n1,p
Nursing Home Conversions	R4,R5,B1,B2, & B3	b19,c13,f2,I1,k30,L1,p
Private School	All	b18,c13,f2,g,I3,k4,L1,p
Special School	All except R1,R2, & R3	b18,c13,f2,g,I3,k4,I1,p

Requirement b,17 - 15000 sq.ft. but not less than 1500 sq.ft. per person cared for.

b,18 - 10000 sq.ft.

b,19 - 7500 sq.ft. but not less than 750 sq.ft. per person cared for.

c,12 - #30#

c,13 - #10#

k,30 - 1 per each 5 patients, 1 per each staff and/or supervisory doctor; 1 per each 3 employees.

That Paragraph A. of Section 22 of said Zoning Ordinance of the City of Huntington, West Virginia is hereby changed to read as follows:

A. Any Person, who shall make application for an Improvement Location Permit shall, at the time of making such application furnish a Site Plan or Development Plan of the real estate upon which said application for an Improvement Location Permit is made at least five (5) days prior to the issuance of said Improvement Location Permit, which five (5) days period may be waived. Said Site Plan shall be drawn to scale showing the following items:

1. Legal or site description of the real estate involved.
2. Location and size of all Buildings and Structures.
3. Width and length of all entrances and exits to and from said real estate.
4. All adjacent and adjoining roads or highways.

Any person who shall make application for an Improvement Location Permit for any improvement which is proposed within an area designated as a Ponding Basin on the Zone Map, shall not receive an Improvement Location Permit until the Planning Director shall have ascertained that the improvement applied for meets the approval of the Huntington Flood Wall Board.

That Paragraph M of Section 23 of said Zoning Ordinance of the City of Huntington, West Virginia is hereby repealed and deleted.

That Paragraph B of Section 25 of said Zoning Ordinance of the City of Huntington, West Virginia is hereby changed to read as follows:

B. For each petition for an appeal from the decision of the Planning Director to the Board, a fee of five percentum (5%) of the total costs of the proposed project shall be paid, provided however a minimum fee of Five Dollars ($5.00) or a maximum fee of Fifteen Dollars ($15.00) shall be paid, the receipt for which shall accompany the petition.

The Zone Map of the City of Huntington, dated 1960, is hereby changed by deleting therefrom the 540 ft. M.S.L. line indicating areas subject to periodic inundation by flood waters, and also deleting therefrom the words "540 ft. (MSL) Line U.S.G.S. Quad Sheets" from the legend; and by adding thereto a new line, measured 541.5 feet (MSL) surrounding the Krouts Creek Ponding Basin and another line 540.0 feet (MSL) surrounding the Four Pole Creek Ponding Basin, and also by adding the appropriate description in the legend.

This Ordinance shall become effective immediately upon passage.

DEC 11 1961

AN ORDINANCE AMENDING, MODIFYING AND RE-ENACTING CERTAIN PARTS OF THE ZONING ORDINANCE OF THE CITY OF HUNTINGTON, WEST VIRGINIA, 1960, RELATING TO PART OF SECTION 14, ALL OF SECTION 18, AND PART OF SECTION 22.

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF HUNTINGTON, WEST VIRGINIA THAT: Certain sections and parts thereof of the Zoning Ordinance of the City of Huntington, West Virginia, be amended, modified, and re-enacted to read as hereinafter set out:

That Sub-paragraphs a and b of Sub-paragraph 7 of Paragraph B of Section 14 of said Zoning Ordinance of the City of Huntington, West Virginia, are hereby added to read as follows:

7. Side Yards.

   a. Where sixty (60) per cent or more of the lots in a Block Frontage are occupied by Buildings which provide side yards of less than the minimum required by the Ordinance, this average side yard of these Buildings may determine the required side yard provided however, no side yard shall be reduced to less than three feet.

   b. Where an existing Building is deficient in side yards, any addition to such an existing Building may maintain the existing side yards.

That Section 18 of said Zoning Ordinance of the City of Huntington, West Virginia, is hereby changed to read as follows:

Section 18.

INDUSTRIAL USES AND REQUIREMENTS. The Industrial Uses defined below, including Accessory Buildings and Uses, are permitted in the Districts indicated in Figure 5, in accordance with the requirements of this section.

No activity involving the storage, utilization or manufacture of materials or products which decompose by detonation shall be permitted unless specifically licensed by the Council, and then only in the I-2 District. Such activity shall be conducted in accordance with the rules promulgated by the State Fire Marshal and the Huntington Fire Department. Such materials shall include, but are not limited to, all primary explosives such as lead azide, lead styphnate, fulminates, and tetracene; all high explosives such as TNT, RDX, HMX, PETN, and picric acid; propellants and components thereof, such as nitrocellulose, black powder, boron hydrides, hydrazine and its derivatives; pyrotechnics and fireworks such as magnesium powder, potassium chlorate, and potassium nitrate; blasting explosives such as dynamite and nitroglycerine; unstable organic compounds such as acetylides, telrazoles, and ozonides; strong oxidizing agents such as liquid oxygen, perchloric acid, perchlorates, chlorates, and hydrogen peroxide in concentrations greater than thirty-five per cent (35%); and nuclear fuels, fissionable materials and products; and reactor elements such as Uranium 235 and Plutonium 239.

The restrictions of the section shall not apply to (1) the activities of site preparation or construction, maintenance, repair, alteration, modification or improvement of buildings, equipment or other improvements on or within the Lot Line; (2) the operation of motor vehicles or other facilities for the transportation of personnel, materials or products; (3) conditions beyond the control of the user such as fire, explosion, accidents, failure or breakdown of equipment or facilities or emergencies; (4) safety or emergency warning signals or alarms necessary for the protection of life, limb or property.

. DEFINITIONS. For the purpose of this Section, certain terms and words shall e interpreted and defined as follows:

ECIBEL - A unit of measurement of the intensity of loudness of sound. Sound evel meters are used to measure such intensities and are calibrated in decibels.

LASH POINT - The lowest temperature at which a combustible liquid under prescribed conditions will give off a flammable vapor which will burn momentarily using the closed cup method.

FOOT-CANDLE - A unit of illumination. It is equivalent to the illumination at all points which are one foot distant from a uniform source of 1 candlepower.

FREE BURNING - A rate of combustion described by a material which burns actively and easily supports combustion.

NTENSE BURNING - A rate of combustion described by a material that burns with high degree of activity and is consumed rapidly.

ODERATE BURNING - A rate of combustion described by a material which supports ombustion and is consumed slowly as it burns.

CTAVE BAND - A narrow range of sound frequencies which classify sounds according to pitch. In the octave band analyzer the audible sound spectrum is divided into eight octave bands.

CTAVE BAND ANALYZER - An electrical device used with the sound level meter that sorts a complex noise or sound into the various octave bands.

ODOR THRESHOLD - The lowest concentration of an odorous material in air which can still be detected by the human nose.

PARTICULATE MATTER - Finely divided liquid or solid material which is discharged and carried along in the air. This shall not include water droplets, commonly called steam.

RESIDENCE DISTRICT - A District designated primarily for residential Use in this Ordinance.

RESULTANT DISPLACEMENT - The maximum amount of motion in any direction and shall be determined by means of any three component (simultaneous) measuring system approved by the Commission.

RINGELMANN NUMBER - The number of the area on the Ringelmann Chart that most nearly matches the light-obscuring capacity of smoke. The Ringelmann Chart is described in the U. S. Bureau of Mines Information Circular 6888, on which are illustrated graduated shades of gray for use in estimating smoke density. Smoke below the density of Ringelmann No. 1 shall be considered no smoke or Ringelmann No. 0.

SLOW BURNING OR INCOMBUSTIBLE - Materials which do not in themselves constitute an active fuel for the spread of combustion. A material which will not ignite, or actively, support combustion during an exposure for five minutes to a temperature of 1200° F.

SMOKE - A suspension of fine particles, excluding water droplets, in a gaseous plume, which obscure more or less the transmission of light.

SMOKE UNIT - The number obtained when the smoke density in Ringelmann number is multiplied by the time of emission in minutes. For the purpose of this calculation, a Ringelmann density reading shall be made at least once a minute during the period of observation; each reading is then multiplied by the time in minutes during which it is observed. The various products are then added together to give the total number of smoke units observed during the entire observation period.

THREE COMPONENT MEASURING SYSTEM - Instrumentation which can measure earthborne vibrations in three directions, that is, vibration occuring in a horizontal as well as a vertical plane.

VIBRATION - Oscillatory motion transmitted through the ground.

B. A Light Industrial Use (hereafter designated as I-1) is one which creates a minimum amount of nuisance outside the plant; is conducted entirely within enclosed Buildings, does not use the open area around such Buildings for storage of raw materials or manufactured products or for any other industrial purpose other than transporting goods between Buildings; provides for enclosed Loading and Unloading berths; and such use conforms to the following performance standards.

C. An Industrial Use (hereafter designated as I-2) is one which requires both buildings and open area for manufacturing, fabricating, processing, extraction, heavy repairing, dismantling, storage or disposal of equipment, raw materials, manufactured products or wastes, and land and/or buildings in this District shall be used so as to comply to the following performance standards.

7. Performance Standards

1. Smoke - In the I-1 District the emission of more than seventy (70) smoke units per hour per stack and emission in excess of Ringelmann No. 2 are prohibited, except that for one (1) hour during any twenty-four (24) hour period this rate may be increased to eighty (80) smoke units per hour per stack up to and including Ringelmann No. 3 for the purposes of process purging, soot blowing, and fire cleaning.

   In the I-2 District the emission of more than ninety (90) smoke units per hour per stack and emission in excess of Ringelmann No. 3 are prohibited, except that for a one (1) hour period during any twenty-four (24) hour period this rate may be increased to one hundred and twenty (120) smoke units per hour per stack, still at Ringelmann No. 3, for the purposes of process purging, soot blowing, and fire cleaning.

2. Particulate Matter - The rate of emission of particulate matter from an individual process within the boundaries of any lot shall not exceed a figure of 0.06 pounds per 1,000 pounds of effluent gas in the I-1 District, nor 0.2 pounds per 1,000 pounds of effluent gas in the I-2 District. In the I-1 and I-2 Districts not more than fifty percent (50%) by weight of particles larger than 44 microns (325 mesh) shall be allowed.

3. Odor - Any activity or operation which releases odors to the atmosphere shall be so controlled as to insure that it will produce no public nuisance or hazard at or beyond the nearest Residential District boundary line.

4. Poisonous and Injurious Fumes and Gases - The emission of toxic or injurious fumes and gases shall be controlled so as to comply with the following:

The emission from any source shall not cause at or beyond any lot line, concentrations of toxic and/or injurious fumes and gases in excess of ten percent (10%) in the I-1 District, and twenty-five percent (25%) in the I-2 District, of the threshold limit as set for the fume or gas in question in the "Threshold Limit Values for Toxic Materials in Industry" issued by the West Virginia Department of Health, from the American Conference of Governmental Hygienists, latest issue.

The emission of any gas or fume across lot lines in such concentrations as to be detrimental to or endanger public health, safety, comfort and welfare or shall cause injury or damage to property or business is prohibited.

5. Glare and Heat - No industrial operation, activity or structure shall cause heat or glare in such a manner as to be a public nuisance at or beyond any Residence or Business District boundary.

6. Vibration - Any use creating intense earth-shaking vibrations such as are created by a heavy drop forge shall be set back from a Residential District boundary at least two-hundred and fifty (250) feet or at least one-hundred and fifty (150) feet from a Business District boundary.

Earth-shaking vibrations at the industrial property line shall not be in violation of the zoning ordinance as long as the vibration is not perceptible without the aid of instruments.

7. Noise - At no point 125 feet from the boundary of an Industrial Zone shall the sound pressure level of any operation or plant (other than background noises produced by sources not under the control of the Ordinance) exceed the decibel limits in the octave bands designated below:

Light Industrial Use - District I-1

Octave Band Frequency (Cycles Per Second)	Maximum Permitted Sound Level (In Decibels) 125 Feet From Industrial District Zone Adjoining Residence District Boundaries	Maximum Permitted Sound Level (In Decibels) 125 Feet From Industrial District Zone Adjoining Business District Boundaries
0 to 75	75	80
75 to 150	70	75
150 to 300	65	70
300 to 600	59	64
600 to 1200	53	58
1200 to 2400	48	53
2400 to 4800	44	49
Above 4800	41	46

Industrial Use - District I-2

Octave Band Frequency (Cycles Per Second)	Maximum Permitted Sound Level (In Decibels) 125 Feet From Industrial District Zone Adjoining Residence District Boundaries	Maximum Permitted Sound Level (In Decibels) 125 Feet From Industrial District Zone Adjoining Business District Boundaries
0 to 75	75	81
75 to 150	70	76
150 to 300	66	72
300 to 600	62	68
600 to 1200	57	63
1200 to 2400	53	59
2400 to 4800	49	55
Above 4800	45	51

Sound levels shall be measured with a sound-level meter and associated octave band filter, manufactured in compliance with standards prescribed by the American Standards Association.

8. Fire Hazards - The storage, utilization or manufacture of solid materials or products ranging from incombustible to moderate burning is permitted. The storage, utilization or manufacture of solid materials or products ranging from free or active burning to intense burning is permitted provided the following conditions are met:

   a. In the I-1 and I-2 Districts said materials shall be stored, utilized or manufactured in such a manner and protected by such means as approved by the City of Huntington Fire Department and by the State Fire Marshal.

   b. In the I-1 and I-2 Districts the storage, utilization or manufacture of flammable liquids or gases * which produce flammable or explosive vapors shall be permitted in accordance with Table V (exclusive of storage of finished products in original sealed containers). Distances shown are to nearest adjoining property lines which may be built upon.

*When flammable gases are stored, utilized or manufactured and measured in cubic feet, the quantity in cubic feet (at S. T. P.) permitted shall not exceed 300 times the quantities listed above.

TABLE V

FLAMMABLE LIQUID STORAGE

Capacity of Tank (Gallons)			CLASS* OF Flammable Liquid	Distance (Feet)
0	to	275	III	0
276	to	750	III	5
0	to	750	I & II	10
751	to	12,000	III	10
751	to	12,000	I & II	15
12,001	to	24,000	I, II, III	15
24,001	to	30,000	I, II, III	20
30,001	to	50,000	I, II, III	25

Tanks in excess of 50,000 gallons, and those for storage of Crude Petroleum shall be at a distance of 3 times the greatest dimension of the diameter or height of tank, except that distance shall not be less than 20 feet and need not exceed 350 feet.

*N.F.P.A. Classes of Flamable Liquids
Class I Flash Point below 20°F
Class II Flash Point below 70°F
Class III Flash Point above 70°F

9. Water and Stream Pollution - The disposal of wastes discharged into public streams and sewage systems shall meet the requirements of the West Virginia Water Resources Board and the City of Huntington.

E. Other Provisions and Requirements for Light Industrial and Industrial Uses are as follows:

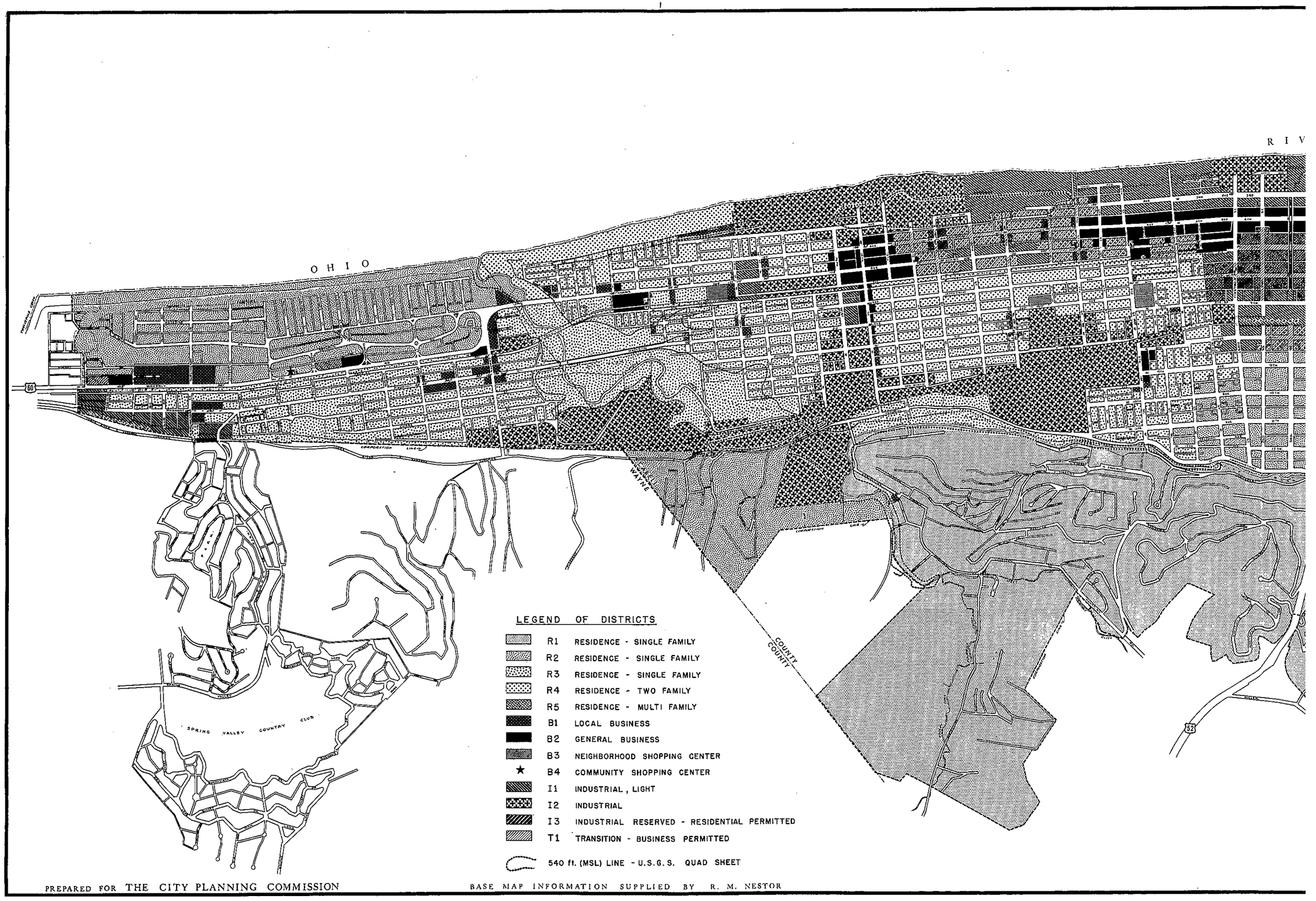
1. Each Use shall provide one Parking Space for each 3 employees thereof, located on the same Lot as the Use, or as a Special Exception within three hundred (300) feet thereof.
2. Each Use shall provide Loading and Unloading Berths, located on the same Lot and the Use, as specified in Figure 5.
3. Parking Space requirements may be waived by the Board where 50% or more of the area in a Block was occupied by Business or Industrial Structures at the time of passage of this Ordinance.
4. Groups of Uses requiring Parking Space may join in establishing a Private Parking Area with capacity aggregating that required for each participating Use.
5. One-half of an Alley abutting the rear of a Lot may be included in the Rear Yard, but such Alley space shall not be included for Loading and Unloading Berths.

6. The Building Height requirement in Figure 5 may be increased if the Buildings are set back, from front and rear property lines, one foot for each two feet of additional height above the maximum Building Height requirements.
7. Chimneys, cooling towers, elevator bulkheads, fire towers, penthouses, tanks, water towers, distribution poles and lines, transmission towers, or essential mechanical appurtenances may be erected to any height not prohibited by other laws or ordinances.
8. In all Industrial Districts it is permissible to erect more than one Principal Building on a Lot.

That Sub-Paragraph 1 of Paragraph B of Section 22 of said Zoning Ordinance of the City of Huntington, West Virginia, is hereby added to read as follows:

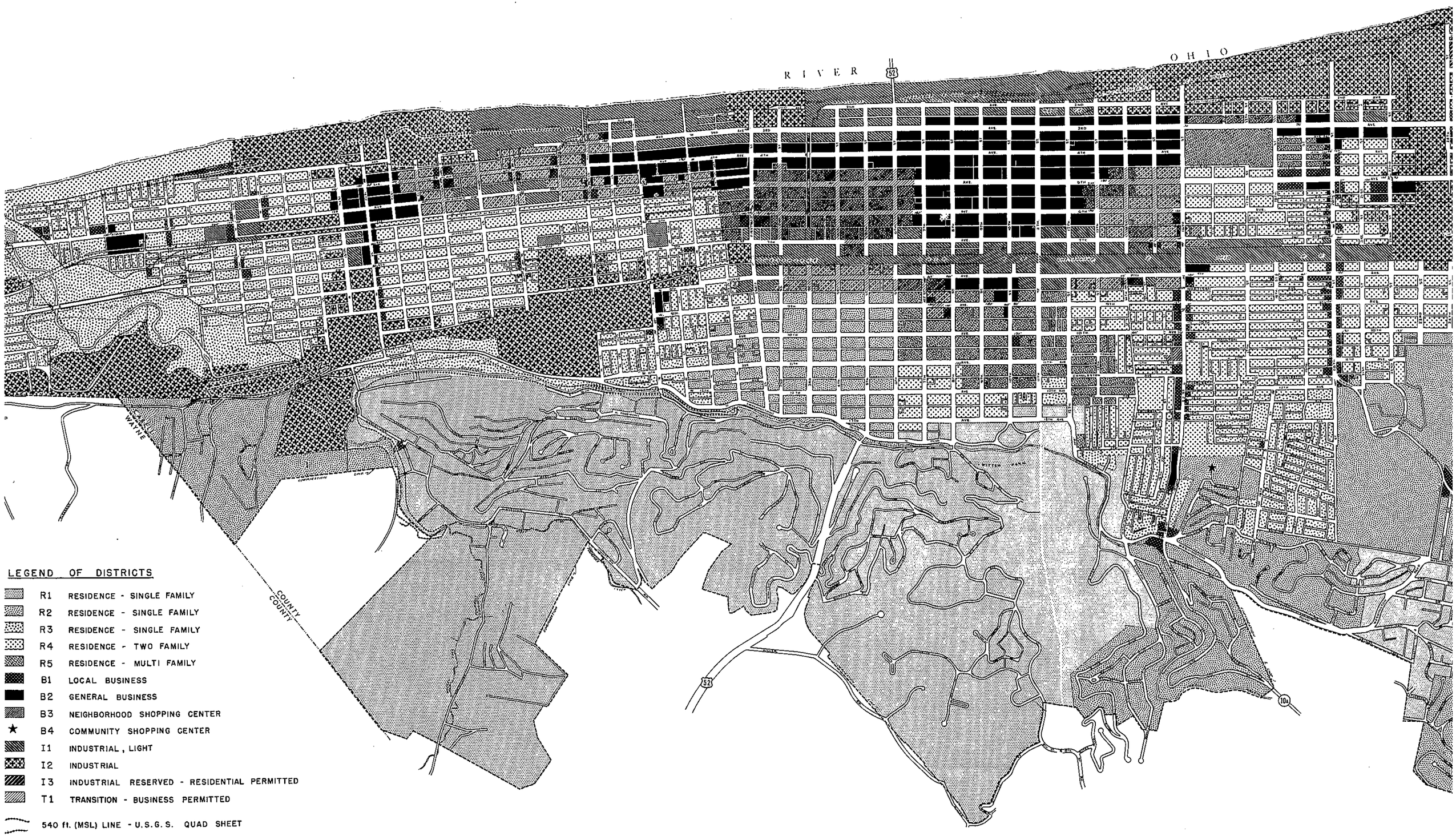
1. An application for an Improvement Location Permit for any Use subject to the provisions of Section 18 of this Ordinance shall be accompanied by a "Certificate of Compliance" subscribed by a registered professional engineer of the State of West Virginia, certifying that the Use intended will satisfy the Performance Standards of the District in which it is to be located. The Planning Director may take thirty (30) days in which to study the application, during which time he may consult with appropriate technical consultants. If, after the thirty (30) day period, the Planning Director has not required any additional information or stated any objections in writing, the Planning Director shall issue the Improvement Location Permit.

This Ordinance shall become effective immediately upon passage.



PREPARED FOR THE CITY PLANNING COMMISSION

BASE MAP INFORMATION SUPPLIED BY R. M. NESTOR


OHIO
RIVER
52
WAYNE
COUNTY
COUNTY
LEGEND OF DISTRICTS
R1 RESIDENCE - SINGLE FAMILY
R2 RESIDENCE - SINGLE FAMILY
R3 RESIDENCE - SINGLE FAMILY
R4 RESIDENCE - TWO FAMILY
R5 RESIDENCE - MULTI FAMILY
B1 LOCAL BUSINESS
B2 GENERAL BUSINESS
B3 NEIGHBORHOOD SHOPPING CENTER
B4 COMMUNITY SHOPPING CENTER
I1 INDUSTRIAL, LIGHT
I2 INDUSTRIAL
I3 INDUSTRIAL RESERVED - RESIDENTIAL PERMITTED
T1 TRANSITION - BUSINESS PERMITTED
540 ft. (MSL) LINE - U.S.G.S. QUAD SHEET
AP INFORMATION SUPPLIED BY R. M. NESTOR

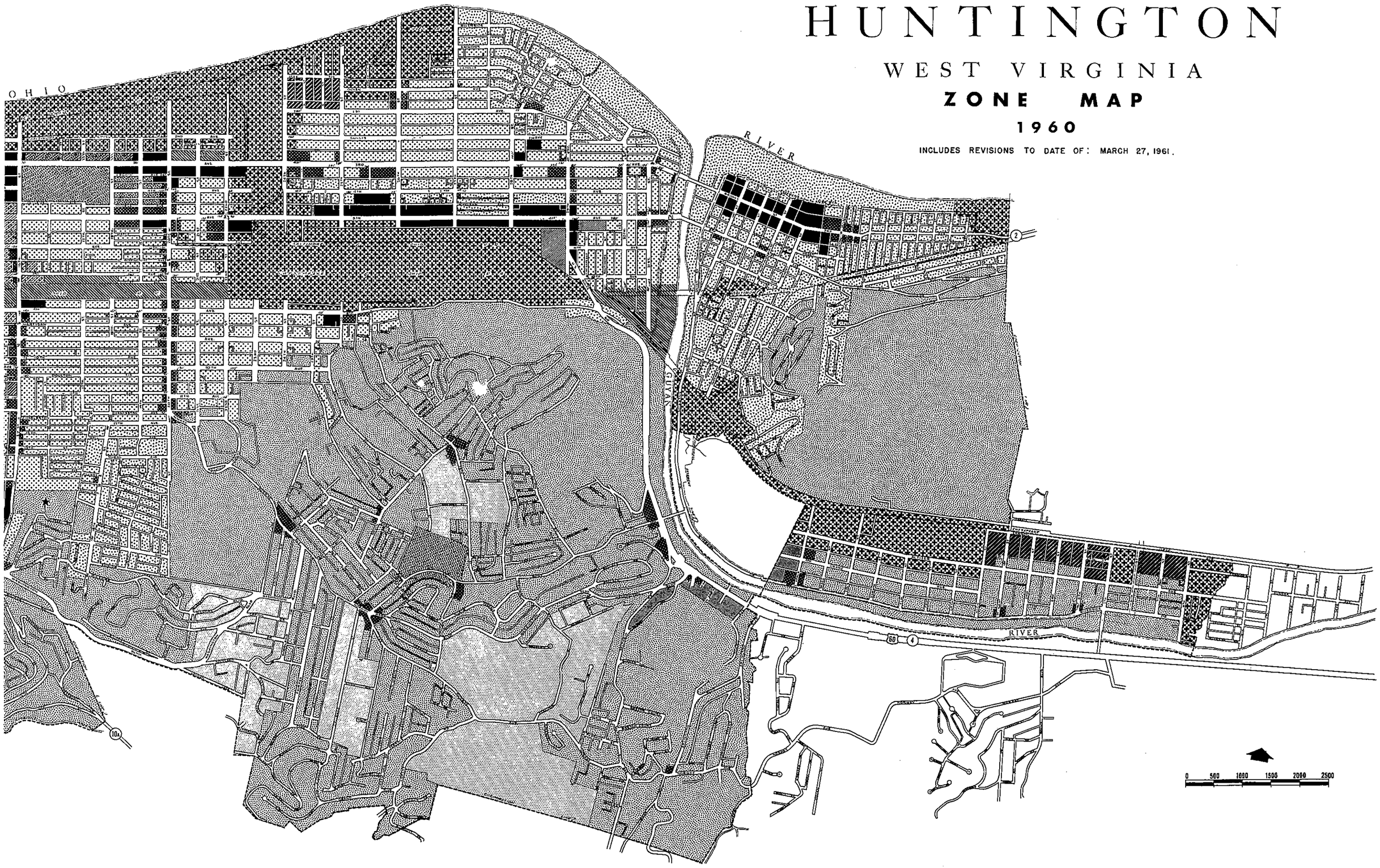
HUNTINGTON

WEST VIRGINIA

ZONE MAP

1960

INCLUDES REVISIONS TO DATE OF: MARCH 27, 1961.



BY: METROPOLITAN PLANNERS, INC. ,INDIANAPOLIS, INDIANA

ZONING ORDINANCE

AS AMENDED

A PART OF THE COMPREHENSIVE PLAN

HUNTINGTON, WEST VIRGINIA

INCLUDES TEXT REVISIONS TO DATE OF FEBRUARY 27, 1961;
AND MAP REVISIONS TO DATE OF MARCH 27, 1961

prepared for THE HUNTINGTON CITY PLANNING COMMISSION

by METROPOLITAN PLANNERS, INC., Indianapolis, Indiana

TABLE OF CONTENTS

	Section and Purpose	Page
#1.	SHORT TITLE	1
#2.	INTERPRETATION	1
#3.	NON-INTERFERENCE WITH GREATER RESTRICTIONS OTHERWISE IMPOSED	1
#4.	IDENTIFICATION	1
#5.	DEFINITIONS	2
#6.	ESTABLISHMENT OF DISTRICTS AND ZONE MAP	9
#7.	DETERMINATION AND INTERPRETATION OF DISTRICT BOUNDARIES	9
#8.	PROCEDURE RELATING TO ANNEXED OR VACATED AREAS	9
#9.	USE	10
#10.	HEIGHT	10
#11.	YARD, LOT AREA AND SIZE OF BUILDING	10
#12.	LOTS	10
#13.	PARKING SPACE: LOADING AND UNLOADING BERTHS	10
#14.	RESIDENTIAL USES & REQUIREMENTS Figure 1 - Residential Uses and Requirements	11
#15.	BUSINESS USES AND REQUIREMENTS Figure 2 - Business Uses and Requirements Figure 3 - Business Uses - Parking Spaces Required Figure 4 - Business Uses - Loading and Unloading Berths Required	13
#16.	"B3" NEIGHBORHOOD SHOPPING CENTER DISTRICT AND "B4" COMMUNITY SHOPPING CENTER DISTRICT REQUIREMENTS AND PROCEDURES	16

Section and Purpose	Page
#17. "T-1" TRANSITION DISTRICT REQUIREMENTS AND PROCEDURE	17
#18. INDUSTRIAL USES AND REQUIREMENTS Figure 5 - Industrial Uses and Requirements Figure 6 - Industrial Uses - Loading and Unloading Berths Requirements	17
#19. CONTINGENT USES AND REQUIREMENTS Figure 7 - Contingent Uses and Requirements Figure 8 - Contingent Uses - Maximum Height	19
#20. SPECIAL EXCEPTIONS, REQUIREMENTS AND PROCEDURE Figure 9 - Special Exceptions and Requirements	19
#21. NONCONFORMING USE SPECIFICATIONS	21
#22. ADMINISTRATION	22
#23. BOARD OF ZONING APPEALS	24
#24. AMENDMENTS	26
#25. FILING FEES	26
#26. REMEDIES AND PENALTIES	27
#27. INVALIDITY OF PORTIONS	27
#28. WHEN EFFECTIVE	27

ZONING ORDINANCE

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

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

Section 1.

SHORT TITLE. This Ordinance, and ordinances supplemental or amendatory thereto, shall be known, and may be cited hereafter as the "Zoning Ordinance of the City of Huntington, West Virginia, 1960".

Section 2.

INTERPRETATION. In interpreting and applying the provisions of this Ordinance, they shall be held to be the minimum requirements for the promotion of the public health, safety, comfort, morals, convenience and general welfare. The Huntington City Planning Commission has given consideration to the existing and future probable Use of land in the territory affected by this Ordinance, and has prepared a Comprehensive Land Use Plan showing the future development of this area, which has served as a guide in the preparation of this Ordinance.

Section 3.

NON-INTERFERENCE WITH GREATER RESTRICTIONS OTHERWISE IMPOSED. It is not intended by this Ordinance to interfere with, abrogate, or annul any easements, covenants, or other agreements between parties; nor any Ordinances, rules, regulations or permits previously adopted or issued, or which shall be adopted or issued and which are not in conflict with any of the provisions of this Ordinance; except that, where this Ordinance imposes a greater restriction upon the Use of Buildings or Land, or upon the Height of Buildings, or requires larger open spaces or greater Lot Area Per Family, than are required or imposed by such easements, covenants or agreements between parties, or by such Ordinances, rules, regulations or permits, the provisions of this Ordinance shall control.

Section 4.

IDENTIFICATION. Wherever the word "City" appears in this Ordinance, it shall be deemed to refer to the City of Huntington, West Virginia; the word "Commission" refers to the Huntington City Planning Commission; the word "Board" refers to the Huntington Board of Zoning Appeals; the word "District" refers to a section of the City for which uniform regulations governing the Use, height, area, size and intensity of Use of Buildings and land, and open spaces about Buildings, are herein established; the words "Zone Map" refer to a map entitled "City of Huntington, West Virginia Zone Map" dated 1960, and any amendments thereto; the words "Comprehensive Plan"

refer to the complete plan, or any of its parts, for the development of the City, prepared by the Commission and adopted by the Council of the City in accordance with the authority conferred by Article 5., Urban and Rural Planning and Zoning, Chapter Eight of the Code of West Virginia, passed March 14, 1959.

Section 5.

DEFINITIONS. For the purpose of this Ordinance, certain terms and words used herein shall be interpreted and defined as follows: Words in the present tense include the future and vice-versa; words in the singular number include the plural number and vice-versa; the word "Building" includes the word "Structure" and vice-versa; the word "shall" is mandatory and not directory.

ACCESSORY BUILDING AND USE - A Building or Use subordinate to another Structure or Use located on the same Lot and which does not change or alter the character of the premises and which is not used for human occupancy; and public utility installations, and public telephone booths.

AGRICULTURAL USE - Any portion of land used for agriculture including horticulture, truck gardening, floriculture, trees, grain, forage crops, or any use of the same general character, but not the raising of livestock.

ALLEY - A permanent public service way providing a secondary means of access to abutting lands.

BLOCK - A unit or property bounded by Streets, or by Streets and/or railroad rights-of-way, waterways, or other barriers.

BLOCK FRONTAGE - Property having frontage on one side of a Street and lying between the two nearest intersecting or intercepting Streets, or nearest intersecting or intercepting Street and railroad right-of-way, waterway, or other barrier.

BOARDING HOUSE - A Building not open to transients, where lodging and/or meals are provided for three (3) or more, but not over thirty (30) persons, regularly; a LODGING HOUSE.

BUILDING - A structure having a roof supported by columns or walls, for the shelter, support, enclosure or protection of persons, animals, chattels, or property. When separated by party walls, without any opening through walls, each portion of such a Building shall be considered a separate Structure.

BUILDING, DETACHED - A Building having no structural connection with another Building.

BUILDING, FRONT LINE OF - The line of the face of the Building nearest the Front Lot Line.

BUILDING, HEIGHT OF - The vertical distance measured from the Lot Ground Level to the highest point of the roof for a flat roof; to the deck line of a mansard roof; and to the mean height between eaves and ridges for gable, hip and gambrel roofs.

BUILDING, PRINCIPAL - A Building in which is conducted the main or principal Use of the Lot on which said Building is situated. Where a part of an Accessory Building is attached to the Principal Building in a substantial manner, as by a roof, such Accessory Building shall be considered a part of the Principal Building.

BUILDING AREA - The maximum horizontal projected area of the Principal Building and Accessory Building (excluding open steps or terraces, unenclosed porches not exceeding one story in height, or architectural appurtenances projecting not more than two (2) feet beyond a wall of the Building).

BUILDING LINE - BUILDING SETBACK LINE - The line nearest the front or side of and across a Lot establishing the minimum Yard to be provided between the Building or Structure and the Lot Line.

BUSINESS - The engaging in the purchase, sale, barter or exchange of goods, wares, merchandise or services; the maintenance or operation of offices, or recreational and amusement enterprises for profit.

CAMP, PUBLIC - Any area or tract of land used or designed to accommodate two (2) or more camping parties, including cabins, tents, or other camping outfits.

CEMETERY - Land used for the burial of the dead and dedicated for Cemetery purposes, including columbariums, mausoleums and mortuaries when operated in conjunction with and within the boundary of such Cemetery.

CERTIFICATE OF OCCUPANCY - A certificate signed by the Planning Director or Building Inspector stating that the occupancy and Use of land or a Building or Structure referred to therein complies with the provisions of this Ordinance.

CLINIC OR MEDICAL-HEALTH CENTER - An establishment where patients are admitted for special study and treatment by two or more licensed physicians or dentists and their professional associates.

DEVELOPMENT PLAN - A drawing, including a legal or site description, of the real estate involved which shows the location and size of all existing and proposed Lots, Buildings, Structures, and Yards; location and dimension of Building Lines and easements; widths and lengths of all entrances and exits to and from said real estate; location of all adjacent or adjoining Streets; all of which presents a unified or organized arrangement of Streets, Lots, Buildings and Public and Service Facilities and other improvements such as landscape development, and Public Parking Areas, all of which shall have a functional relationship to the real estate comprising the planned development and to the Uses of properties immediately adjacent thereto.

DWELLING - A Building or portion thereof, used primarily as a place of abode for one or more human beings, but not including Hotels or Motels, Lodging or Boarding Houses or Tourist Homes.

DWELLING UNIT - A Dwelling or a portion of a Dwelling used by one Family for cooking, living and sleeping purposes.

FAMILY - One or more persons living as a single housekeeping unit, as distinguished from a group occupying a Hotel, Club, Nurses Home, Fraternity or Sorority House.

FLOOR AREA, GROSS - The total area, computed on a horizontal plane, within the outside dimensions of a building.

FLOOR AREA, GROUND - The square foot area of a residential building within its largest outside dimensions computed on a horizontal plane at the ground floor level exclusive of open porches, breeze-ways, terraces, garages, and exterior stairways.

FLOOR AREA, NET - The total area, computed on a horizontal plane, used for a particular business category; exclusive of entrances, hallways, stairs and other accessory areas used for ingress or egress.

GARAGE, PRIVATE - An Accessory Building with capacity for not more than three (3) motor vehicles per Family, not more than one (1) of which may be a commercial vehicles of not more than three (3) tons GVW. A garage designed to house two (2) motor vehicles for each Family housed in a Two-family Dwelling or a Multi-family Dwelling shall be classed as a Private Garage.

GARAGE, PUBLIC - Any Building, except those defined herein as a Private Garage, used for the storage, or care of motor vehicles, or where such vehicles are equipped for operation, repaired, or kept for remuneration, hire or sale.

HOME OCCUPATION - Any Use conducted entirely within a Dwelling and participated in solely by members of the Family, which Use is clearly incidental and secondary to the Use of the Dwelling for Dwelling purposes and does not change the character thereof and in connection with which there is no commodity sold upon the premises except that which is produced thereon, provided that no sign, other than a nameplate, nor exceeding three (3) square feet in area, is displayed, and provided further that such nameplate is attached to the Building.

HOTEL - A Building in which lodging is provided and offered to the public for compensation and which is open to transient guests, in contradistinction to a Boarding or Lodging House.

IMPROVEMENT LOCATION PERMIT - A permit signed by the Planning Director stating that a proposed improvement complies with the provisions of the Comprehensive Plan and this Ordinance.

JUNK YARD - Any place at which personal property is or may be salvaged for reuse, resale or reduction or similar disposition and is owned, possessed, collected, accumulated, dismantled or assorted; including, but not limited to, used or salvaged base metal or metals, their compounds or combinations, used or salvaged rope, bags, paper, rags, glass, rubber, lumber, millwork, brick and similar property except animal matter; and used motor vehicles, machinery or equipment which is used, owned or possessed for the purpose of wrecking or salvaging parts therefrom.

KENNEL - Any Lot on which four (4) or more dogs, or small animals, at least four (4) months of age are kept.

LOADING AND UNLOADING BERTHS - The off-street area required for the receipt or distribution by vehicles of material or merchandise, which in this Ordinance is held to be a twelve (12) foot by forty-five (45) foot loading space with a fifteen (15) foot height clearance, paved with a suitable dust preventive or hard surface in accordance with City specifications.

LOT - A parcel, tract or area of land accessible by means of a Street or Place, and for residential Uses as set forth in this Ordinance, abutting upon a Street or Place for at least fifty (50) per cent of the Lot Width prescribed for the District in which the Lot is located. It may be a single parcel separately described in a deed or Plat which is recorded in the Office of the Clerk of the County Court of either Cabell or Wayne County, or it may include parts of, or a combination of such parcels when adjacent to one another and used as one. In determining Lot area and boundary lines no part thereof within the limits of a Street or a Place shall be included.

LOT, CORNER - A Lot at the junction of and having frontage on two or more intersecting Streets.

LOT COVERAGE - The percentage of the Lot area covered by the Building Area.

LOT GROUND LEVEL - For Buildings having walls adjoining one Street only, the elevation of the sidewalk or the established grade of the Street at the Front Lot Line at the center of the wall adjoining the Street; for Buildings having walls adjoining more than one Street, the average of the elevation of the sidewalk or the said established grade at the center of all walls adjoining the Streets; and for Buildings having no wall adjoining the Street, the average level of the ground adjacent to the exterior walls of the Building. Any wall approximately parallel to and not more than five (5) feet from a Street is to be considered as adjoining the Street.

LOT, INTERIOR - A Lot other than a Corner Lot or Through Lot.

LOT LINE - The property line between two established parcels of land or one parcel and a public right-of-way or Place.

LOT LINE, FRONT - In the case of an Interior Lot, a line separating the Lot from the Street or Place; and in the case of a Corner Lot a line separating the narrowest frontage of the Lot from the Street, except in cases where deed restrictions in effect specify another Street right-of-way line as the Front Lot Line.

LOT LINE, REAR - A Lot Line which is opposite and most distant from the Front Lot Line and, in the case of an irregular or triangular-shaped Lot, a line ten (10) feet in length within the Lot, parallel to and at the maximum distance from the Front Lot Line.

LOT LINE, SIDE - Any Lot boundary line not a Front Lot Line or a Rear Lot Line.

LOT, THROUGH - A Lot having frontage on two parallel or approximately parallel Streets.

LOT, WIDTH - The dimension of a Lot, measured between Side Lot Lines on the Building Line.

MOBILE HOME - Any vehicle, including equipment sold as a part of a vehicle used as a conveyance upon Streets by either self-propelled or non self-propelled means, and which is designed, constructed, reconstructed or structurally altered in such manner as will permit the occupancy thereof as a Dwelling, and which is both used and occupied as a Dwelling but having no foundation other than wheels, jacks, skirting, or other temporary supports.

MOBILE HOME PARK - An area of land upon which two or more Mobile Homes are quartered for the purpose of being occupied either free of charge or for revenue purposes, and shall include any Building, vehicle or enclosure used or intended for Use as a part of the equipment of such Mobile Home Park.

MOTEL - A Building or a Detached Building, not more than thirty-five (35) feet in height, used as Dwelling Units containing bedroom, bathroom and closet space, and each unit having convenient access to a Parking Space for the Use of the unit's occupants. The units, with the exception of the apartment of the manager or caretaker, are devoted to the Use of automobile transients and no unit cooking facilities are offered.

PARKING AREA, PRIVATE - An area paved with a hard surface in accordance with City specifications, other than a Street or Alley, designed for Use or used for the temporary parking of motor vehicles for clients, customers, or employees.

PARKING AREA, PUBLIC - An area, paved with a hard surface in accordance with City specifications, other than a Street or Alley, designed for Use or used for the temporary parking of more than four motor vehicles when available for public use, whether free or for compensation, or as an accommodation for clients or customers.

PARKING SPACE - A space other than on a Street or Alley designed for Use or used for the temporary parking of a motor vehicle, and being not less than eight (8) feet wide and twenty (20) feet long exclusive of passageways. At least ninety (90) square feet shall be provided for maneuver areas and passageways for each Parking Space.

PERSON - A corporation, firm, partnership, association, organization or any other group acting as a unit, as well as a natural person or persons.

PLACE - An open, unoccupied, officially designated space other than a Street or Alley, permanently reserved for Use as the principal means of access to abutting property.

PLAT - A Map or Chart indicating the subdivision or re-subdivision of land, either filed or intended to be filed for record.

PRIVATE SCHOOL- Private preprimary, primary, grade, high or preparatory school or academy.

PROFESSIONAL OFFICE - An office in the Dwelling of a member of a recognized profession, such as an architect, attorney, dentist, engineer, physician, surgeon, or other such professional person, provided that the professional service is performed by a member or members of the family occupying such Dwelling and that no additional persons are employed in rendering such service, and provided further that not more than fifty (50) percent of the floor area is devoted to such Use and provided also that no sign, other than a nameplate attached to the Building, not exceeding three (3) square feet in area, is displayed.

PUBLIC UTILITY INSTALLATIONS - The erection, construction, alteration, or maintenance by public utilities or municipal departments or commissions, of underground or overhead gas, electrical, steam, or water transmission or distribution systems, including poles, wires, mains, drains, sewers, pipes, conduits, cables, fire alarm boxes, police call boxes, traffic signals, hydrants, towers and other similar equipment and accessories in connection therewith, reasonably necessary for the furnishing of adequate service by such public utility or municipal departments or commissions or for the public health or safety or general welfare.

SIGN - Any advertising sign, billboard, or board, device, or Structure or part thereof, or device attached thereto or painted or represented thereon, for advertising, display or publicity purposes. Signs placed or erected by governmental agencies for the purpose of showing Street names or traffic directions or regulations for other governmental purposes shall not be included herein.

STREET - A right-of-way or Thoroughfare, other than an Alley, or Place dedicated or otherwise legally established for public Use, usually affording the principal means of access to abutting property.

STRUCTURE - Anything constructed or erected which requires location on the ground or attachment to something having a location on the ground except utilities poles and towers.

STRUCTURAL ALTERATION - Any change in the supporting members of a Building, such as bearing walls or partitions, columns, beams or girders, or any substantial change in the exterior walls or the roof.

TOURIST HOME - A Building in which one but not more than five guest rooms are used to provide or offer overnight accommodations to transient guests for compensation.

TRADE OR BUSINESS SCHOOL - Secretarial or Business School or College when not publicly owned or not owned or conducted by or under the sponsorship of a religious, charitable or non-profit organization; or a school conducted as a Business enterprise for teaching instrumental music, dancing, barbering or hair dressing, drafting or for the teaching of industrial or technical arts.

USE - The employment or occupation of a Building, Structure or Land for service, benefit or enjoyment to a Person.

USE, NONCONFORMING - An existing lawful Use of land or Building which fails to comply in any manner with the requirements set forth in this Ordinance applicable to the District in which such Use is located.

VARIANCE - A modification of the specific requirements of this Ordinance granted by the Board in accordance with the terms of this Ordinance for the purpose of assuring that no property, because of special circumstances applicable to it, shall be deprived of privileges commonly enjoyed by other properties in the same vicinity and District.

VISION CLEARANCE ON CORNER LOTS - A triangular space at the Street corner of a Corner Lot, free from any kind of obstruction to vision between the heights of three (3) and twelve (12) feet above the established Street grade. The Street grade is measured at the intersection of the center lines of the intersecting Street pavements, and the triangular space is determined by a diagonal line connecting two points measured fifteen (15) feet along each of the Street property lines equidistant from the intersection of the property lines or the property lines extended, at the corner of the Lot.

YARD - A space on the same Lot with a Building, which is open, unoccupied and unobstructed by Structures, except as otherwise provided in this Ordinance.

YARD, FRONT - A Yard extending across the full width of the Lot or in the case of a corner Lot extending also along the length of the Lot abutting the side Street, unoccupied other than by steps, walks, terraces, driveways, lamp posts, and similar appurtenances; the depth of which is the least distance between the Lot Line and the Building Line.

YARD, REAR - A Yard extending across the full width of the Lot between the rear of the Principal Building and the Rear Lot Line unoccupied other than by Accessory Buildings which do not occupy more than 30 per cent of the required space, and steps, walks, terraces, driveways, lamp posts and similar structures, the depth of which is the least distance between the Rear Lot Line and the rear of such Principal Building.

YARD, SIDE - A Yard between the Building and Side Lot Line, extending from the Front Yard or from the Front Lot Line where no Front Yard is required, to the Rear Yard, unoccupied other than by architectural appurtenances projecting not more than twenty-four (24) inches from the Building, or open or lattice-enclosed fire escapes or fireproof outside stairways, projecting not more than four (4) feet, and certain Accessory Uses in accordance with the provisions of this Ordinance. The width of the required Side Yard is measured horizontally, at 90° with the Side Lot Line from the nearest point of the Building

Section 6.

ESTABLISHMENT OF DISTRICTS AND ZONE MAP.

A. The City of Huntington is hereby classified and divided into thirteen (13) Districts designated as follows:

Designation	Type of District	Designation	Type of District
R-1	Residence District	R-2	Residence District
R-3	Residence District	R-4	Residence District
R-5	Residence District	B-1	Local Business Dist.
B-2	General Business District	B-3	Neighborhood Shopping Center District
B-4	Community Shopping Center District	T-1	Transition District
I-1	Light Industrial District	I-2	Industrial District
I-3	Industrial Reserved District		

B. The Zone Map, which accompanies and is hereby declared to be a part of this Ordinance, shows the boundaries of and the area covered by the Districts. Notations, references, indications and other matters shown on the Zone Map are as much a part of this Ordinance as if they were fully described herein.

Section 7.

DETERMINATION AND INTERPRETATION OF DISTRICT BOUNDARIES.

A. In determining the boundaries of Districts, and establishing the provisions applicable to each District, due and careful consideration has been given to existing conditions, the character of Buildings erected in each District the most desirable Use for which the land in each District may be adapted, and the conservation of property values throughout the City.

B. Where uncertainty exists as to the exact boundaries of any District as shown on the Zone Map, the following rules shall apply:

1. In unsubdivided areas, or where a District boundary subdivides a Lot, the exact location of the boundary shall be determined by use of the scale of the Zone Map.

2. In the case of further uncertainty, the Board shall interpret the intent of the Zone Map as to the location of the boundary in question.

Section 8.

PROCEDURE RELATING TO ANNEXED OR VACATED AREAS.

A. When the City initiates an Ordinance for the annexation of property to the City, the Commission shall prepare an Ordinance to amend this Ordinance embracing the proposed zoning provisions to be established for such area proposed to be annexed. Procedure on the proposed Ordinance to amend

this Ordinance shall progress concurrently with the procedure on the annexation Ordinance, in order that the zoning amendment may be adopted by the City Council at the same time as the annexation Ordinance.

B. Whenever any Street, Place, Alley, Public Way, Railroad Right-of-way, Waterway or other similar area is vacated by proper authority, the Districts adjoining each side of such Street, Alley, Public Way, Railroad Right-of-way, or similar area shall be extended automatically to the center of such vacation and all area included in the vacation shall then and thenceforth be subject to all appropriate provisions of the extended Districts. In the event of a partial vacation, the adjoining District, or District nearest the portion vacated, shall be extended automatically to include all of the vacated area.

Section 9.

USE. No Building or land shall be used and no Building shall be erected, reconstructed or structurally altered, which is arranged, intended or designed to be used for any purpose other than a Use which is permitted and specified in a District in which such Building or land is located.

Section 10.

HEIGHT. No Building shall be erected, reconstructed or Structurally Altered to exceed in height the limits established and specified for the Use and the District in which such Building is located.

Section 11.

YARD, LOT AREA AND SIZE OF BUILDING. No Building shall be erected, reconstructed or Structurally Altered in any manner which will encroach upon, or reduce in any manner, the Yards, Lot area per Family, Ground Floor Area of Dwellings, or Lot Coverage provisions established and specified for the Use and the District in which such Building is located.

Section 12.

LOTS. Every Building hereafter erected shall be located on a Lot. In no case shall there be more than one Principal Building used for residential purposes, and its Accessory Buildings, located on one Lot.

Section 13.

PARKING SPACE: LOADING AND UNLOADING BERTHS. For each Building hereafter erected and for certain other uses of land, Parking Spaces for motor vehicles

and Loading and Unloading Berths as specified for the Use to which such Building or Land is to be devoted shall be provided, except that Parking Spaces may not be required for Business or Industrial Uses to be established in Blocks where 50% or more of the area was occupied by such Uses at the time of passage of this Ordinance, but it is the intent of this Ordinance to encourage the establishment of adequate parking spaces wherever normally required by this ordinance.

Section 14.

RESIDENTIAL USES & REQUIREMENTS.

A. The residential Uses defined below, including Accessory Buildings and Uses, are permitted in the Districts indicated in Figure 1 when complying with the requirements listed therein, subject also to the provisions of paragraph B, herein.

1. A Single-family Dwelling is a Detached Building designed for or occupied by one Family, exclusively.

2. A Two-family Dwelling is a Detached Building designed for or occupied by two Families, exclusively.

3. A Multi-family Dwelling, is a Building designed for or occupied by three or more Families, exclusively.

B. Other provisions for Residential Uses are as follows:

1. Use of existing Lots deficient in area or width:

A Single-family Dwelling may be located on any Lot in any District in which Single-family Dwellings are permitted if the Lot was a single parcel in single ownership or a single parcel separately described or included in a deed or Plat which was of record in the Office of the Clerk of either Cabell or Wayne County, West Virginia, at the time of passage of this Ordinance, even though the Lot does not have the minimum Lot Width or the minimum Lot Area specified for the District.

2. Partial Use of Alley for Yard:

One-half of an Alley abutting the rear or the side of a Lot may be included in the required Rear Yard or Side Yard, respectively.

3. Accessory Buildings and Uses.

a. Accessory Buildings are permitted in all Districts.

b. No detached Accessory Building shall be located closer to a Side Lot Line than 3 feet nor exceed 18 feet in height and shall be set back at least fifty (50) feet from the Building Line.

RESIDENTIAL USES AND REQUIREMENTS

REQUIREMENTS	TYPE OF RESIDENTIAL USE		
	Single-Family Dwelling	Two-Family Dwelling	Multi-Family Dwelling
District in which use is permitted	R1, R2, R3, R4, R5, B1, B2, B3, & I3	R4, R5, B1, B2 & B3	R5, B1 & B2
Minimum lot size in square feet per dwelling unit in districts indicated	R1 . . . . . 10,000 R2 & I3 . . . . . 7,200 R3 . . . . . 4,000 R4, R5, B1, B2 & B3 . 3,000	R4 & B3 . . . . . 2,000 R5, B1 & B2 1,500	R5 . . . . . 800 B1 & B2 500
Minimum lot width in feet in districts indicated	R1 . . . . . 70 R2 & I3 . . . . . 60 R3 & B3 . . . . . 40 R4, R5, B1, B2 30	R4 & B3 . . . . . 40 R5, B1 & B2 30	R5, B1 & B2 30
Maximum Building height in feet in districts indicated	R1, R2 & I3 . . . . . 25 R3, R4, R5, B1, B2 & B3 35	R4, R5, B1, B2 & B3 . . 35	R5 . . . . . 45 B1 . . . . . 45 B2 150
Minimum front yard in per cent of average depth of lots in block frontage	20%	20%	20%
Minimum side yard (one)	5 feet	5 feet	5 feet
Minimum side yards (both or two) in per cent of lot width	20%	20%	20%
Minimum rear yard	20 feet	15 feet	15 feet
Minimum ground floor area in square feet in districts indicated.	One Story R1 . . . . . 1,100 R2 & I3 . . . . . 960 R3 . . . . . 600 R4, R5, B1, B2 & B3 . 480 Over One Story R1 . . . . . 900 R2 & I3 . . . . . 720 R3 . . . . . 600 R4, R5, B1, B2 & B3 . 480	R4, R5, B1, B2 & B3 960	R5, B1 & B2 960
Number of parking spaces to be provided on the lot.	One	Two	One for each dwelling unit
Maximum lot coverage in per cent of lot	40%	50%	60%
Vision clearance on corner lot	Yes	Yes	Yes

FIGURE 1

c. Accessory Uses such as public utility installations, walks, driveways, curbs, retaining walls, mail boxes, lamp posts, bird baths and Structures of a like nature are permitted in any required Yard. Fences, latticework screens, hedges or walls, not more than 7 feet in height, and private swimming pools surrounded by a fence at least five (5) feet high, maintained so as to prevent the intrusion of small children or animals, may be located in the required Side or Rear Yard, and a hedge or fence, maintained so as not to exceed three and one-half (3½) feet in height, may be located in any Front Yard, except that vision clearance on corner lots shall be provided. Trees, shrubs, flowers, or plants shall be permitted in any required Yard, except that Vision Clearance on Corner Lots shall be provided.

4. Building Lines.

a. Where 25% or more of the Lots in a Block Frontage are occupied by Buildings the average setback of such Buildings determines the location of the Building Line for the Block Frontage.

b. Building Lines established in a recorded subdivision shall establish the setback of Buildings in such subdivisions, except when such Building Lines may be less restrictive than provided in this Ordinance.

c. On Through Lots a Building Line is required on each Street.

d. Where the slope of the front one-fourth of a Lot, measured in the general direction of the side Lot Lines, is 15% or greater, the required Front Yard depth may be reduced by 50% provided that the required Front Yard of such Lot shall not be less than 5 feet. A Private Garage, not exceeding one story or 14 feet in height may be located in such Front Yard.

5. Tapered Yard Formula

Where an Interior Lot fronts on a side Street in the rear of a Corner Lot which Interior Lot may or may not be separated from the Corner Lot by an Alley, an Accessory Building located on the Rear Lot Line of the Corner Lot shall set back from the side Street as far as the Dwelling on said Interior Lot. For each foot that such Accessory Building is placed from the Rear Lot Line toward the Front Lot Line of the Corner Lot, the Accessory Building may be set 4 inches closer to the Front Lot Line along the side Street, but in no case closer than the Building Set Back Line along the Side Street required by this Ordinance.

6. Building Height.

In the Districts limiting Building Height to 25 feet, a Dwelling may be increased in height not to exceed 35 feet, provided that each Side Yard is increased an additional foot for each foot such Building exceeds 25 feet in Height.

7. Use of Property Subject to Inundation.

There are certain areas designated which permit residential use and under present conditions are not suited for permanent occupancy or residence by persons for the reason that these areas are subject to periodic inundation by flood waters. Therefore for the public interest, applications for Improvement Location Permits for structures or other improvements shall not be approved in areas presently below the elevation of 540 feet above mean sea level as indicated on the Zone Map, unless adequate evidence can be presented to the Board to demonstrate that the property in question is not subject to inundation by flood waters.

Section 15.

BUSINESS USES AND REQUIREMENTS. The Business Uses defined below are permitted in the Districts indicated in Figure 2, when complying with the requirements specified in Figures 2, 3 and 4, and subject to the provisions of paragraph C, herein.

A. A Local Business Use is one which is primarily of a retail or service nature and is specifically classified or implied in the following categories of uses:

1. Automobile Service - including:

   a. Filling Station
   b. Public Garage, but not including major repair or body work
   c. Public Parking Area
   d. Sales Room
   e. Open Area for Automobile or Mobile Home Sales

2. Business Service - including:

   a. Bank
   b. Office Building
   c. Postal Station
   d. Telegraph Office
   e. Telephone Exchange
   f. Utility Company Business Office

BUSINESS USES AND REQUIREMENTS

REQUIREMENTS	TYPE OF BUSINESS USE	
	Local Business	General Business
District(s) in which use is permitted	B1, B2, B3*, B4*, T1**, I1 & I2	B2, I1 & I2
Minimum front yard in feet in districts indicated	B1, T1, I1 & I2 ..... 15 B2 ..... None B3 ..... 30 B4 60	B2 ..... None I1 & I2 15
Minimum side yard in feet along the side street line of a corner lot where block is adjoined by a residential district	5	5
Minimum side yard in feet where a business district adjoins a residential district within the block	5	5
Minimum side yard in blocks not including a residential district	None	None
Maximum building height in feet in districts indicated	B1 & T1..... 35 B2 ..... 150 B3 ..... 35 B4 ..... 50 I1 & I2 75	B2 ..... 150 I1 & I2 75
Minimum rear yard in feet	15	15
Maximum lot coverage in per cent of lot	90	90
Vision clearance on corner lots	Yes	Yes

* May be permitted as a Special Exception in accordance with the requirements and procedures specified in Section 16.

** May be permitted as a Special Exception in accordance with the requirements and procedures specified in Section 17.

FIGURE 2

BUSINESS USES - PARKING SPACES REQUIRED

TYPE OF USE	PARKING SPACES REQUIRED
Local Business Uses	
Category 2 listed under Paragraph A, Section 15 above	One for each 500 square feet of floor area
Categories 3 through 7 and categories 8c and 8e under Paragraph A, Section 15, above	One for each 125 square feet of floor area
Indoor theater	One for each 6 seats
Bowling Alley	Three for each lane plus one for each 6 spectator seats
Dancing Academy	One for each 200 square feet of floor area
Private club or Lodge	Space to accommodate 50 per cent of the active membership at one space per each 3 members
Department Store	One for each 200 square feet of floor area
General Business Uses:	
Hotel	One for each 3 employees plus one for each 2 sleeping rooms
Storage Warehouse and Wholesale Establishment	One for each 3 employees or occupants. The maximum number of employees or occupants to be used in determining spaces.
Motor Bus or Railroad Passenger Station	One for each 3 employees plus one for each ten seats in waiting room. Other retail uses in connection therewith shall provide one space for each 2 employees.
Automobile and Truck Repair	One for each 200 square feet of floor area
Veterinary Hospital for Small Animals or Kennel	One space for each 6 animals to be confined in temporary or permanent pens or cages
Category 10 under Paragraph B, Section 15, above	As determined by the Board

FIGURE 3

BUSINESS USES - LOADING AND UNLOADING BERTHS REQUIRED

TYPE OF USE	GROSS FLOOR AREA (Sq. Ft.)	LOADING & UNLOADING BERTHS REQUIRED
Retail Stores, Department Stores, Wholesale Establishments, Storage Uses and Other Business Uses	3,000 to 15,000 15,001 to 40,000 Each 25,000 Additional	1 2 1 Additional
Office Buildings	100,000 or Less 100,001 to 336,000 Each 200,000 Additional	1 2 1 Additional

FIGURE 4

3. Clothing Service - including:

   a. Laundry Agency
   b. Self-service Laundry
   c. Dry Cleaning Establishment using not more than two clothes-cleaning units, neither of which shall have a rated capacity of more than 60 lbs. using cleaning fluid which is non-explosive and non-flammable.
   d. Dressmaking
   e. Millinery
   f. Tailor and Pressing Shop
   g. Shoe Reapir Shop

4. Equipment Service:

   a. Radio or Television Shop
   b. Electric Appliance Shop
   c. Record Shop

5. Food Service - including:

   a. Grocery
   b. Meat Market
   c. Supermarket
   d. Restaurant
   e. Delicatessen
   f. Cold Storage Lockers, for individual Use
   g. Bakery, provided floor area used for production shall not exceed seven hundred fifty (750) square feet.
   h. Roadside Sales Stand

6. Personal Service - including:

   a. Barber Shop
   b. Beauty Shop
   c. Reducing Salon
   d. Photographic Studio

7. Retail Service, Retail Stores Generally - including:

   a. Drug Store
   b. Hardware
   c. Stationer
   d. Newsdealer
   e. Show Room, for articles to be sold at retail
   f. Commercial Greenhouse not exceeding 1,000 square feet in area
   g. Apparel Shop
   h. Flower Shop
   i. Antique Shop

8. Business Recreational Uses - including:

   a. Indoor Theater
   b. Bowling Alley
   c. Billiard Room
   d. Dancing Academy
   e. Tavern or Night Club, only in conformity with requirements of laws or ordinances governing such use.

9. Private Club or Lodge

10. Department Store

11. Motel

12. Advertising Sign or Billboard

13. Accessory Building or Use customarily incident to the above Uses which may not have more than forty (40) per cent of its floor area devoted to storage purposes, and provided that not more than five (5) persons are employed at one time or on any one shift in connection with such Accessory Use.

Local Business Uses, categories 2 through 11 inclusive and 13, shall be conducted within Buildings so constructed that no noise of any kind produced therein shall be audible beyond the confines of the Building.

B. A General Business Use including Accessory Buildings and Uses includes the Uses, specifically stated or implied, as follows:

   1. Local Business Uses
   2. Automobile and Truck repair, entirely within enclosed buildings
   3. Hotel
   4. Storage Warehouse
   5. Wholesale Establishment
   6. Newspaper Publishing
   7. Motor Bus or Railroad Passenger Station
   8. Radio and Television Studios
   9. Veterinary Hospital for small animals and Kennel
   10. Any Business Use not specifically stated or implied elsewhere in this Ordinance.

C. Other Provisions and Requirements for Business Uses are as follows:

   1. Paking Spaces shall be provided on the Lot, or as a Special Exception within three hundred (300) feet thereof, as indicated in Figure 3.

   2. Loading and Unloading Berths shall be provided on the Lot as indicated in Figure 4.

3. Parking Space requirements shall not apply in a Block which is within the B-2 District where 50% or more of the area was occupied by Business or Industrial Structures at the time of passage of this Ordinance.

4. Groups of uses requiring Parking Space may join in establishing Private Parking Area with capacity aggregating that required for each participating Use.

5. One-half of an Alley abutting the rear of a Lot may be included in the Rear Yard, but such Alley space shall not be included for Loading and Unloading Berths.

6. Where twenty-five (25) per cent or more of the Lots in a Block Frontage are occupied by Buildings, the setback of such Buildings shall determine the location of the Building Line.

7. Loading and Unloading Berths shall not be required for Business Uses which demonstrably do not receive or transmit goods or wares by truck delivery.

8. Parking Spaces and Accessory Uses are permitted in the required Front Yard in the B-1, B-3 and B-4 Districts, and in a T-1 District where Business is located.

9. The maximum Building Height requirement in Figure 2 may be increased if Buildings are set back, from front and rear property lines, one foot for each two feet of additional height above the maximum Building Height requirement.

10. Chimneys, cooling towers, elevator bulkheads, fire towers, penthouses, stacks, tanks, water towers, distribution poles and lines, transmission towers, or essential mechanical appurtenances may be erected to any height not prohibited by other laws or ordinances.

11. Parking requirements based upon square feet of Floor Area as shown in FIGURE 3 refer to the Net Floor Area used for the particular business category.

Section 16.

"B-3" NEIGHBORHOOD SHOPPING CENTER DISTRICT AND "B-4" COMMUNITY SHOPPING CENTER DISTRICT REQUIREMENTS AND PROCEDURES. The Local Business Uses numbers 1 to 13 inclusive in Section 15 are permitted in the "B-3" and "B-4" Districts and subject to compliance with the following requirements and procedure.

A. Area requirements and location:

1. "B-3" Neighborhood Shopping Center District - the tract of land involved which is proposed for a Neighborhood Shopping Center shall be of an area of not less than two acrea and lie completely within a "B-3" Neighborhood Shopping Center District.

2. "B-4" Community Shopping Center District - the tract of land involved which is proposed for a Community Shopping Center shall be of an area of not less than five acres and lie wholly or partly within 1,000 feet of the exact center of a point represented by a "B-4" District symbol dimensioned on the Zone Map.

B. The owner or owners of such tract of land shall have obtained approval of the Board in accordance with the procedure set forth in Section 20 and the additional requirement standards in Figure 9.

Section 17.

"T-1" TRANSITION DISTRICT REQUIREMENTS AND PROCEDURE. The Local Business Uses numbers 1 to 13 inclusive in Section 15 are permitted in the "T-1" District and subject to compliance with the following requirements and procedure:

A. Area requirements and location: The tract of land involved which is proposed for Local Business Uses in a "T-1" District shall be of an area of not less than one-half (½) acre, or at least one-half (½) of Block Frontage, whichever is smaller, and lie completely within a "T-1" District; except that if the tract of land involved adjoins a "B-2" District within a Block Frontage, the minimum area requirements may not be required.

B. The owner or owners of a tract of land which is proposed for Local Business Uses in a "T-1" District shall have obtained approval of the Board in accordance with the procedure set forth in Section 20 and the additional requirement standards in Figure 9.

Section 18.

INDUSTRIAL USES AND REQUIREMENTS. The Industrial Uses defined below, including Accessory Buildings and Uses, are permitted in the Districts indicated in Figure 5 in accordance with the requirements of this section.

A. A Light Industrial Use is one which creates a minimum amount of nuisance outside the plant; is conducted entirely within enclosed Buildings, does not use the open area around such Buildings for storage of raw materials or manufactured products or for any other industrial purpose other than transporting goods between Buildings; provides for enclosed Loading and Unloading Berths, and area for Parking Spaces.

INDUSTRIAL USES AND REQUIREMENTS

REQUIREMENT	TYPE OF USE	
	LIGHT INDUSTRIAL	INDUSTRIAL
District(s) in which use is permitted	B2, I1, I2 & I3*	I2 & I3*
Minimum front yard in feet	B2 . . . . . None I3 . . . . . 50 I1 & I2 15	I2 . . . . . 15 I3 50
Side Yard required in feet	B2, I1 & I2 . . . . . .None I3 20	I2 . . . . . None I3 20
Minimum side yard in feet, if provided	B2, I1, I2 5	I2 5
Minimum rear yard in feet	B2, I1, I2 & I3 20	I2 . . . . . 15 I3 20
Maximum building height in feet	B2 . . . . . 150 I3 . . . . . 35 I1 & I2 75	I2 . . . . . 75 I3 35
Maximum lot coverage in per cent of lot	B2, I1 & I2 . . . . . 90 I3 70	I2 . . . . . 90 I3 70
Vision clearance on corner lots	Yes	Yes

* When located in a Planned Industrial "District" see Figure 9 for additional requirements and Section 20 for procedure.

FIGURE 5

LOADING AND UNLOADING BERTH REQUIREMENTS

GROSS FLOOR AREA OF INDUSTRIAL USE IN SQUARE FEET	NUMBER OF BERTHS REQUIRED
15,000 or Less	1
15,001 to 40,000	2
40,001 to 100,000	3
Each 40,000 Additional	1 Additional

FIGURE 6

B. An Industrial Use is one which requires both buildings and open area for manufacturing, fabricating, processing, extraction, heavy repairing, dismantling, storage or disposal of equipment, raw materials, manufactured products or wastes, and land and/or buildings shall be used so as to create a minimum amount of nuisance beyond the premises occupied by such Industrial Use.

C. The Industrial Reserve District is located where industrial sites occur, but which may or may not be developed for industrial purposes. Therefore, industry may be permitted in accordance with an Industrial Development Plan, the parcel of land involved comprising an area of at least ten acres and located within the I-3 District; Business Uses are not permitted.

D. Other Provisions and Requirements for Light Industrial and Industrial Uses are as follows:

1. Each Use shall provide one Parking Space for each 3 employees thereof, located on the same Lot as the Use, or as a Special Exception within three hundred (300) feet thereof.

2. Each Use shall provide Loading and Unloading Berths, located on the same Lot as the Use, as specified in Figure 5.

3. Parking Space requirements may be waived by the Board where 50% or more of the area in a Block was occupied by Business or Industrial Structures at the time of passage of this Ordinance.

4. Groups of Uses requiring Parking Space may join in establishing a Private Parking Area with capacity aggregating that required for each participating Use.

5. One-half of an Alley abutting the rear of a Lot may be included in the Rear Yard, but such Alley space shall not be included for Loading and Unloading Berths.

6. The Building Height requirement in Figure 5 may be increased if the Buildings are set back, from front and rear property lines, one foot for each two feet of additional height above the maximum Building Height requirements.

7. Chimneys, cooling towers, elevator bulkheads, fire towers, penthouses, tanks, water towers, districution poles and lines, transmission towers, or essential mechanical appurtenances may be erected to any height not prohibited by other laws or ordinances.

8. In all Industrial Districts it is permissible to erect more than one Principal Building on a Lot.

Section 19.

CONTINGENT USES AND REQUIREMENTS. Contingent Uses defined herein, including Accessory Buildings and Uses, are permitted in the Districts indicated in Figure 7, subject to the provisions herein.

A. A Contingent Use is one which is likely or liable, but not certain, to occur and which is not inappropriate to the principal Uses of the District in which it may be located. When so located it shall conform to the requirements of the District in which the Contingent Use is permitted, except that the number of Parking Spaces to be provided shall conform to the requirements of Figure 7. The required number of Parking Spaces shall be provided on the same Lot with the Use, or as a Special Exception within three hundred (300) feet thereof.

B. The Building Height for Contingent Uses shall be as provided in Figure 8.

C. Other Provisions and Requirements for Contingent Uses are as follows:

1. The Building Height requirement in Figure 8 may be increased if Buildings are set back from front and rear property lines, one foot for each two feet of additional height above the Building Height requirement.

2. In all Districts, spires, church steeples, chimneys, cooling towers, elevator bulkheads, fire towers, scenery lofts, power transmission lines or towers and distribution poles and lines, and essential mechanical appurtenances may be erected to any height not prohibited by other laws or ordinances.

3. A church or temple requiring Private Parking Area at times when nearby Uses do not need their parking facilities, may by agreement approved by the Board, utilize such facilities in lieu of providing their own private parking facilities.

D. An Existing Use which is included herein as a Contingent Use, and which is located in a District in which such Contingent Use is permitted, is a conforming Use. Any expansion of such Contingent Use involving the enlargement of the Buildings, Structures and land area devoted to such Use shall be subject to the requirements of this Section.

Section 20.

SPECIAL EXCEPTIONS, REQUIREMENTS AND PROCEDURE

A. The Special Exceptions listed in Figure 9 and their Accessory Buildings and Uses may be permitted by the Board in the Districts indicated therein, in accordance with the procedure set forth in this Section and the requirements listed in Figure 9.

CONTINGENT USES AND REQUIREMENTS

TYPE OF USE	DISTRICT(S) IN WHICH USE IS PERMITTED	NUMBER OF PARKING SPACES TO BE PROVIDED
Agricultural use	All	Not applicable
Boarding or Lodging House	R3, R4, R5, B1 & B2	One for each three occupants
Church or temple	All, except B4, I1 & I2	One for each 6 seats in main auditorium
College or university	All	One for each 3 students and staff
Fraternity, sorority and student co-operatives	R3, R4, R5, B1, B2 & B3	One for each 3 occupants
Home Occupation	All	One Additional
Lodge or private club (which is of a non-commercial character)	R4, R5, B1, B2, B3, I1 & I2	One for each 125 square feet floor area of building (s)
Mortuary	R4, R5, B1, B2, B3, I1 & I2	One for each 6 seats in main auditorium
Nursing home or homes for the aged	R4, R5, B1, B2, B3, I1 & I2	One for each 7 persons
Professional Office in Dwelling	All	Two additional
Plant Nursery	All	Non required
Public utility Installations	All	Not applicable
School, public or parochial	All, except B4, I1 & I2	One for each 3 members of staff plus one for each 8 seats in auditorium

FIGURE 7

CONTINGENT USES - MAXIMUM HEIGHT

DISTRICT(S) IN WHICH USE IS PERMITTED	MAXIMUM BUILDING HEIGHT IN FEET
R1 & R2	25
R3, R4, B1, B3 & I3	35
R5, B2 & I1	50
I2	75

FIGURE 8

SPECIAL EXCEPTION	DISTRICT(S) IN WHICH USE MAY BE PERMITTED	REQUIREMENT DESIGNATION
Airport or Heliport	B2, I1, I2 & I3	b6 (Heliport), b12 (Airport), g, h2, i1, (Airport), i2 (Heliport), j1, k1, l2, n2 p, r1, s, t, u2, v, w, y
Cemetery or Crematory	All except B2, B3 & B4	b10, c2, p, q, r1, v, w
Clinic or Medical Health Center	R4, R5, B1, B2, B3, B4, I1 & I2	b1, c3, h4, j1, k3, l1, r1, v, w, y
Country Club or Golf Course	All except B2, B3, B4, I1 & I2	c1, d3, j1, k5, l1, p, r1, v, w, y
Fire Station or Police Station	All	b1, c1, h1, j1, k6, l1, s, y
Greenhouse, Commercial	All except B3 & B4	b4, c6, f2, h1, k7, m4, n1, r1, v, w, y
Hospital	All	b7, c6, g, h5, j1, k9, l2, m5, n1, p, s, t, v, y
Industrial Park	All except B3 & B4	a1, b10, c7, d3, g, h3, j2, k10, l2, m6, n2, o, p, q, r1, s, t, v, w, y
Junk Yard	I2	c1, e, h1, i4, k11, l5, m2, n3, r1, v, w, y
Kindergarten or Day Nursery	All except R1, R2, R3, B4, I1, I2 & I3	b3, c8, f3, h1, i3, j1, k12, p, r1, v, y
Local Business Uses in the T1 Transition District	T1	a2, b1, c1, g, h7, k29, l1, m3, p, s, t, v, w, y
Mineral Extraction, Borrow Pit, Top Soil Removal and Their Storage Areas	I1, I2 & I3	c9, e, h1, i5, j1, n3, r1, s, t, v, w, y
Mobile Home Park	B1, B2, I1, I2 & I3	b8, c6, d2, g, h1, j1, k13, l2, o, p, q, r1, s, u1, v, w, y
Municipal or Government Building	All	b1, c1, h1, j1, k28, l1, p, y
Outdoor Theater	B1, B2, I1, I2 & I3	c6, i6, p, r1, s, t, v, w, y
Outdoor Commercial Recreational Enterprise	All, except R1, R2 & I3	c4, d1, g, h1, i1, j3, k14, l2, n1, p, r2, s, t, v, w, y
Penal or Correctional Institution	All	b12, c10, e, g, k15, n3, p, r1, y
Planned Industrial District	I3	a1, a3, b16, d2, g, j1, k10, m6, n1, p, r2, s, t, w
Practice Golf Driving Range	All except R1, R2, R3 & R4	c6, i7, j3, k16, l2, r1, v, y
Private Recreational Development	All	c4, g, h1, j3, k2, l2, r1, v, w, y
Produce Terminal, Wholesale	B2, I1, I2 & I3	b9, c7, d3, e, h1, i8, j1, k11, l4, m3, n2, p, r1, s, t, v, w, y
Public Camp	All	b7, c6, d1, g, h1, j3, k17, l2, r1, u1, v, w, y
Public or Commercial Sanitary Fill	All	b16, c11, e, r1, u1, v, w, y
Public or Commercial Sewage or Garbage Disposal Plant	I1, I2 & I3	b11, c11, e, k19, r1, u1, v, w
Private Parking Area, when not located in same Lot for the Use it is designed to serve.	All except R1 & R2	b2, p, r1, s, t, v, x, y, z
Public Park or Public Recreational Facility	All	c4, g, h1, j2, k21, l2, t, v, w
Radio or Television Tower	All	k19, p, r1, v
Railroad Right-of-Way and Uses Essential to Railroad Operation	All	h1, k20, r1, v
Raising and Breeding of Non-Farm Fowl and Animals, Commercially except Kennel	B2, I1 & I2	b7, c10, h1, j1, k7, l2, m1, n2, r1, v, w, y
Refuse Dump	I1, I2 & I3	b16, c11, e, i9, j5, r1, u1, v, w, y
Riding Stable	I1 & I2	b5, c10, h1, j1, k21, m1, r1, v, w, y
Shopping Center (community)	B4	a2, b7, g, j1, k23, l3, m8, n1, o, p, s, t, u1, v, y
Shopping Center (neighborhood)	B3	a2, b15, g, j1, k23, l2, m3, n1, o, p, s, t, u1, v, y
Stadium or Coliseum	All except R1, R2 R3, B3 & B4	b7, c2, j1, k24, l2, m2, n1, p, r2, s, t, v, y
Tourist Home	All except R1, R2, R3, B3, B4 & I2	b1, c1, f1, h1, k26, r1, v, y
Truck Freight Terminal	B2, I1, I2 & I3	c1, e, j1, k25, p, r1, s, t, v, w, y

If the nature of the Special Exception involves more than one of those listed, the applicant may apply for an Improvement Location Permit for the Special Exception which most closely relates to the primary use; provided that the requirements of all the related uses will be met.

FIGURE 9. SPECIAL EXCEPTIONS AND REQUIREMENTS

Huntington, West Va.

NOTE: Use of # Symbol in the Figure indicates that the requirements of the District apply to the Special Exception where located.

Reqmt. Desig.	REQUIREMENT
a.	CLASSIFICATION OF USE PERMITTED 1. Light Industrial 2. Local Business 3. Industrial
b.	MINIMUM LOT AREA 1. # 2. 1500 sq. ft. 3. 110 sq. ft. per child 4. 25,000 sq. ft. 5. 20,000 sq. ft. plus 5,000 sq. ft. per horse over four (4) horses 6. One acre 7. 5 acres 8. 5 acres including 2500 sq. ft. per mobile home stand 9. 6 acres 10. 20 acres 11. 40 acres 12. 80 acres 13. 320 acres 14. Two times requirement for Single-Family Dwelling 15. 2 acres 16. 10 acres
c.	MINIMUM YARDS (Feet) Front Side (each) Rear 1. # # # 2. # 50 50 3. # 10 30 4. # 40 40 5. # -- -- 6. 100 40 40 7. 100 Abutting Residential = 75; Abutting Other Use = 35 8. # 20 # 9. 150 150 150 10. 100 100 100 11. 300 300 300
d.	BUILDING SETBACK FROM CENTER LINE OF INTERIOR ROAD (Feet) 1. 40 2. 50 3. 85
e.	USE PERMITTED NOT CLOSER THAN 300 FEET TO A RESIDENTIAL USE
f.	MINIMUM GROSS FLOOR AREA OF PRINCIPAL BUILDING(S) (Square Feet) 1. # 2. Over 1000 3. Determined by Number of Children to be Accommodated 4. 400 5. Two times Single-Family Dwelling 6. 672
g.	PLAN OF LANDSCAPE DEVELOPMENT TO BE SUBMITTED WITH APPLICATION
h.	MAXIMUM HEIGHT OF STRUCTURE (Feet) 1. # 2. As required by appropriate State or Federal Agency 3. Same as Light Industrial 4. 45 5. 70 6. 25 7. 35
i.	FENCE 1. 6-foot wire mesh where accessible to the public 2. 6-foot wire mesh when located at ground level 3. 4-foot wire mesh around play area 4. Solid wall or solid painted fence 8 feet high 5. 4-foot wire mesh abutting Residential Use 6. Painted board fence 8 feet high 7. Adequate to protect abutting use 8. 6-foot wire mesh 9. 6-foot solid painted for Refuse Dump 10. 6-foot wire mesh abutting Residential Use
j.	SCREEN PLANTING WHERE ABUTTING RESIDENTIAL USE (Tight screen, effective at all times) 1. 6-foot height by 6-foot width 2. 25 feet abutting Residential District or Use 3. 8-foot height by 6-foot width 4. Adequate to screen Power Substation from Street View 5. 6 feet high along streets for Refuse Dump
k.	PARKING SPACES 1. 1 per 2 employees plus 1 per 4 seats in waiting room 2. 1 per 2 customers or members 3. 1 per 2 employees plus 3 per doctor 4. 1 per 3 employees plus 1 per 6 students 5. 1 per 3 employees plus 1 per 10 members 6. 1 per 3 employees per shift 7. 1 per 3 employees plus 1 per 125 square feet of sales area 8. 1 additional 9. 1 per 4 beds plus 1 per doctor plus 1 per 3 employees plus 1 per hospital vehicle 10. 1 per 2 employees on largest shift 11. 1 per 2 employees 12. 1 per 2 employees plus 1 per 5 children to be accomodated 13. 1 per 2 employees plus 1 per mobile home stand 14. 1 per 3 employees plus 1 per 500 square feet of use area 15. 1 per 3 employees plus 1 per 10 inmates at estimated capacity 16. 1 per 3 employees plus 1 per driving tee 17. 1 per camp site and 1 per cabin 18. Telephone Exchange - 1 per employee 19. 1 per employee per shift 20. 1 per 2 employees where headquartered 21. 1 per 5000 square feet 22. One 23. 1 per 60 square feet of sales area 24. 3 per 4 employees plus 1 per 4 seats 25. 1 per 2 employees plus 4 for customers 26. 1 per employee plus 1 per sleeping accommodation 27. Two 28. 1 per employee plus 1 for each 6 seats in main auditorium 29. Same as required for Local Business Uses
l.	DISTANCE OF PARKING AREA FROM RESIDENTIAL USE (Feet) 1. 10 2. 25 3. 50 4. 100 5. 300
m.	NUMBER OF LOADING AND UNLOADING BERTHS (Shall Not Face on Bordering Highway) 1. 1 2. 2 3. Per Development Plan 4. 15,000 square feet - 1; Over 15,000 feet - 2 5. Up to 200 beds - 1 200 to 500 beds - 2 over 500 beds - 3 6. Per Figure 6
n.	DISTANCE OF LOADING AND UNLOADING BERTH FROM RESIDENTIAL USE (Feet) 1. 50 2. 100 3. 300
o.	PLAT APPROVED BY THE COMMISSION TO BE SUBMITTED WITH APPLICATION
p.	DEVELOPMENT PLAN TO BE SUBMITTED WITH APPLICATION
q.	COVENANT BY OWNERS TO PERPETUATE MAINTENANCE AND APPROVE FUTURE IMPROVEMENTS
r.	MAXIMUM NUMBER OF PRINCIPAL ENTRANCES FROM MAJOR THOROUGHFARE 1. 1 2. 2
s.	ACCEPTABLE RELATIONSHIP TO MAJOR THOROUGHFARE
t.	THOROUGHFARES MUST BE ADEQUATE TO CARRY ADDITIONAL TRAFFIC ENGENDERED BY USE
u.	OTHER AUTHORITY APPROVAL REQUIRED WHERE APPLICABLE 1. State Department of Health 2. Aeronautics Commission of West Virginia
v.	OUTDOOR ADVERTISING SIGNS AND OUTDOOR ARTIFICIAL LIGHTING SHALL BE APPROVED BY THE COMMISSION
w.	DISPOSAL OF LIQUID AND OTHER WASTES SHALL MEET THE APPROVAL OF THE STATE BOARD OF HEALTH
x.	NO SALES, DEAD STORAGE, REPAIR WORK OR DISMANTLING ON THE LOT
y.	NO PARKING IN THE FRONT YARD, EXCEPT AS PROVIDED IN SECTION 15
z.	EXCEPT FOR APPROVED EXITS AND ENTRANCES, A MASONRY WALL 4-FEET IN HEIGHT AND 6-INCHES THICK ERECTED AT REQUIRED FRONT LINE OF BUILDING AND MAY BE REQUIRED ALONG BOUNDARIES OF PARKING AREA AS DETERMINED BY THE COMMISSION FOR THE PROTECTION OF RESIDENTIALLY ZONED OR USED PROPERTY

B. Upon receipt of an application for an Improvement Location Permit for a Special Exception by the Planning Director it shall be referred to the Commission for investigation as to the manner in which the proposed location and character of the Special Exception will affect the Comprehensive Plan. The Commission shall report the results of its study to the Board within forty-five days following receipt of the application. If no such report has been filed with the Board within this time period, the Board may proceed to process the application.

The Board shall then proceed with a hearing on the application in the manner prescribed in Section 23. Following the hearing, and upon an affirmative finding by the Board that:

1. The Proposed Special Exception is to be located in a District wherein such Use may be permitted, and

2. The requirements set forth in Figure 9 for such Special Exception will be met, and

3. The Special Exception is consistent with the spirit, purpose and intent of this Ordinance, will not substantially and permanently injure the appropriate Use of neighboring property, and will serve the public convenience and welfare.

the Board shall order the Planning Director to issue an Improvement Location Permit for the Special Exception.

C. An existing Use which is listed herein as a Special Exception, and which is located in a District in which such Special Exception may be permitted, is a conforming Use. Any expansion of such Special Exception involving the enlargement of the Buildings, Structures and Land area devoted to such Use shall be subject to the requirements and procedure described in this Section.

D. Any Person, to whom is issued an Improvement Location Permit for a Special Exception which fails to commence construction within twenty-four (24) months after such permit is issued or who fails to carry to completion thirty per cent (30%) of the total Development Plan thereof within three years after such permit is issued or within one year after such construction is begun, whichever is later, or who fails to conform to the provisions of the Development Plan and supporting data finally approved by the Board and upon the basis of which such Improvement Location Permit was issued, may be required by the Board upon its own motion, and shall be required by the Board upon written petition of any Person deeming himself aggrieved, to show cause why such approval should not be withdrawn and such Improvement Location Permit revoked.

E. Not more than one Improvement Location Permit for each "B-4" District symbol on the Zone Map may be issued and outstanding at any one time.

F. In the event the Board shall revoke an Improvement Location Permit under the authority of Paragraph D. hereof, it may thereafter grant approval for another shopping center development in the same "B4" District subject to all of the provisions and requirements of this Ordinance.

G. The holder of an Improvement Location Permit for a Special Exception may apply to the Board at any time for an alteration, change, amendment or extension of the application or Development Plan upon which such permit was based.

1. Upon receipt of such application, the Board shall proceed as in the case of original applications for an Improvement Location Permit for a Special Exception.

2. In the event the Board shall approve and order such application or Development Plan changed, altered, amended or extended, it shall so notify the Planning Director who shall issue an amended Improvement Location Permit accordingly.

Section 21.

NONCONFORMING USE SPECIFICATIONS. The lawful use of a Building or premises, existing at the time of passage of this Ordinance, may be continued although such Use does not conform to all the provisions of this Ordinance, subject to the following conditions.

A. A Nonconforming Use may be extended throughout a Building provided the size of the Structure is not increased.

B. A Nonconforming Use may be changed to another Nonconforming Use of the same or greater restrictions, provided the size of the structure is not increased.

C. Whenever a Nonconforming Use has been changed to a Conforming Use or to a Use permitted in a District of greater restrictions, it shall not thereafter be changed to a Nonconforming Use of a less restricted District. For the purpose of this Section the R-1 District shall be considered to have the greatest restrictions, and such restrictions are considered to decrease in the following order of Districts: R-2, R-3, R-4, R-5, B-1, B-2, I-1 and I-2.

D. No Building shall be erected upon any premises devoted to a Nonconforming Use, except in conformance with the provisions of this Ordinance.

E. The Board may authorize, by written permit, in a R-1, R-2, R-3, R-4, R-5 or I-3 District for a period of not more than one (1) year from the date of such permit, a temporary Building for Business or Industrial Use incidental to the residential construction and development of said District.

F. Nothing herein contained shall require any change in the plans, construction or designated Use of a Building for which a Building Permit or Improvement Location Permit has been heretofore issued, and the construction of which has been diligently prosecuted within ninety (90) days of the date of such permit, and which entire Building shall be completed according to such plans as filed within three (3) years from the date of passage of this Ordinance.

G. In the event that a Nonconforming Use of any Building or premises is discontinued for a period of two (2) years, the use of the same shall thereafter conform to the Uses permitted in the District in which it is located, provided that abandonment of any Agricultural Use or manufacturing process shall not be construed as abandonment of Agricultural or Industrial Use.

H. The continuance of the Use of any Land, Building or Structure for the purpose for which such land, building or structure is used at the time this ordinance takes effect is hereby permitted, but any addition to any existing building for the purpose of carrying on any use prohibited under the zoning regulations applicable to the district is hereby prohibited: Provided, however, that such prohibition shall not apply to alterations, additions to, replacement of structures, or to the acquisition or use of land presently owned by any firm or industry but not used for agricultural or industrial purposes or to the use or acquisition of additional land which may be required for the protection, continuing development or expansion of any agricultural, industrial or manufacturing operation or any present or future satellite agricultural, industrial or manufacturing use. If a non-conforming use has been abandoned, any future use of such land, building or structure shall be in conformity with the provisions of this ordinance regulating the use in the district in which such land, building or structures may be located: Provided, however, that abandonment of any particular agricultural or manufacturing process shall not be construed as abandonment of agricultural or manufacturing use.

I. These provisions apply in the same manner to a Use which may become a Nonconforming Use as a result of an amendment to this Ordinance.

Section 22.

ADMINISTRATION. The Planning Director and Building Inspector are hereby designated and authorized to enforce this Ordinance.

A. Any Person, who shall make application for an Improvement Location Permit shall, at the time of making such application furnish a site plan or Development Plan of the real estate upon which said application for an Improvement Location Permit is made at least five (5) days prior to the issuance of said Improvement Location Permit, which five (5) days period may be waived. Said site plan shall be drawn to scale showing the following items:

1. Legal or site description of the real estate involved.

2. Location and size of all Buildings and Structures.

3. Width and length of all entrances and exits to and from said real estate.

4. All adjacent and adjoining roads or highways.

5. The Planning Director shall issue an Improvement Location Permit if the proposed improvement is within an area below 540 feet above mean sea level only following receipt of notice from the Board that the application therefor has been approved by the Board.

B. Site Plans so furnished shall be filed and shall become a permanent public record.

C. The Planning Director shall issue an Improvement Location Permit for a Special Exception only following receipt of notice from the Board that the application therefor has been approved by the Board.

D. No land shall be occupied or used and no Building hereafter erected, reconstructed or Structurally Altered shall be occupied or used, in whole or in part, for any purpose whatsoever, until a Certificate of Occupancy shall have been issued stating that the Building and Use comply with all of the provisions of this Ordinance applicable to the Building or premises or the Use in the District in which it is to be located.

When the improvement covered by the Improvement Location Permit has been completed in substantial conformity with the site plan or development plan submitted in the application pursuant to Paragraph A. of this section, a Certificate of Occupancy shall then be issued.

E. No change shall be made in the Use of land (except an Agricultural Use) or in the Use of any Building or part thereof, now or hereafter erected, reconstructed or Structurally Altered, without a Certificate of Occupancy having been issued and no such certificate shall be issued to make such change unless it is in conformity with the provisions of this Ordinance.

F. A Certificate of Occupancy shall be applied for coincidentally with the application for an Improvement Location Permit and shall be issued within ten (10) days after the lawful erection, reconstruction or Structural Alteration of such building or other improvement of the land shall have been completed..

G. A record of all Certificates of Occupancy shall be kept on file in the office of the Planning Director and copies shall be furnished upon request to any Person having a proprietary or tenancy interest in the Building or land affected.

H. No Improvement Location Permit shall be issued for excavation for or the erection, reconstruction or Structural Alteration of any Building, before application has been made for a Certificate of Occupancy.

Section 23.

BOARD OF ZONING APPEALS. A Board of Zoning Appeals is hereby established with membership and appointment provided in accordance with the authority conferred by Article 5, Urban and Rural Planning and Zoning, Chapter Eight of the Code of West Virginia, passed March 14, 1959.

A. At the first meeting of each year, the Board shall elect a chairman and vice-chairman from its members. The vice-chairman shall have authority to act as chairman during the absence or disability of the chairman.

B. A majority of members of a Board shall constitute a quorum. No action of the Board is official, however, unless authorized by a majority of the Board.

C. The Board may appoint and fix the compensation of a secretary and such employees as are necessary for the discharge of its duties all in conformity to and compliance with salaries and compensations therefor fixed by the City.

D. The Board shall adopt such rules concerning the filing of appeals and applications for Variances and exceptions, giving of notice and conduct of hearings as shall be necessary to carry out their duties under the provisions of this Ordinance.

E. The Board shall keep minutes of its proceedings, keep records of its examinations and other official actions and shall record the vote on all actions taken. All minutes and records shall be filed in the office of the Planning Director and shall be a public record.

F. The Board shall have the following powers and it shall be its duty to:

1. Hear and determine appeals from and review any order, requirement, decision or determination made by an administrative official or board charged with the enforcement of this Ordinance.

2. Permit and authorize exceptions to the District regulations only in the classes of cases or in particular situations as specified in this Ordinance.

3. Hear and decide Special Exceptions to the terms of this Ordinance upon which the Board is required to act under this Ordinance.

4. Authorize upon appeal in specific cases such Variance from the terms of this Ordinance as will not be contrary to the public interest, where, owing to special conditions, a literal enforcement of the provisions of the Ordinance will result in unnecessary hardship, and so that the spirit of this Ordinance shall be observed and substantial justice done.

G. In exercising its powers, the Board may reverse or affirm, wholly or partly, or may modify the order, requirement, decision or determination appealed from as in its opinion ought to be done in the premises, and to that end shall have all the powers of the officer or board from whom the appeal is taken.

H. An appeal taken from the requirement, decision or the determination made by an administrative official or board charged with the enforcement of this Ordinance shall be filed with the Board. The appeal shall specify the grounds thereof and shall be filed within such time and in such form as may be prescribed by the Board by general rule. The administrative official or board from whom the appeal is taken shall, upon request of the Board, transmit to it all documents, plans and papers constituting the record of the action from which an appeal was taken.

I. The Board shall fix a reasonable time for the hearing of an appeal. Public notice shall be given of the hearing and due notice shall be given additionally to the interested parties. The Board may require the Person taking the appeal to assume the cost of public notice and due notice to interested parties. Upon the hearing, any party may appear in person, by agent or by attorney.

J. When an appeal from the decision of any official or board has been taken and filed with the Board, all proceedings and work on the premises concerning which the decision was made shall be stayed unless the official or board from whom the appeal was taken shall certify to the Board that, by reason of facts stated in the certificate, a stay would cause imminent peril to life or property. In such case, proceedings or work shall not be stayed except by a restraining order which may be granted by the Circuit Court of Wayne County or Cabell County, depending upon which Court has jurisdiction, on application, on notice to the officer or board from whom the appeal is taken and the owner of the premises affected and on due cause shown.

K. Every decision of the Board shall be subject to review by certiorari.

L. No variance in the application of the provisions of this Ordinance shall be made by the Board relating to Buildings, Land or premises now existing or to be constructed, unless after a hearing, the Board shall find that such Variance will not:

1. Alter the land use characteristics of the District.

2. Impair the adequate supply of light and air to adjacent property.

3. Increase the hazard from fire, flood and other dangers of said property.

4. Diminish the marketable value of adjacent lands and buildings.

5. Increase the congestion in the Streets.

6. Otherwise impair the public health, safety, convenience, comfort or general welfare.

M. Approval of the Board of an application for Improvement Location Permit for the improvement of property subject to inundation by flood waters shall be based upon a favorable statement from the Huntington Floodwall Board as the results of flooding conditions upon the proposed improvement and the effect of the proposed improvement upon flood water damage to adjacent and up-stream properties.

Section 24.

AMENDMENTS. Amendments, supplements or changes of the provisions of this Ordinance shall be considered as amendments to the Comprehensive Plan. Any proposed Ordinance for the amendment, supplement, change or repeal of this Ordinance nor originating from petition of the Commission shall be referred to the Commission for consideration and report before any final action is taken by the City Council. Prior to the submission to the City Council of a Commission petition or a report on a proposed Ordinance referred to it for an amendment, supplement, change or repeal of this Ordinance, the Commission shall give notice and hold a public hearing in the manner prescribed for adoption of a Comprehensive Plan in Section Eighteen of Article 5, Chapter 8, of the Code of West Virginia, passed March 14, 1959, and in accordance with the Charter of the City.

Section 25.

FILING FEES. Applications and petitions filed pursuant to the provisions of this Ordinance shall be accompanied by the filing fees hereinafter specified.

A. For each application for a Certificate of Occupancy, a fee of three dollars ($3.00) shall be paid.

B. For each petition for an appeal from the decision of the Planning Director to the Board, a fee of fifteen dollars ($15.00) shall be paid, the receipt for which shall accompany the petition.

C. For each application for the approval by the Board of a Special Exception, a fee of fifteen dollars ($15.00) shall be paid, the receipt for which shall accompany the petition.

D. For each petition for an amendment to this Ordinance, a fee of twenty-five dollars ($25.00) shall be paid, the receipt for which shall accompany the petition.

E. Except for the fee for a Certificate of Occupancy, no part of any filing fee paid pursuant to this section shall be returnable to the applicant or petitioner.

Section 26.

REMEDIES AND PENALTIES

A. The Commission, the Board or any designated enforcement official may institute a suit for injunction in the Circuit Court of Wayne County or Cabell County, depending upon which Court has jurisdiction, in the name of the City, to restrain a Person from violating the provisions of this Ordinance. The Commission or the Board may also institute a suit for a mandatory injunction in the Circuit Court of Wayne County or Cabell County, depending upon which Court has jurisdiction, in the name of the City, directing a Person to remove a Structure erected in violation of the provisions of this Ordinance. If the Commission or the Board is successful in its suit, the respondent shall bear the costs of the action.

B. A Person who violates any provision of this Ordinance shall be guilty of a misdemeanor and, upon conviction, shall be fined not less than ten (10) dollars, and not more than three hundred (300) dollars.

Section 27.

INVALIDITY OF PORTIONS. Should any section or provision of this Ordinance be declared, by a court of competent jurisdiction, to be invalid, such decision shall not affect the validity of the Ordinance as a whole, or any portion thereof, other than the portion so declared to be invalid.

Section 28.

WHEN EFFECTIVE. This Ordinance shall take effect after its passage and approval by the City Council.

Passed by the City Council of the City of Huntington, West Virginia, this _____ day of _____, 1961.

Filed: _____, 1961

Recorded: _____, 1961

CITY OF HUNTINGTON,
WEST VIRGINIA

_____
Mayor

ATTEST:

_____
City Clerk

SEP 25 1961

AN ORDINANCE AMENDING, MODIFYING AND RE-ENACTING CERTAIN PORTIONS OF THE ZONING ORDINANCE OF THE CITY OF HUNTINGTON, WEST VIRGINIA, RELATING TO DEFINITIONS UNDER SECTION 5 OF SAID ORDINANCE, PORTIONS OF SECTIONS 14 AND 15, PORTIONS OF FIGURES 1, 3, 7, AND 9, PORTIONS OF SECTIONS 22, 23, AND 25 OF SAID ORDINANCE.

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF HUNTINGTON, WEST VIRGINIA THAT: Certain portions of Sections of the Zoning Ordinance of the City of Huntington, West Virginia, be amended, modified and re-enacted to read as hereinafter set out:

That Section 5 of the Zoning Ordinance of the City of Huntington, West Virginia be modified by adding thereto, in proper alphabetical order, or by amending to read as follows:

EDUCATIONAL INSTITUTION - Public or Parochial preprimary, primary, grade, high, preparatory school or academy; junior college, college or university, if public or founded or conducted by or under the sponsorship of a religious or charitable organization.

HOSPITAL - An institution providing health services primarily for in-patient medical or surgical care of the sick or injured and including related facilities such as laboratories, out-patient departments, training facilities, central service facilities, and staff offices which are an integral part of the facility, provided such institution is operated by, or treatment is given under direct supervision of licensed physicians. Types of hospitals include general, mental, chronic disease and allied special hospitals such as cardiac, contagious disease, maternity, orthopedic, cancer and the like.

NURSING HOME - A facility which (1) provides nursing services on a continuous basis; (2) admits the majority of the occupants upon the advice of physicians

as ill or infirm persons requiring nursing services; (3) provides for licensed physicians' services or supervision; (4) maintains medical records. Such facilities may also provide other and similar medical or health services, provided that no occupant requires physical restraint within the facility. Examples of nursing home facilities that provide health services may include, if they comply with all the above criteria, nursing homes; convalescent homes; maternity homes; rest homes; homes for the aged; and the like.

NURSING HOME CONVERSIONS - A Dwelling which is converted for the use of a Nursing Home.

PRIVATE SCHOOL - Private, primary, grade, high, preparatory school or academy but not including trade or business schools.

SPECIAL SCHOOL - Any school which has as its primary purpose the instruction, care and rehabilitation of atypical or exceptional children or adults such that the usual statutory educational requirements expressly or implicitly do not apply.

That Sub-Paragraph 7 of Paragraph B of Section 14 of said Zoning Ordinance of the City of Huntington, West Virginia is hereby repealed and deleted.

That Sub-Paragraph 13 of Paragraph A of Section 15 of said Zoning Ordinance of the City of Huntington, West Virginia is changed to read as follows:

13. Trade or Business School.

That Sub-Paragraph 14 of Paragraph A of Section 15 of said Zoning Ordinance of the City of Huntington, West Virginia is hereby added to read as follows:

14. Accessory Building or Use customarily incident to the above Uses which may not have more than forty (40) percent of its floor area devoted to storage purposes, and provided that not more than five (5) persons are employed at one time or on any one shift in connection with such Accessory Use.

That Figure 1 of said Zoning Ordinance of the City of Huntington, West Virginia is hereby changed by changing that portion which reads "Minimum Side Yard (one)" to read as follows.

Minimum Side Yard (each or one) - Neither Side Yard shall be less than five (5) feet.

That Figure 3 of said Zoning Ordinance of the City of Huntington, West Virginia is hereby changed by addition thereto under the proper heading the following:

Trade or Business School - One for each 200 square feet of floor area.

That Figure 7 of said Zoning Ordinance of the City of Huntington, West Virginia is hereby changed by deleting that portion which reads as follows:

Nursing Homes or Homes for the Aged - R4-R5-B1-B2-B3-I1 and I2

One for each 7 persons

That Figure 7 of said Zoning Ordinance of the City of Huntington, West Virginia is hereby changed by changing that portion which reads, "School, public or parochial" to read as follows:

Educational Institution.

That Figure 9 of said Zoning Ordinance of the City of Huntington, West Virginia is hereby changed by adding thereto in proper alphabetical order and under the proper headings the following:

Nursing Homes	All, except B1,B2,B3,B4,I1 & I2	b17,c12,f2,g,h7,j1,k30, L2,m3,n1,p
Nursing Home Conversions	R4,R5,B1,B2, & B3	b19,c13,f2,I1,k30,L1,p
Private School	All	b18,c13,f2,g,I3,k4,L1,p
Special School	All except R1,R2, & R3	b18,c13,f2,g,I3,k4,I1,p

Requirement b,17 - 15000 sq.ft. but not less than 1500 sq.ft. per person cared for.

b,18 - 10000 sq.ft.

b,19 - 7500 sq.ft. but not less than 750 sq.ft. per person cared for.

c,12 - #30#

c,13 - #10#

k,30 - 1 per each 5 patients, 1 per each staff and/or supervisory doctor; 1 per each 3 employees.

That Paragraph A. of Section 22 of said Zoning Ordinance of the City of Huntington, West Virginia is hereby changed to read as follows:

A. Any Person, who shall make application for an Improvement Location Permit shall, at the time of making such application furnish a Site Plan or Development Plan of the real estate upon which said application for an Improvement Location Permit is made at least five (5) days prior to the issuance of said Improvement Location Permit, which five (5) days period may be waived. Said Site Plan shall be drawn to scale showing the following items:

1. Legal or site description of the real estate involved.
2. Location and size of all Buildings and Structures.
3. Width and length of all entrances and exits to and from said real estate.
4. All adjacent and adjoining roads or highways.

Any person who shall make application for an Improvement Location Permit for any improvement which is proposed within an area designated as a Ponding Basin on the Zone Map, shall not receive an Improvement Location Permit until the Planning Director shall have ascertained that the improvement applied for meets the approval of the Huntington Flood Wall Board.

That Paragraph M of Section 23 of said Zoning Ordinance of the City of Huntington, West Virginia is hereby repealed and deleted.

That Paragraph B of Section 25 of said Zoning Ordinance of the City of Huntington, West Virginia is hereby changed to read as follows:

B. For each petition for an appeal from the decision of the Planning Director to the Board, a fee of five percentum (5%) of the total costs of the proposed project shall be paid, provided however a minimum fee of Five Dollars ($5.00) or a maximum fee of Fifteen Dollars ($15.00) shall be paid, the receipt for which shall accompany the petition.

The Zone Map of the City of Huntington, dated 1960, is hereby changed by deleting therefrom the 540 ft. M.S.L. line indicating areas subject to periodic inundation by flood waters, and also deleting therefrom the words "540 ft. (MSL) Line U.S.G.S. Quad Sheets" from the legend; and by adding thereto a new line, measured 541.5 feet (MSL) surrounding the Krouts Creek Ponding Basin and another line 540.0 feet (MSL) surrounding the Four Pole Creek Ponding Basin, and also by adding the appropriate description in the legend.

This Ordinance shall become effective immediately upon passage.

DEC 11 1961

AN ORDINANCE AMENDING, MODIFYING AND RE-ENACTING CERTAIN PARTS OF THE ZONING ORDINANCE OF THE CITY OF HUNTINGTON, WEST VIRGINIA, 1960, RELATING TO PART OF SECTION 14, ALL OF SECTION 18, AND PART OF SECTION 22.

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF HUNTINGTON, WEST VIRGINIA THAT: Certain sections and parts thereof of the Zoning Ordinance of the City of Huntington, West Virginia, be amended, modified, and re-enacted to read as hereinafter set out:

That Sub-paragraphs a and b of Sub-paragraph 7 of Paragraph B of Section 14 of said Zoning Ordinance of the City of Huntington, West Virginia, are hereby added to read as follows:

7. Side Yards.

   a. Where sixty (60) per cent or more of the lots in a Block Frontage are occupied by Buildings which provide side yards of less than the minimum required by the Ordinance, this average side yard of these Buildings may determine the required side yard provided however, no side yard shall be reduced to less than three feet.

   b. Where an existing Building is deficient in side yards, any addition to such an existing Building may maintain the existing side yards.

That Section 18 of said Zoning Ordinance of the City of Huntington, West Virginia, is hereby changed to read as follows:

Section 18.

INDUSTRIAL USES AND REQUIREMENTS. The Industrial Uses defined below, including Accessory Buildings and Uses, are permitted in the Districts indicated in Figure 5, in accordance with the requirements of this section.

No activity involving the storage, utilization or manufacture of materials or products which decompose by detonation shall be permitted unless specifically licensed by the Council, and then only in the I-2 District. Such activity shall be conducted in accordance with the rules promulgated by the State Fire Marshal and the Huntington Fire Department. Such materials shall include, but are not limited to, all primary explosives such as lead azide, lead styphnate, fulminates, and tetracene; all high explosives such as TNT, RDX, HMX, PETN, and picric acid; propellants and components thereof, such as nitrocellulose, black powder, boron hydrides, hydrazine and its derivatives; pyrotechnics and fireworks such as magnesium powder, potassium chlorate, and potassium nitrate; blasting explosives such as dynamite and nitroglycerine; unstable organic compounds such as acetylides, telrazoles, and ozonides; strong oxidizing agents such as liquid oxygen, perchloric acid, perchlorates, chlorates, and hydrogen peroxide in concentrations greater than thirty-five per cent (35%); and nuclear fuels, fissionable materials and products; and reactor elements such as Uranium 235 and Plutonium 239.

The restrictions of the section shall not apply to (1) the activities of site preparation or construction, maintenance, repair, alteration, modification or improvement of buildings, equipment or other improvements on or within the Lot Line; (2) the operation of motor vehicles or other facilities for the transportation of personnel, materials or products; (3) conditions beyond the control of the user such as fire, explosion, accidents, failure or breakdown of equipment or facilities or emergencies; (4) safety or emergency warning signals or alarms necessary for the protection of life, limb or property.

. DEFINITIONS. For the purpose of this Section, certain terms and words shall e interpreted and defined as follows:

ECIBEL - A unit of measurement of the intensity of loudness of sound. Sound evel meters are used to measure such intensities and are calibrated in decibels.

LASH POINT - The lowest temperature at which a combustible liquid under prescribed conditions will give off a flammable vapor which will burn momentarily using the closed cup method.

FOOT-CANDLE - A unit of illumination. It is equivalent to the illumination at all points which are one foot distant from a uniform source of 1 candlepower.

FREE BURNING - A rate of combustion described by a material which burns actively and easily supports combustion.

NTENSE BURNING - A rate of combustion described by a material that burns with high degree of activity and is consumed rapidly.

ODERATE BURNING - A rate of combustion described by a material which supports ombustion and is consumed slowly as it burns.

CTAVE BAND - A narrow range of sound frequencies which classify sounds according to pitch. In the octave band analyzer the audible sound spectrum is divided into eight octave bands.

CTAVE BAND ANALYZER - An electrical device used with the sound level meter that sorts a complex noise or sound into the various octave bands.

ODOR THRESHOLD - The lowest concentration of an odorous material in air which can still be detected by the human nose.

PARTICULATE MATTER - Finely divided liquid or solid material which is discharged and carried along in the air. This shall not include water droplets, commonly called steam.

RESIDENCE DISTRICT - A District designated primarily for residential Use in this Ordinance.

RESULTANT DISPLACEMENT - The maximum amount of motion in any direction and shall be determined by means of any three component (simultaneous) measuring system approved by the Commission.

RINGELMANN NUMBER - The number of the area on the Ringelmann Chart that most nearly matches the light-obscuring capacity of smoke. The Ringelmann Chart is described in the U. S. Bureau of Mines Information Circular 6888, on which are illustrated graduated shades of gray for use in estimating smoke density. Smoke below the density of Ringelmann No. 1 shall be considered no smoke or Ringelmann No. 0.

SLOW BURNING OR INCOMBUSTIBLE - Materials which do not in themselves constitute an active fuel for the spread of combustion. A material which will not ignite, or actively, support combustion during an exposure for five minutes to a temperature of 1200° F.

SMOKE - A suspension of fine particles, excluding water droplets, in a gaseous plume, which obscure more or less the transmission of light.

SMOKE UNIT - The number obtained when the smoke density in Ringelmann number is multiplied by the time of emission in minutes. For the purpose of this calculation, a Ringelmann density reading shall be made at least once a minute during the period of observation; each reading is then multiplied by the time in minutes during which it is observed. The various products are then added together to give the total number of smoke units observed during the entire observation period.

THREE COMPONENT MEASURING SYSTEM - Instrumentation which can measure earthborne vibrations in three directions, that is, vibration occuring in a horizontal as well as a vertical plane.

VIBRATION - Oscillatory motion transmitted through the ground.

B. A Light Industrial Use (hereafter designated as I-1) is one which creates a minimum amount of nuisance outside the plant; is conducted entirely within enclosed Buildings, does not use the open area around such Buildings for storage of raw materials or manufactured products or for any other industrial purpose other than transporting goods between Buildings; provides for enclosed Loading and Unloading berths; and such use conforms to the following performance standards.

C. An Industrial Use (hereafter designated as I-2) is one which requires both buildings and open area for manufacturing, fabricating, processing, extraction, heavy repairing, dismantling, storage or disposal of equipment, raw materials, manufactured products or wastes, and land and/or buildings in this District shall be used so as to comply to the following performance standards.

7. Performance Standards

1. Smoke - In the I-1 District the emission of more than seventy (70) smoke units per hour per stack and emission in excess of Ringelmann No. 2 are prohibited, except that for one (1) hour during any twenty-four (24) hour period this rate may be increased to eighty (80) smoke units per hour per stack up to and including Ringelmann No. 3 for the purposes of process purging, soot blowing, and fire cleaning.

   In the I-2 District the emission of more than ninety (90) smoke units per hour per stack and emission in excess of Ringelmann No. 3 are prohibited, except that for a one (1) hour period during any twenty-four (24) hour period this rate may be increased to one hundred and twenty (120) smoke units per hour per stack, still at Ringelmann No. 3, for the purposes of process purging, soot blowing, and fire cleaning.

2. Particulate Matter - The rate of emission of particulate matter from an individual process within the boundaries of any lot shall not exceed a figure of 0.06 pounds per 1,000 pounds of effluent gas in the I-1 District, nor 0.2 pounds per 1,000 pounds of effluent gas in the I-2 District. In the I-1 and I-2 Districts not more than fifty percent (50%) by weight of particles larger than 44 microns (325 mesh) shall be allowed.

3. Odor - Any activity or operation which releases odors to the atmosphere shall be so controlled as to insure that it will produce no public nuisance or hazard at or beyond the nearest Residential District boundary line.

4. Poisonous and Injurious Fumes and Gases - The emission of toxic or injurious fumes and gases shall be controlled so as to comply with the following:

The emission from any source shall not cause at or beyond any lot line, concentrations of toxic and/or injurious fumes and gases in excess of ten percent (10%) in the I-1 District, and twenty-five percent (25%) in the I-2 District, of the threshold limit as set for the fume or gas in question in the "Threshold Limit Values for Toxic Materials in Industry" issued by the West Virginia Department of Health, from the American Conference of Governmental Hygienists, latest issue.

The emission of any gas or fume across lot lines in such concentrations as to be detrimental to or endanger public health, safety, comfort and welfare or shall cause injury or damage to property or business is prohibited.

5. Glare and Heat - No industrial operation, activity or structure shall cause heat or glare in such a manner as to be a public nuisance at or beyond any Residence or Business District boundary.

6. Vibration - Any use creating intense earth-shaking vibrations such as are created by a heavy drop forge shall be set back from a Residential District boundary at least two-hundred and fifty (250) feet or at least one-hundred and fifty (150) feet from a Business District boundary.

Earth-shaking vibrations at the industrial property line shall not be in violation of the zoning ordinance as long as the vibration is not perceptible without the aid of instruments.

7. Noise - At no point 125 feet from the boundary of an Industrial Zone shall the sound pressure level of any operation or plant (other than background noises produced by sources not under the control of the Ordinance) exceed the decibel limits in the octave bands designated below:

Light Industrial Use - District I-1

Octave Band Frequency (Cycles Per Second)	Maximum Permitted Sound Level (In Decibels) 125 Feet From Industrial District Zone Adjoining Residence District Boundaries	Maximum Permitted Sound Level (In Decibels) 125 Feet From Industrial District Zone Adjoining Business District Boundaries
0 to 75	75	80
75 to 150	70	75
150 to 300	65	70
300 to 600	59	64
600 to 1200	53	58
1200 to 2400	48	53
2400 to 4800	44	49
Above 4800	41	46

Industrial Use - District I-2

Octave Band Frequency (Cycles Per Second)	Maximum Permitted Sound Level (In Decibels) 125 Feet From Industrial District Zone Adjoining Residence District Boundaries	Maximum Permitted Sound Level (In Decibels) 125 Feet From Industrial District Zone Adjoining Business District Boundaries
0 to 75	75	81
75 to 150	70	76
150 to 300	66	72
300 to 600	62	68
600 to 1200	57	63
1200 to 2400	53	59
2400 to 4800	49	55
Above 4800	45	51

Sound levels shall be measured with a sound-level meter and associated octave band filter, manufactured in compliance with standards prescribed by the American Standards Association.

8. Fire Hazards - The storage, utilization or manufacture of solid materials or products ranging from incombustible to moderate burning is permitted. The storage, utilization or manufacture of solid materials or products ranging from free or active burning to intense burning is permitted provided the following conditions are met:

   a. In the I-1 and I-2 Districts said materials shall be stored, utilized or manufactured in such a manner and protected by such means as approved by the City of Huntington Fire Department and by the State Fire Marshal.

   b. In the I-1 and I-2 Districts the storage, utilization or manufacture of flammable liquids or gases * which produce flammable or explosive vapors shall be permitted in accordance with Table V (exclusive of storage of finished products in original sealed containers). Distances shown are to nearest adjoining property lines which may be built upon.

*When flammable gases are stored, utilized or manufactured and measured in cubic feet, the quantity in cubic feet (at S. T. P.) permitted shall not exceed 300 times the quantities listed above.

TABLE V

FLAMMABLE LIQUID STORAGE

Capacity of Tank (Gallons)			CLASS* OF Flammable Liquid	Distance (Feet)
0	to	275	III	0
276	to	750	III	5
0	to	750	I & II	10
751	to	12,000	III	10
751	to	12,000	I & II	15
12,001	to	24,000	I, II, III	15
24,001	to	30,000	I, II, III	20
30,001	to	50,000	I, II, III	25

Tanks in excess of 50,000 gallons, and those for storage of Crude Petroleum shall be at a distance of 3 times the greatest dimension of the diameter or height of tank, except that distance shall not be less than 20 feet and need not exceed 350 feet.

*N.F.P.A. Classes of Flamable Liquids
Class I Flash Point below 20°F
Class II Flash Point below 70°F
Class III Flash Point above 70°F

9. Water and Stream Pollution - The disposal of wastes discharged into public streams and sewage systems shall meet the requirements of the West Virginia Water Resources Board and the City of Huntington.

E. Other Provisions and Requirements for Light Industrial and Industrial Uses are as follows:

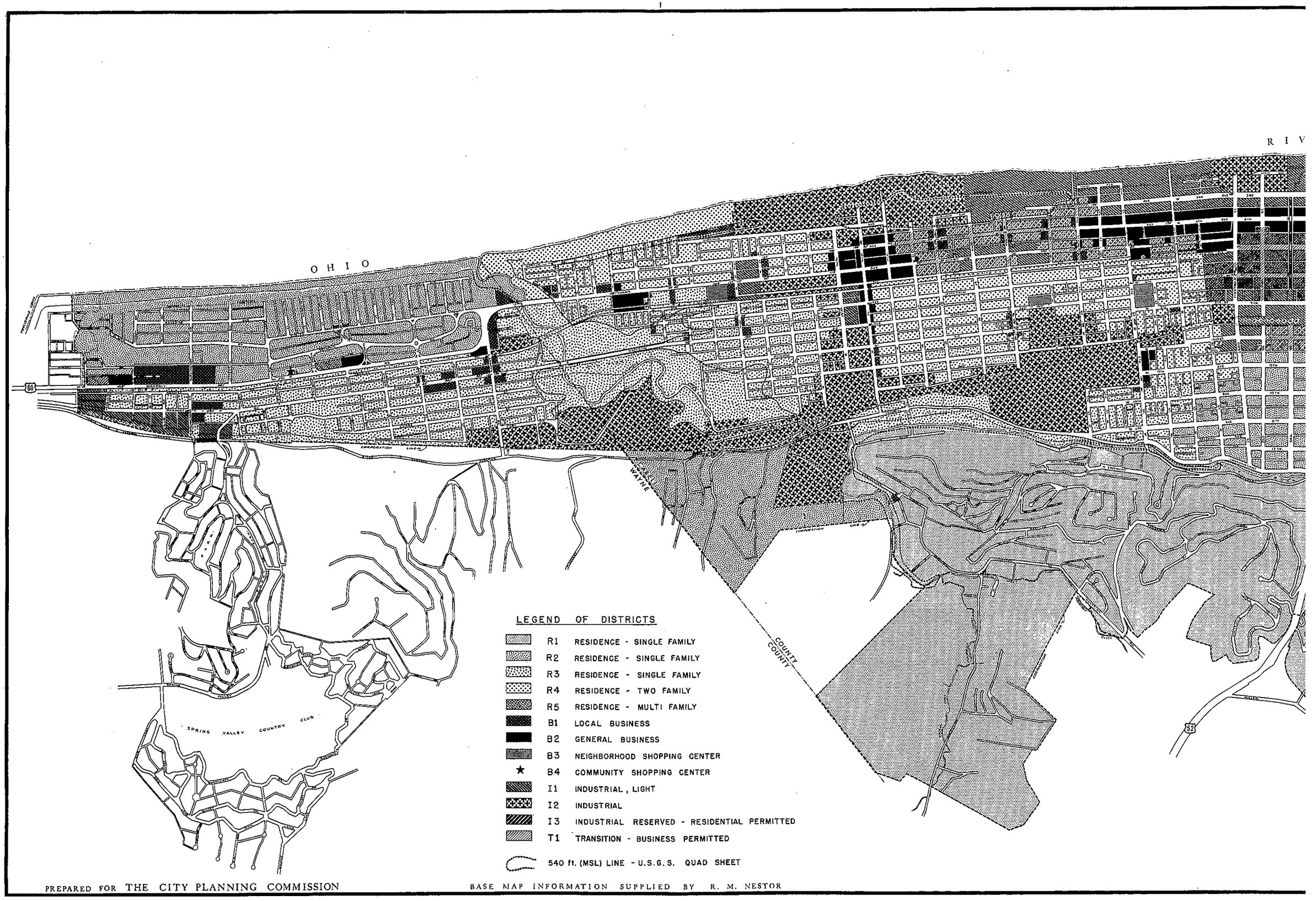
1. Each Use shall provide one Parking Space for each 3 employees thereof, located on the same Lot as the Use, or as a Special Exception within three hundred (300) feet thereof.
2. Each Use shall provide Loading and Unloading Berths, located on the same Lot and the Use, as specified in Figure 5.
3. Parking Space requirements may be waived by the Board where 50% or more of the area in a Block was occupied by Business or Industrial Structures at the time of passage of this Ordinance.
4. Groups of Uses requiring Parking Space may join in establishing a Private Parking Area with capacity aggregating that required for each participating Use.
5. One-half of an Alley abutting the rear of a Lot may be included in the Rear Yard, but such Alley space shall not be included for Loading and Unloading Berths.

6. The Building Height requirement in Figure 5 may be increased if the Buildings are set back, from front and rear property lines, one foot for each two feet of additional height above the maximum Building Height requirements.
7. Chimneys, cooling towers, elevator bulkheads, fire towers, penthouses, tanks, water towers, distribution poles and lines, transmission towers, or essential mechanical appurtenances may be erected to any height not prohibited by other laws or ordinances.
8. In all Industrial Districts it is permissible to erect more than one Principal Building on a Lot.

That Sub-Paragraph 1 of Paragraph B of Section 22 of said Zoning Ordinance of the City of Huntington, West Virginia, is hereby added to read as follows:

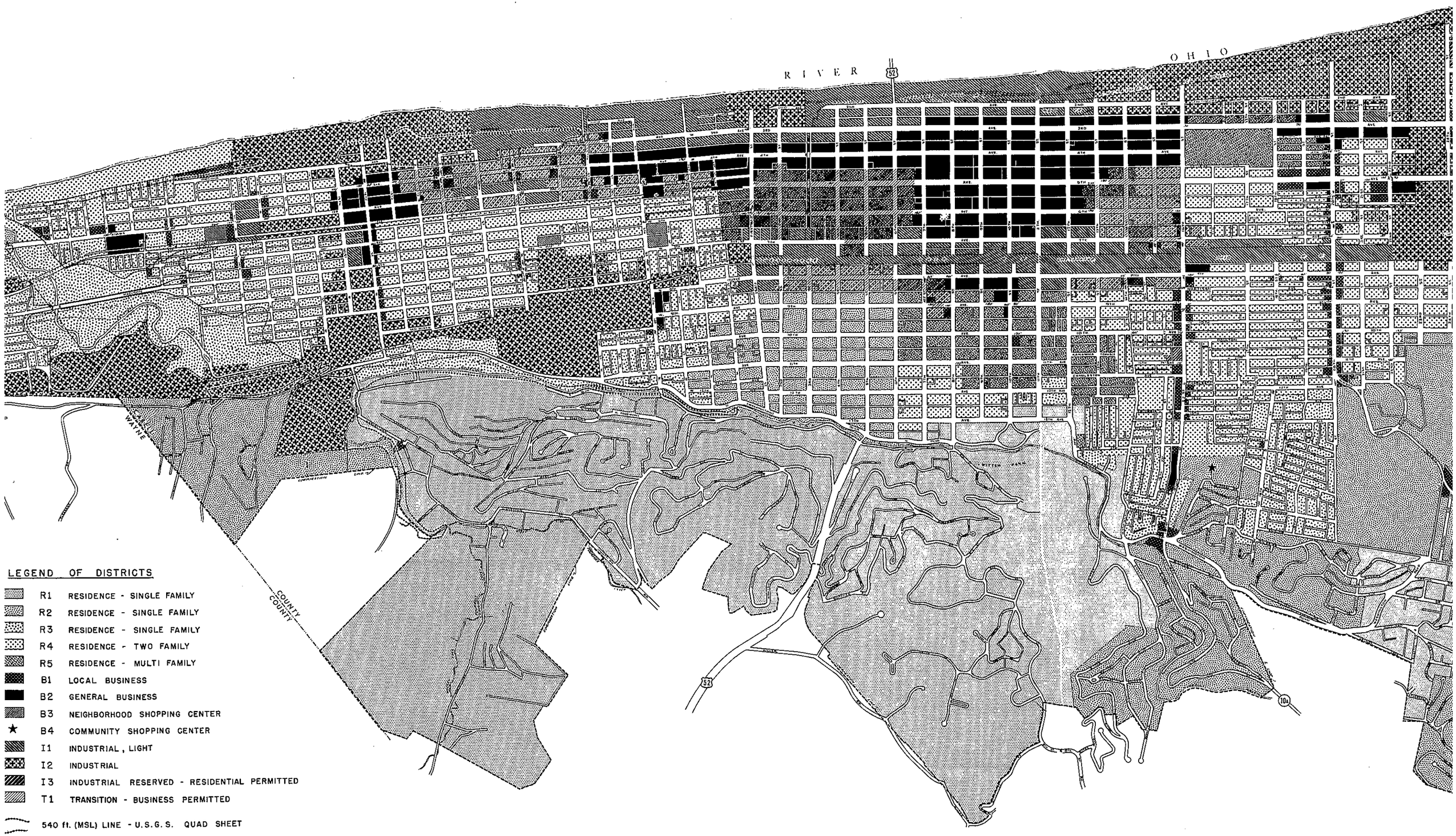
1. An application for an Improvement Location Permit for any Use subject to the provisions of Section 18 of this Ordinance shall be accompanied by a "Certificate of Compliance" subscribed by a registered professional engineer of the State of West Virginia, certifying that the Use intended will satisfy the Performance Standards of the District in which it is to be located. The Planning Director may take thirty (30) days in which to study the application, during which time he may consult with appropriate technical consultants. If, after the thirty (30) day period, the Planning Director has not required any additional information or stated any objections in writing, the Planning Director shall issue the Improvement Location Permit.

This Ordinance shall become effective immediately upon passage.



PREPARED FOR THE CITY PLANNING COMMISSION

BASE MAP INFORMATION SUPPLIED BY R. M. NESTOR


OHIO
RIVER
52
WAYNE
COUNTY
COUNTY
LEGEND OF DISTRICTS
R1 RESIDENCE - SINGLE FAMILY
R2 RESIDENCE - SINGLE FAMILY
R3 RESIDENCE - SINGLE FAMILY
R4 RESIDENCE - TWO FAMILY
R5 RESIDENCE - MULTI FAMILY
B1 LOCAL BUSINESS
B2 GENERAL BUSINESS
B3 NEIGHBORHOOD SHOPPING CENTER
B4 COMMUNITY SHOPPING CENTER
I1 INDUSTRIAL, LIGHT
I2 INDUSTRIAL
I3 INDUSTRIAL RESERVED - RESIDENTIAL PERMITTED
T1 TRANSITION - BUSINESS PERMITTED
540 ft. (MSL) LINE - U.S.G.S. QUAD SHEET
AP INFORMATION SUPPLIED BY R. M. NESTOR

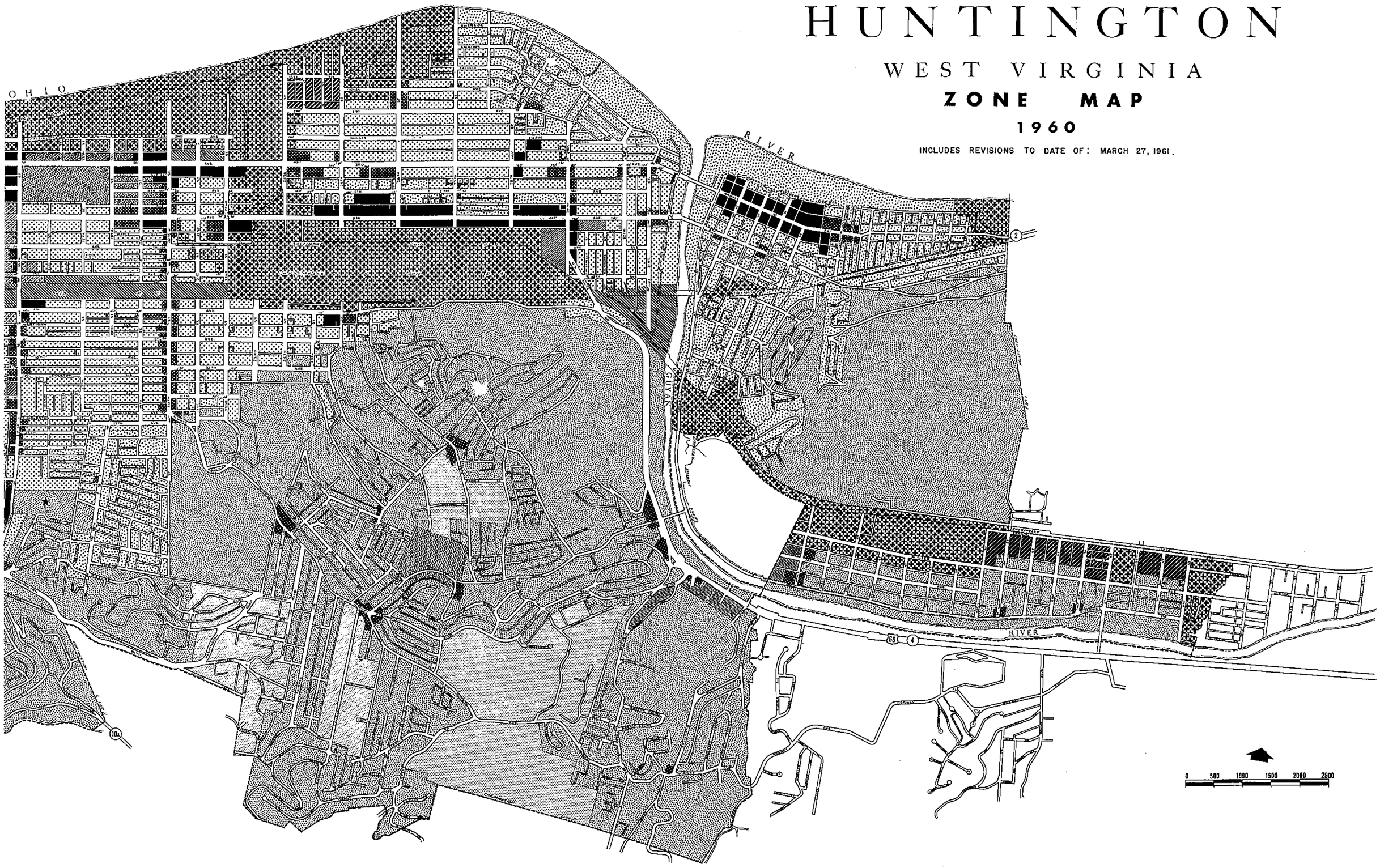
HUNTINGTON

WEST VIRGINIA

ZONE MAP

1960

INCLUDES REVISIONS TO DATE OF: MARCH 27, 1961.



BY: METROPOLITAN PLANNERS, INC. ,INDIANAPOLIS, INDIANA

PRELIMINARY REPORT
COMPREHENSIVE PLAN, HUNTINGTON, WEST VIRGINIA
DECEMBER, 1960

TABLE OF CONTENTS

Reports on the Comprehensive Plan:

1.	Research Report	July, 1959
2.	Parking Plan	April, 1959
3.	Land Utilization Report	February, 1960
4.	Urban Renewal & Conservation Programs	February, 1959
5.	Industrial Performance Standards	January, 1960
6.	Rules of Procedure, Board of Zoning Appeals	October, 1960
7.	Streets & Highways Plan Report	November, 1960

Ordinances for the Comprehensive Plan:

I.	Zoning Ordinance	October, 1960
II.	Improvement Location Permit Ordinance	October, 1960
III.	Subdivision Control Ordinance	December, 1960
IV.	Streets & Highways Plan Ordinance	December, 1960
V.	Comprehensive Plan Ordinance	January 28, 1963

ARTICLE THREE

That the Contractor, in accordance with the terms hereinafter set forth, will perform the professional services as required to complete the work described in ARTICLE TWO, the scope of such services to be as follows:

A. Base Maps: To assemble, by means of photographic reproduction of available base maps which are to be furnished to the Contractor by the Contracting Agency, a functional base map for the City of Huntington and its immediate environs at a scale of one inch equals 400; and a base map of the territory lying approximately two miles east, west and south of the City of Huntington and approximately one mile north at a scale of one inch equals 1000 feet. Additional base maps of the Central Business District, Redevelopment Areas, and other areas requiring special consideration will be prepared in a similar manner as needed at a scale of one inch equals 100 feet.

B. Research and Surveys: To carry on research and survey work required to provide the information listed below for the City (and the Region when indicated) and assembling and preparing a report thereon, one hundred copies to be supplied to the Contracting Agency.

1. History and general character.

2. Physiographic and environmental influences.

3. Population - historical growth patterns, present distribution and pertinent characteristics; a twenty-five year forecast, by five-year periods, of population by numbers, distribution within the area and age characteristics.

4. Regional Aspects and Influences.

5. Economic base - A factual examination and presentation of the industrial and trade characteristics of the area, what its development has been (and why), and an analysis of current trends as they are likely to influence future economic development.

6. Research Report

C. Land Utilization Analysis

1. Existing Land Use - A detailed land use study of the City, including the preparation of existing land use maps and other pertinent exhibits, showing how the land in the area are being used by type, at the present time, and including an analysis and summary of housing conditions, defining areas of blight, near-blight and rehabilitable characteristics.

2. Determination of Land Area Requirements - extent and type

3. Utility services and systems - A determination of the extent of existing utility systems, their adequacy in meeting current requirements, and capacities in relation to future needs.

4. Preparation of a preliminary land use plan (Basic Concept of Development) giving consideration to:

   (a) Residential areas

   (b) Neighborhood patterns and development

   (c) Business districts - central, regional and neighborhood

   (d) Commercial districts

   (e) Industrial areas

   (f) Thoroughfares

5. Land Utilization Report - assembling and analyzing the significant data developed through the Land Utilization studies as basic information to assist the Contracting Agency and the community in its consideration of the remainder of the planning program. The land use data will be presented for the City by neighborhoods in accordance with the following outline:

(1) Location

(2) Topography

(3) Building Sites

(4) Proportionate Uses of Land

(5) Density of Population

(6) School Facilities

(7) Recreational Facilities

(8) Commercial Development

(9) Industrial Development

(10) Public Buildings

(11) Any other factors which will contribute to or have effect upon good neighborhood development for the future.

Six copies of this report to be supplied to the Contracting Agency.

D. Comprehensive Plan Elements.

The Comprehensive Master Plan for the City will consist of a series of plans and ordinances devoted to the principal elements of community development that are interrelated to produce a balanced program for future growth. All of the plans, ordinances, and maps referred to below will be prepared and submitted in preliminary form, and following discussion and consideration of them, they will be prepared in final form. The comprehensive plan consists of six primary elements described as follows:

1. Land Utilization Plans and Ordinances

(a) Preparation of a Zoning Ordinance and Zone District Map to insure the integrity of land use proposals. One hundred copies of the ordinance and a negative and five prints of the Zone Map to be supplied to the Contracting Agency.

(b) A report on a recommended program of rehabilitation and redevelopment for over-age and blighted areas, including ordinances and codes in connection therewith. One hundred copies of this report will be supplied to the Contracting Agency.

(c) Preparation of a Subdivision Control Ordinance concerning design and improvement standards for the development of residential subdivisions. One hundred copies of the ordinance to be supplied to the Contracting Agency.

2. Traffic and Transportation

(a) Thoroughfares

(1) Summary and analysis of State Highway Department and other available Traffic Surveys for the community.

(2) Making of spot-check traffic surveys to supplement and up-date the State Highway traffic surveys.

(3) The preparation of an existing street system plan showing widths of right-of-way and street surfacing.

(4) The preparation of a major street and thoroughfare system plan to meet current and future requirements and include recommendations for:

(a) Street system usage

(b) Specialized thoroughfares and by-pass locations

(c) Intersections requiring special consideration

(d) Typical cross-sections for streets.

(b) Parking

(1) Making a survey to determine the extent of parking facilities available in the central business district, and other problem areas in the City including street and off-street parking.

(2) A determination of current and anticipated deficiencies in the number of parking spaces.

(3) The preparations of a comprehensive parking plan to provide for present and future parking requirements.

(4) Parking Report

(c) Proposals for the location and development of truck-freight terminals.

(d) Public Transportation - an analysis and summary of recommendations regarding air, water, and highway transport facilities serving the community.

3. <u>Public Facilities and Buildings</u>

(a) Schools - in collaboration with the School Authority, the determination for the school system of:

(1) Existing conditions, with respect to location, age, condition and capacity of schools, and their current enrollments.

(2) Requirements - present and future (related to population study and land use plan)

(3) The preparation of a plan for schools, coordinated with the master plan, to meet present and future requirements.

(b) Parks and Recreation - in collaboration with the Park Authorities, a study and analysis concerned with:

(1) Existing facilities -- their location, type, area, development and use.

(2) Requirements - present and future (related to population study and land use plan)

(3) The preparation of a plan for parks and recreation areas with recommendations to meet present and future requirements.

(c) Other Public Buildings and Facilities

(1) A study and analysis of current municipal building needs.

(2) A plan to provide for needed public buildings, and, if deemed appropriate, a plan for a civic center development.

4. <u>Comprehensive Land Use Plan or Development Plan</u>

The preparation of a Comprehensive Land Use Plan to establish a pattern for the undeveloped sections of the City and the adjacent area subject to annexation. This plan will provide a suggested layout showing the approximate location of minor streets for those sections indicated on the land use plan as being residential in character. It will include the location of present school and park lands and recommend the additional school and park lands as indicated by the preceding section being required to serve the present and future residential neighborhoods of the city. It will serve as a guide to the platting of lands and thereby give material assistance to the Contracting Agency in its consideration of approval of subdivision plats.

5. Annexation Program - An analysis of potential annexations to the City of Huntington. The area adjacent to Huntington that is subject to annexation will be analyzed, by neighborhood units as established in the preceding Land Utilization study, with respect to:

(a) Existing public services and utilities--their cost and adequacy;

(b) Cost factors to the community of extending municipal services to the units in the event of annexation;

(c) Estimated revenues to the community resulting from such annexation;

(d) Financial effects of annexation, considering all costs, governmental and other, with respect to properties within the units and the City of Huntington.

(e) Long-range benefits of an annexation program.

6. Long-Range Capital Improvement Program - This part of the plan will be concerned with determining practical solutions for making public improvements required, in accordance with the long-range plan for the City, giving consideration to the annexation program. All improvements of a public nature, as recommended by the planning program, and requiring capital investments, will be tabulated along with estimates of their cost and customary methods of financing. This information will be analyzed in collaboration with the fiscal officers and other appropriate authorities of the city to produce a realistic program. The program will consist of three primary elements:

NOT COMPLETED

1. A priority listing of capital improvements required as indicated by master plan study and other municipal requirements.

2. A summary of financing practices in the City, methods of financing improvements and ability of the City and other public agencies to finance needed improvements.

3. A six-year capital improvement plan for financing the installation of the facilities as set forth in the priority listing.

E. Comprehensive Plan Program Report NOT COMPLETED

To present the major findings of the planning studies and the recommended plans and programs for the appropriate development of the area, including recommendations concerning the administration and execution of the planning program. Five hundred copies of this report will be printed in an attractive style by the offset method and include a generalized Comprehensive Land Use Plan reproduced in color as well as other pertinent plates.

IMPROVEMENT LOCATION PERMIT ORDINANCE

A PART OF THE COMPREHENSIVE PLAN

HUNTINGTON, WEST VIRGINIA

JANUARY, 1960

prepared for THE HUNTINGTON CITY PLANNING COMMISSION

by METROPOLITAN PLANNERS, INC., Indianapolis, Indiana

IMPROVEMENT LOCATION PERMIT ORDINANCE

AN ORDINANCE PROVIDING FOR THE ISSUANCE OF IMPROVEMENT LOCATION PERMITS WITHIN THE JURISDICTION OF THE HUNTINGTON CITY PLANNING COMMISSION, AS A PART OF THE COMPREHENSIVE PLAN FOR THE CITY OF HUNTINGTON, WEST VIRGINIA.

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

Section 1. Improvement Location Permit

Within the City of Huntington, West Virginia, no structure, improvement, or use of land, may be altered, changed, placed, erected or located on platted or unplatted lands, unless the structure, improvement or use, and its location, conform with the Comprehensive Plan and Ordinance of the City of Huntington, and an Improvement Location Permit for such structure, improvement or use has been issued. It is hereby declared that the intent of the permit requirements of this Ordinance shall not prevail with respect to a structure which is clearly incidental to agricultural operations.

Section 2. Written Application Required

The Planning Director of the City of Huntington shall issue an Improvement Location Permit, upon written application, when the proposed structure, improvement, or use and its location conform in all respects to the Comprehensive Plan of the City of Huntington.

Section 3. Site Plan and Fee

Every application for an Improvement Location Permit shall be accompanied by a site plan, drawn to scale, showing the location of the structure, improvement, or use to be altered, changed, placed, erected, or located, the dimensions of the lot to be improved, the size of yards and open spaces, existing and proposed streets and alleys adjoining or within the lot, and the manner in which the location is to be improved. Application for an Improvement Location Permit shall be accompanied by a fee of three (3) dollars.

Section 4. Appeal

Any decision of the Planning Director of the City of Huntington concerning the issuance of an Improvement Location Permit may be appealed to the Board of Zoning Appeals when the decision in question involves a requirement of the "Zoning Ordinance of Huntington,

West Virginia, - 1960", or to the Huntington City Planning Commission when the decision in question involves the requirements of other parts of the Comprehensive Plan, by any person claiming to be adversely affected by such decision.

Section 5. Review

A decision of the Huntington City Planning Commission may be reviewed by certiorari procedures as provided for the appeal of zoning cases from the Huntington Board of Zoning Appeals.

Section 6. Remedies and Penalties

Action on the violation of any provision of this ordinance and the right of injunction against such violation shall be as provided by Article 5. Urban and Rural Planning and Zoning, Chapter Eight, of the Code of West Virginia, passed March 14, 1959, and in accordance with the Charter of the City of Huntington.

Section 7. Effective Date

This ordinance shall be in force and effect after its passage and approval by the City Council.

Passed by the City Council of the City of Huntington, West Virginia, on the _____ day of _____, 1960.

CITY OF HUNTINGTON,
WEST VIRGINIA

_____
Mayor

Filed _____, 1960

Recorded _____, 1960

ATTEST:

_____
Clerk

INDUSTRIAL PERFORMANCE STANDARDS FOR ZONING HOW AND WHY

Prepared for

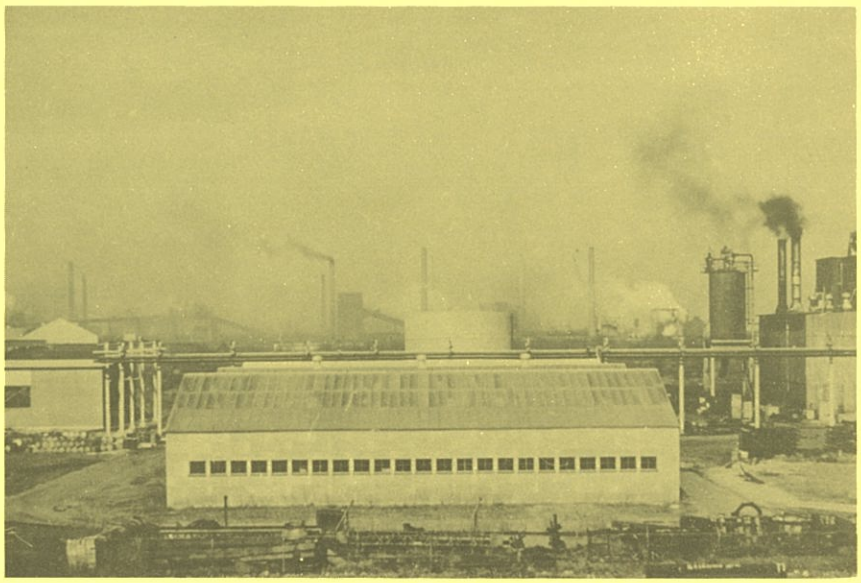
METROPOLITAN PLANNERS, INC.

Indianapolis, Indiana

By

WALTER C. McCRONE ASSOC.

Chicago, Illinois



January 1960

A Primer of

Industrial Performance Standards for Zoning -

How and Why?

American cities become every day more crowded; more people, more cars, more trucks, and buses, more railroads, more buildings, more electricity, more oil, more gas, more water; and as an inevitable consequence more noise, dirt, smoke, smell, and traffic.

City planning and zoning are the devices developed to cope with the problems resulting from growth of cities. Residential areas must be protected from the heavy truck traffic, noise, dirt, smoke and smell characteristic of some industries. In turn, industry must be protected from impractical and uneconomical demands for alleviation of their accompanying nuisances.

The objective of city zoning is intelligent protection of the city and all of its citizens by the control of land use. Heavy industry must be placed in special zones isolated from residential and commercial areas; trucking companies should be near rail and superhighway routes and buffered from residential areas by sound absorbing parks or commercial areas; conversely residential areas must be near public transportation and away from heavy industrial areas.

Advantages of City Planning

City planning has many advantages based on the primary one of stability of land and property values. The latter is due to the assurance that indiscriminate building of known nuisance-producing industrial plants cannot occur. A new garbage incinerator plant or a new stockyards will not be placed in an area previously zoned as residential nor will homes be built in the shadow of areas zoned for power stations, steel mills, or oil refineries. Land will have a value corresponding to its use and without the sudden rise and fall characteristic of haphazard zoning.

"Use Lists" as a Zoning Philosophy

There are several ways that a large city may be zoned. The oldest and still common method is through "Use Lists". A Use List enumerates the specific uses to which the land in each zone may be applied. Each of the principal zones, residential, commercial and industrial (light, medium and heavy) would be characterized by a list of welcome occupants or, in some cases, a list of prohibited occupants.

The Use-List procedure has several serious disadvantages. First, the lists can never be complete enough to include all possible industrial applications or to accommodate new types of industry. It is usually found that most situations which arise are exceptions to the list in one way or another. Second, all plants listed under a single title are not the same in terms

of their nuisance contribution, for example, consider paint and varnish manufacturers. One paint plant may be an ugly collection of small, smelly buildings with no attempt to control odors or beautify the premises, a second paint plant may be a modern building beautifully landscaped with odor control equipment such that no detectable odor reaches the border of the property. There is, therefore, little incentive under the Use-List system of zoning for any manufacturer to do better than his classification in the Use-List.

A third disadvantage of the Use-Lists is the fact that the contribution of a given plant to, say, air pollution or the traffic problem is often unrelated to the plant use. The air pollution from most plants is not dependent on the product manufactured by a given plant but usually depends, instead, on the size of the plant. This is especially true if the plant operates boilers only for space heating purposes and if it has no process steam. Likewise, its traffic problem may be only employee parking.

For all of these reasons it is almost impossible to differentiate by name between industries in the various zones.

Performance Standards as a Zoning Philosophy

During very recent years a new zoning philosophy has developed which provides an incentive for each plant owner to do his best to control his air pollution, traffic problem, noise and vibration, external appearance, etc. In this way he may locate in the best possible zone in order to be nearer his labor supply, to be able to interest a higher type of labor and office force, and to be assured of better public relations and good will.

This new zoning philosophy is based on performance standards or "speed limits" for each zone. Under this philosophy no one is excluded from any zone because he manufactures limburger cheese or because he makes paint and varnish. On presentation of reasonable evidence that he can perform according to the performance standards for a particular zone, any plant owner is permitted to build in that zone. In theory, at least, a steel mill is permitted in the light manufacturing zone but practically, of course, a steel mill probably never could meet the requirements for any but the heavy manufacturing zone. It is fundamental, however, that the steel mill or any other industry not be excluded by name from any zone. Each potential builder should believe that by some attention to process and building details he can build a plant which will be a credit to his company and to his city.

What are Performance Standards?

The problem, then, is to classify industry objectively by the nuisance value these industries exert upon their surroundings. The nuisance value is based upon the things we see, hear, smell, breathe and feel from the industry. These are noise, vibration, odor, smoke, dust and glare. Not as noticeable, but just as important, are toxic and injurious material that may leave the plant, fire and explosive hazards, sewage output and water pollution.

Today, we can scientifically define each of these nuisances and set numerical limits for each. This was not true thirty years ago, so that it was extremely difficult, then, to objectively define light, medium and heavy industries. The job, then, is to classify industry by defining the nuisance and putting a limit on the permitted amount of that particular nuisance.

A simple analogy is given. Automobiles driven at high speeds on super highways are relatively safe to pedestrians and others not on the highway. Here speed limits can be reasonably set at 65 miles per hour. But when the same auto turns off the super highway onto the main street of a town, 65 m.p.h. is an excessive speed because of the danger to others outside the car (without mentioning the driver or passengers) and we must concede that 25 m.p.h. is a more reasonable speed limit.

The speed limit here is a performance standard for an automobile. The automobile's nuisance or hazard value depends upon the speed. We don't care what the make of the car is or who is driving it. The speed can be scientifically measured (speedometer or, if you wish, radar) and anyone exceeding the speed limit is in violation. We also note that the speed limit justifiably varies, depending upon the condition (highway or city street, day or night, schools nearby, etc.).

Thus we see the industrial performance standard is a sort of speed limit. These limits are not arbitrarily set. They are based upon many factors, such as technical feasibility, ease of measuring, community desires for industry, present conditions in a community, and so on. Performance standards consider up-to-date technological advances, so that an industrial plant building today can incorporate these improvements with little difficulty.

Of course, it makes little sense to set the limits too high or too low. Too high a value would virtually be a license to allow obnoxious industries into a community while too low a limit could keep out desirable industries.

To help city planners formulate and establish industrial performance standards, scientists and engineers study the problems of each community to recommend reasonable standards for insertion into a comprehensive zoning ordinance.

The following pages are a technical discussion of the standards. The reader may wish to go on directly to "Administration" on page ~~12~~ 8 without losing the continuity of this booklet.

The Standards

A. Noise

Noise can be defined as unpleasant sound. Unpleasant, of course, is a word which, in itself, cannot be defined accurately. However, the following facts are known about the human response to noise. First, a noise becomes more unpleasant the louder it becomes. And second, when we compare sounds of equal loudness (measured in decibels) the human ear finds the high-pitched shrill sounds more unpleasant than the low-pitched rumble type of sound. Using these two facts, the scientist goes out into the industrial area and the bordering residential areas and makes actual measurements of the intensities of industrially-produced noise with an instrument called a sound level meter. He will measure these sounds at various pitches or octave bands and finds that with the data, he can construct a chart such as Figure 1. Note that the intensities of industrially-produced noises drop in the higher frequencies, a very fortunate situation, since the human ear is more sensitive in this range.

The next step is to utilize the noise data obtained in the industrial areas and combine it with the human response curve to produce the performance standard for noise. Here is a typical noise standard. Notice how the permitted sound intensity drops with higher frequencies.

Octave Band Frequency (Cycles per Second)	Maximum Permitted Sound Level (Decibels)
0 to 75	72
75 to 150	67
150 to 300	59
300 to 600	52
600 to 1200	46
1200 to 2400	40
2400 to 4800	34
above 4800	32

It is important to point out that the final selection of the noise performance standards for any particular community will depend on the amount of quiet demanded by its residents and the type of industry present and being sought. The above numbers are illustrative only and should be applied to new situations with care.

B. Vibration

Much of what has been said above about noise is also true of vibration. The vibrations we speak of here are those transmitted through the ground, such as tremors caused by heavy earth shaking machinery, drop hammers, forges, rolling mills and so on.

The intensity of a vibration is measured in terms of displacements of thousandths of an inch (as compared to decibels in noise). When a vibration is transmitted through the earth, the ground actually moves from side to side and up and down. This displacement is very small (thousandths of an inch) and can be accurately measured with a vibration meter or seismograph.

Vibration also has a pitch or frequency, just as noise has, and is expressed in cycles per second. The human body is more sensitive to high frequency vibrations than it is to low frequency vibrations, and the table in the next paragraph illustrates this.

Table 1

Human Response to Vibration

Frequency (Cycles per Second)	Displacement in Thousandths of an Inch		
	Perceptible	Objectionable	Uncomfortable
5	0.6	17	44
10	0.3	4	10
20	0.15	1.3	3
30	0.08	0.7	1.5
40	-	0.5	1.0
50	-	0.4	0.8
60	-	-	0.6

Table 2 gives some vibration levels that can be expected from typical vibration-producing machinery. It must be strongly emphasized that these values depend on ground conditions, vibration coupling effects, the extent of vibration damping foundations, and distance from the source. The vibrations vary in intensity from 0.1 thousandths of an inch for a small punch press to 25.0 thousandths of an inch for a 4000 pound forge hammer. The usual industrial vibrations occur between 15 and 30 cycles per second.

The ideal criteria for choosing vibration limits would be to set all the limits below that of human perceptibility. This, however, may in many cases be prohibitive for industry. The problem, then, is to put the human response data together with what industrial sources produce, and devise a compatible set of figures.

Table 2

Compilation of Approximate Vibration Intensities of Typical Industrial Sources

Source		Displacement in Thousandths of an Inch
Small punch press at lot line		0.1 - 0.2
Medium punch press		1 - 2
Large punch press		3 - 5
Forging operation at 13 ft. 500 lb.		2.5
Forging operation at 13 ft. 4000 lb.		25
Air compressor, steady state at 20 ft.		.4
30 ft.		3
Printing press, large, steady state		.5
Diesel engine, power plant, steady state		1 - 2
Traffic Sources		
Train moving rapidly	at 10 ft.	2
	at 35 ft.	1
	at 75 ft.	0.6
Elevated train	at 30 ft.	0.4
	at 100 ft.	0.2
	at 150 ft.	0.1
Buses, trucks	at 10 ft.	2
	at 40 ft.	1
	at 70 ft.	0.5

A typical vibration performance standard is given here and inspection of the numbers would show it to fall in the "perceptible" range of the human response to vibration.

Frequency (Cycles per Second)	Earth Displacement (Thousandths of an Inch)
0 to 10	0.8
10 to 20	0.5
20 to 30	0.2
30 to 40	0.2
40 and over	0.1

In practice, a vibration meter (Figure 2) about the size of a small overnight case, is set on the ground outside the plant. The machine registers the vibration on a special paper from which the frequency and amplitude (earth displacement) can be determined.

C. Smoke

Smoke refers to the dark visible effluent leaving a smokestack or open fire. The most common cause of dense smoke is incomplete combustion, a process that occurs when a fuel is not supplied with sufficient air for burning. When this happens, the unburned fuel is lost via the chimney, and represents a loss of fuel. It is, therefore, a distinct economic advantage to burn fuel completely within a furnace to extract all of the useful heat from the fuel and, as a natural consequence, minimize the smoke produced. Modern heating and steam plants are designed to operate with little or no smoke.

The intensity of smoke produced is measured conveniently with the Ringelmann chart as shown in Figure 3. A smoke inspector holds the chart so that he can compare the blackness of the smoke with five shaded areas on the chart. The shades vary from 0 (white or no smoke) to 5, a solid black area (representing 100 per cent obscuration or dense smoke). Smoke units are calculated as the Ringelmann number multiplied by the time in minutes the smoke is observed. For example, a stack may emit Ringelmann No. 3 for two minutes and Ringelmann No. 2 for two minutes. This gives a total of 10 smoke units and is equivalent to, say, Ringelmann No. 2 for five minutes. In general, Ringelmann No. 3 or higher is not permitted in any of the zones, a reasonable requirement with today's heating and power plants.

A typical performance standard governing smoke may read:

"The emission of more than ten smoke units per hour is prohibited including all smoke in excess of Ringelmann No. 2".

The above requires a high degree of good heating practice or smoke control. Operations, such as fire cleaning or soot blowing, may cause the emission to exceed these limits temporarily so that provisions are made for these periodical adjustments in the burning operations. This may be as follows:

"However, once during any six hour period each stack may emit up to twenty smoke units - not to exceed Ringelmann No. 2 - when blowing soot or cleaning fires. Only during fire cleaning periods, however, shall smoke of Ringelmann No. 3 be permitted, and then for not more than four minutes per period."

D. Particulate Matter

Particulate matter to the air pollution engineer is made up of fine particles, usually solid, emitted into the atmosphere from many sources. Microscopic examination of the particulate

matter that floats in the air in an industrial city reveals the following three classes:

1. Combustion products (smoke, soot, flyash, etc.)

2. Industrial dust (foundaries, paint spraying, steel mills, rock crushing, etc.)

3. Products of wind erosion, (streets, alleys, playgrounds, vacant lots, open fields, etc.)

Each of these sources must be controlled if the general air pollution of a community is to be reduced. One control of particulate matter generally used takes the form of a limit on the weight per hour of such material emitted from stacks.

One such performance standard for particulate matter is as follows:

"The rate of emission of particulate matter from all sources within the boundaries of any lot shall not exceed three pounds per hour per acre."

This, in effect, gives a plant occupying a larger area a greater dust allowance than a plant on a smaller site. This is the way it should be for large industries usually emit more particulate matter than their smaller neighbors.

Another advantage of limiting the dust produced on a "per acre" basis is that the community can fix a maximum dust load for the entire city and know it will not be exceeded. For example, if we know that all of the industries presently operating in a community emit, say, a total of 5000 pounds of dust per hour, we may expect with additional industrial land that the citywide total industrial dust load should not go over 7000 pounds per hour. We thus allocate 2000 pounds per hour to be allocated over the newly zoned industrial acreage. If this new acreage is 1000 acres, then the maximum dust loading (or particulate matter emitted) should not be more than 2 pounds per hour per acre.

E. Odor

One of the common complaints against industry is odor. Most people think of rubber manufacturing plants, oil refineries, slaughter houses and asphalt plants as "smelly". These are considered to be unpleasant. There are other odors produced industrially which might be called pleasant, such as those in the food preparation business (for example, candy, chocolate, bread, pastry, etc.) and the list continues on with the manufacture of spices, flavorings, perfume and so on. These pleasant odors, however, can become quite unpleasant or undesirable to people who must smell them day in and day out. For this reason, in establishing odor performance standards for industry, pleasant odors are not distinguished from unpleasant odors.

How do we measure an odor? There is really no instrument devised yet that "smells" an odor; in fact, only the human nose can do this. It has been found by experiments in the past that the human nose has a lower limit or threshold for any given odor; that is, if an odorous compound is below a certain concentration in air, it can no longer be detected as an odor.

As an illustration, consider a woman on a theatre stage holding an atomizer of perfume. The house is full and she announces she is going to squeeze the atomizer bulb three times. Any person who smells the perfume is instructed to raise his hand. After the three squeezes, we note the people in the first row center almost immediately raise their hands. Soon, as the perfume continues to be carried outward, more people to the sides and back raise their hands. Then a strange thing happens. From the tenth row back, no one raises his hand. Why?

We can almost guess. The perfume becomes more dilute as it passes from the first row to the rear of the theatre. At the tenth row, the concentration of the perfume in the air drops below the odor threshold value, so that it is undetectable to anyone at or beyond that row.

The odor dilution technique is used in performance standards. One typical standard may read:

"The emission of odorous matter in such quantities as to be readily detectable at any point along a Residence District boundary is prohibited".

What this says is that the concentration of the odorous matter must be kept below the odor threshold by the time it reaches a residential area.

In some case, especially in the heavier industrial zones, it may be desirable to relax the odor standard. This is done by requiring that the concentration of odorous matter be below the odor threshold after dilution with a given quantity of clean, fresh air. For example: "The emission of odorous matter in such quantities as to be readily detectable at any point along lot lines, when diluted in the ratio of one volume of odorous air to four volumes of clean air, is prohibited."

Note that the act of diluting the odorous air reduces the final concentration of the odorous matter. Thus, while the original odor may be above the threshold value, the diluted odor must fall below it.

F. Toxic and Injurious Material

The heading is almost self explanatory. Nobody wants toxic and injurious matter released into the air which may affect people living outside a particular industry. It is safe to say that 95 per cent of all industry wants to prevent the release of such materials and will bend over backward to conduct its operation in a safe manner. For the remaining 5 per cent, it is necessary to have standards covering toxic and noxious materials.

It is impossible to require an industry to reduce the release of toxic materials to zero. It is, however, expected that such industries control their emissions to a safe value so that no outsider is subjected to the harmful effects of such materials. Performance standards governing the emission of toxic and injurious matter take this philosophy and will limit the emission of these materials to safe and acceptable levels.

G. Fire and Explosive Hazards

Fires are an everyday occurrence in all cities. Explosions are certainly more rare. Through the proper use of fire and explosion performance standards, the more hazardous industries can be restricted to those parts of the city in which an accident can be best controlled and which will affect a minimum of people and property.

Organizations such as the National Fire Protection Association and the National Board of Fire Underwriters and your own state and local fire departments have done much in reducing the danger of uncontrolled fires and explosions. Yet, when inflammable and dangerous materials are being handled there is always the chance that something may go wrong.

The manufacture of explosives, gunpowder, fireworks and the like are such potential dangers that, in general, they are specifically prohibited from a city except as specially licensed, where these industries can be set off by themselves or are so located as to prevent damage to nearby properties. For example, it may be required that such a manufacturing facility have sufficient setback of their operations from all property lines to eliminate all possibility of hazard to their neighbors.

Those industries that handle large amounts of flammable solid materials are required to have incombustible outside walls and/or automatic extinguishing systems installed. There then remain those industries which handle large quantities of flammable liquids such as gasoline, kerosene and benzene. These are handled in the following way:

The relative hazard of a flammable liquid is indicated by its flashpoint - that is, the lowest temperature at which it will ignite. For example, the flashpoint for gasoline is -45°F, for benzene 12°F, and for kerosene 100°F. The lower the flashpoint, the more hazardous the liquid. Thus, the permissible quantity of a higher flashpoint liquid kept on industrial premises could be more than the quantity permitted of a lower flashpoint liquid. Accordingly, many performance standards will allow less of low flash flammable liquid and more of the higher flash material.

Another useful fact is that underground storage of flammable liquids is far more less likely to affect a neighbor in case of an accident than a tank above the ground. If the above ground tank runs over, leaks or explodes, the fire could conceivably follow the course of the fuel and affect nearby structures. Underground tanks are far safer in these respects and, as a result, we can safely allow considerably more underground storage of flammables than above ground. This is reflected in the following typical performance standard.

Industries Involved in the Storage and Distribution of Flammable Liquids Flashpoint	Total Capacity of Materials Permitted Above Ground	 Under Ground
Over 187°F	10,000	100,000
Between 105°F and 187°F	Prohibited	40,000
Below 105°F	Prohibited	10,000

Care must be used in assigning the numbers so that no industry is unfairly and unnecessarily restricted.

H. Other Performance Standards

Some communities may find it necessary to write performance standards for other potential nuisances. These may include traffic, radioactivity, glare and heat. In some cases where special problems exist because of industries already established in the community, the character and numbers of the performance standard must be carefully worked out.

Administration

The administration of industrial performance standards can be similar to the administration of a building code.

When application is made for a zoning permit, an industrial user should submit pertinent details as to the actual, or expected performance of its emissions and hazards, as outlined in the performance standards. The zoning administrator examines the plans and the expected performance as to the standards and, if necessary, consults with members of his staff or other technical people as may be available. When the zoning administrator is satisfied that according to accepted engineering practice the use will conform to the performance standards, the user is given the go-ahead to build.

After the building is completed, the zoning administrator may inspect the plant and, if deemed necessary, actually check the performance of each operation as to noise, smoke, vibration and so on. In practice, this will seldom be necessary. In the event that complaints result from the neighbors after the plant begins operation tests can then be made. If the tests show the plant is not complying with the performance standards for that zone there are usually practical corrective measures that can be taken.

The remote possibility exists that an industry, in good faith and believing it will conform to the performance standards of its district, does not do so and finds it will be a costly, if not prohibitive, to install corrective devices. In such cases, the Zoning Board of Appeals should hear such cases so that a decision can be rendered which will best serve the community.

Conclusion

If you have read this far, you have learned the philosophy of industrial performance standards, how they are derived, what they mean and their administration. It is not a terribly complicated subject; although just as with anything new, the unfamiliarity may frighten us. Performance standards, taken one at a time, in small doses, take on a new and important meaning with each reading. We begin to think of their application to the industries already in our community and we see how their over-all nuisance contribution can be broken down into those covered by performance standards.

Industrial performance standards are a valuable tool in community planning. Performance standards are closely related to the relative locations and sizes of the different zones and either or both must be continuously studied and brought up to date. New information and new engineering progress makes possible lower limits as time goes on. This can be done by changing the values for the various zones or by remapping to upgrade the various zones. In other words, a heavy industrial zone today might be redesignated in 5 to 10 years as a medium industrial zone with correspondingly tighter limits.

With the intelligent use and enforcement of performance standards for industrial zoning, cities and towns can expect desirable and attractive results. The citizens will find a more pleasant community in which to live, industry will be encouraged to build and maintain pleasing structures, and new industries will want to establish themselves in well zoned areas where they can be assured reasonable protection from the nuisances of their industrial neighbors. In addition, the performance standards program will pay for itself many times over in increased land values, additional taxable property, and better community relations.

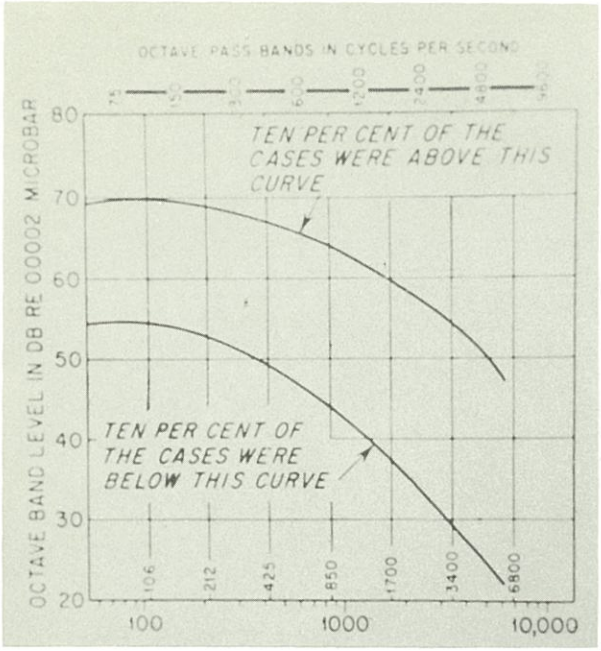


Figure 1. Distribution of sound levels in the Chicago industrial areas. Most data was taken about 25 feet from the property line (Courtesy of "Noise Control Handbook")

Figure 2. Vibration from an industrial plant is measured at the property line. Readings are recorded on tape for further study and future reference (Courtesy, Wiss and Associates)

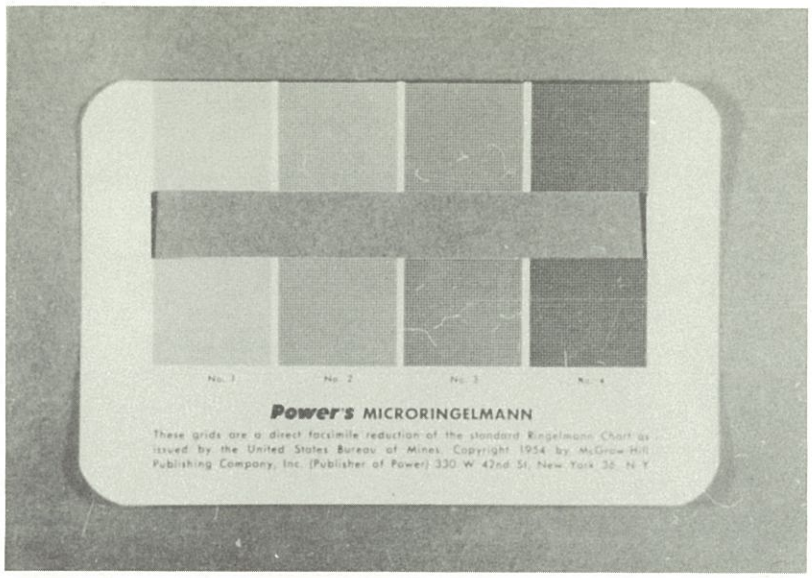


Figure 3. A Ringelmann chart designed by McGraw-Hill. Ringelmann numbers 0 and 5, which are clear white and opaque black, respectively, are not shown

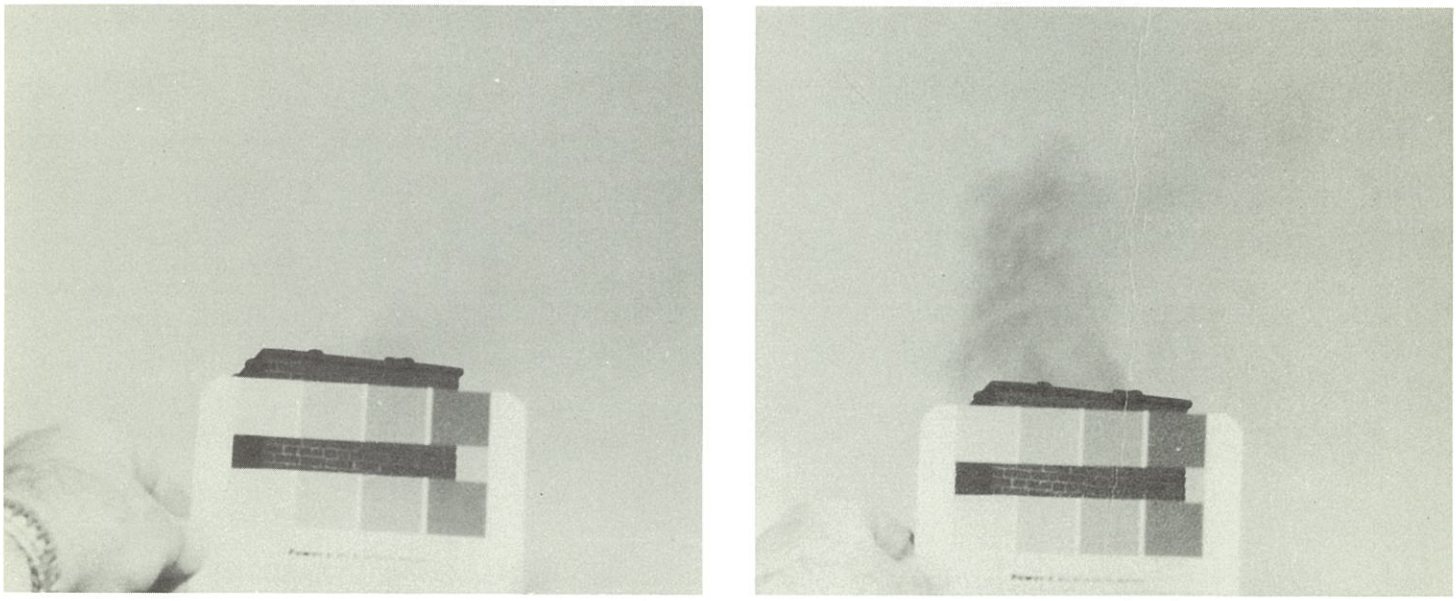


Figure 4. Ringelmann No. 1 (left) is permitted in practically all smoke ordinances. Ringelmann No. 3 (right) is permitted only for short periods of time during fire cleaning or soot blowing

LAND UTILIZATION REPORT
HUNTINGTON, WEST VIRGINIA

INTRODUCTION

The purpose of the Land Utilization Report is to analyze the existing use of land within the city and its environs and to determine the areas most suitable for expansion of industry, business and residential uses of land. The study takes into consideration the patterns of land use which have developed over the years, topography and the means of transportation throughout the area.

PART I
EXISTING LAND USE

Huntington, a city which had a population within the city limits of 86,353 in 1950, occupies the flood plain on the south side of the Ohio River, which for many years was subject to periodic floods of varying severity, but is now protected by a flood wall. Until recently almost the entire development of the city, its industries, its residences and the commercial and service enterprises were confined to the level areas. Residential development has invaded the rugged hills to the south, but these hills are not suited to industrial expansion and business of only a local nature is appropriate. Beyond the city limits a population of over 100,000 for the urban community of Huntington is indicated.

The city is nearly 9.5 miles in length along the river and varies in width from less than one mile to one and one-half miles. The area is almost completely occupied. There are less than 300 acres of vacant land in the flood plain area. Most of this is adjacent to Fourpole Creek, and along the Chesapeake and Ohio Railroad east of the International Nickel Plant. The only other large areas suitable for expansion are now used for railroad purposes. The land available for residential expansion to the south is almost unlimited, but practically none exists in the flood plain area. Residential expansion is directly associated with industrial growth.

The gist of the land utilization situation in Huntington is that the development of the city over the years without any direct guidance of the appropriate use of land for industrial, business, residential and other types of development has resulted in the occupancy of large areas, highly suitable for industry, by residential and business uses. This is not an unusual situation, but in Huntington it is critical because there is very little land reasonably close to the city which can be developed for industry. Yet, if the city hopes to grow in population, it is vital that its industry be expanded to provide sound employment possibilities.

Existing commercial areas and the space over which they may logically expand are adequate to serve a city much larger than Huntington. The rugged topographical areas to the south of the city are well-suited to fine residential growth. Recreational areas, of which Huntington now has many of superior character, may easily be provided in the new residential districts. Provision of suitable industrial sites close to the city constitutes a major problem of land utilization confronting the city.

BASE MAPS

In order to prepare accurate and understandable land use surveys it was necessary to prepare new base maps of Huntington and the Planning Area showing the currently prevailing situation and locations of land subdivisions, streets and highways, railroads, waterways and other cultural features of significance in the area. The preliminary base maps were prepared photographically from plat maps supplied by Mr. R.M. Nestor, Civil Engineer, with information for the planning area compiled from aerial photographs. The final base maps were made by tracing the information from the preliminary sheets and eliminating lot dimensions and other extraneous information. The base map for the city consisted of two sheets at a scale of one inch equals 500 feet, and the map for the planning area is on one sheet at a scale of one inch equals 1000 feet.

LAND USE SURVEY

As a basis for reaching decisions on the plan, a complete survey of existing land use was made. The results of the survey are shown on three land use maps in color, two of which cover the corporate area at a scale of one inch = 500 feet and the third, which covers the environs of the city at a scale of one inch = 1000 feet. The various types of land use are indicated by colors as designated by the legend on the map. The survey results show clearly the trends of development and the fact that there is a heterogeneous mixture of incompatible uses of land in many parts of the city, due to lack of guidance in the past.

The following maps are included in this report to provide a better understanding of the land utilization problem:

1. Lot Area per Family by Block. The effective density of population within the city is shown on this map with the darker indications representing the greater densities of population. Population density has been a problem in Huntington and has resulted in deterioration and lack of maintenance of structures.

2. Neighborhoods. This map shows the eleven neighborhoods or planning units into which the city was divided for study purposes.

3. Observed Conditions of Structures. The information on condition of structures as observed during the land use survey is shown on this map. Also indicated are the areas appropriate for rehabilitation or redevelopment. Much of the area shown for redevelopment is proposed to be reused for industrial purposes as shown on the Zone Map and Proposed Land Use Plans.

4. Zone Map. This map shows the proposed zoning districts for the major categories of land use which are recommended for establishment at this time.

5. Proposed Land Use Plan (Vicinity Planning Area). The proposed revisions, particularly of business and industrial districts, in land use which will probably be

desirable as the city expands are shown on this map. Also, shown is the indicated zoning which should be followed in the areas beyond the city, when the city extends its limits or the counties of Cabell and Wayne undertake planning programs.

6. Proposed Land Use Plan (Huntington). This map is basically similar to number 5 above except that it shows the existing public facilities and uses.

The land use map serves a variety of essential purposes in the preparation of the city plan, namely:

1. To acquire knowledge of the size and use of each piece of property and the use, occupancy and observed structural condition of each building,

2. To obtain a detailed picture of the physical characteristics of each Planning Unit,

3. To gain a broad overall view of the entire City and the adjoining territory in terms of predominant uses and activities in their true locations and relationships, and

4. To determine the amount of land required for various types of uses; the areas and locations in the community best suited for a given use; and the appropriate types and boundaries of the zoning districts to be included in the Zoning Ordinance.

ANALYSIS OF EXISTING LAND USE

LAND USE STATISTICS. The information derived from the Existing Land Use Map has been analyzed to determine the extent of development, by classification of land use, that has taken place in the City of Huntington. The results of that analysis by land use classification is shown in TABLE 1.

The proportionate use of land by areas and percentages as given in TABLE 1 provides an illustration of the general character of the area, but a more accurate determination may be based upon the amount of land devoted to major types of urban uses in relation to the number of persons residing there. That information for the City of Huntington is given in TABLE 2, in comparison with similar data for a group of 13 cities in the same general population class.

Density of population is a primary element influencing both the economic and social structure of a city. The land use analysis discloses that there were an estimated 25,011 families living within the city proper at the time of the survey, with 3,378.4 acres of land devoted to that use, producing an average lot area per family of 5,581 square feet. This information is tabulated in TABLE 3. Residential use densities can be influenced by zoning regulations through the establishment of minimum lot areas for various types of residential use. It is for the purpose of establishing the validity of zoning as a means of land use control that the facts concerning

TABLE 2

ACRES OF DEVELOPED LAND PER 100 PERSONS BY MAJOR TYPE OF LAND USE

Type of Use	City of Huntington	Average of 13 Cities (1)
Residential	3.91	2.98
Business	0.29	0.21
Industrial (2)	0.81	0.77
Public and Semipublic (3)	1.08	1.39
Streets and Alleys	2.04	2.66
Total Developed Area	8.13	8.01

(1) These are average figures developed from a study of 13 cities ranging in population from 50,000 to 100,000 as tabulated in LAND USES IN AMERICAN CITIES, by Harland Bartholomew.

(2) Includes railroad right-of-way and related uses.

(3) Includes schools, parks and other public uses, plus churvhes, cemeteries and similar semi-public uses.

TABLE 3

RESIDENTIAL LAND USE INFORMATION
BY PLANNING UNITS

Neighborhood	Total Area (Acres)	Area of Streets & Alleys (Acres)	Number of Residence (Units)	Area of Residential Use (Acres)	Residential Units per Acre	Lot Area per Family (sq. ft.)
1 Central Business District	851.5	206.8	3,376	164.9	20.4	2,128
2 Adams	675.1	128.2	2,479	187.2	13.2	3,289
3 Washington	561.3	77.8	1,437	125.5	11.4	3,804
4 Westmoreland	615.4	110.8	1,810	278.7	6.4	6,707
5 East	1,039.4	191.6	2,766	275.8	10.0	4,343
6 Guyandotte-Altizer	1,159.7	140.6	1,789	364.7	4.9	8,880
7 Norway	2,137.8	435.6	4,218	659.5	6.3	6,811
8 Fairfield	542.2	133.2	3,381	266.4	12.7	3,433
9 Cammack	514.8	113.2	2,692	238.6	11.2	3,861
10 Ritter Park	717.0	70.8	518	691.6	0.7	58,158
11 Harveytown	970.6	154.4	545	125.5	4.3	10,030
TOTALS	9,862.7	1,763.0	25,011	3,378.4	7.4	5,581

the actual use of land are obtained. MAP 1 showing the Lot Area per Family by Block provided the detail density information utilized, together with other basic data, in the preparation of the Zoning Ordinance and Zone District Map (MAP 4).

REDEVELOPMENT AND REHABILITATION. The land use survey included an assessment of the structures in the study area in order to indicate the parts of this area potentially in need of rehabilitation or redevelopment. MAP 3, Observed Condition of Structures and Urban Renewal Plan, shows the selected characteristics of structures in the area and the locations which should be examined in detail for the use of possible renewal measures.

Specific information relative to this phase of the planning program has been submitted in a report entitled URBAN RENEWAL AND CONSERVATION PROGRAMS, dated February, 1959. Part III, Neighborhood Development, herein, provides information from the report on Urban Renewal and Conservation Programs as it relates to each of the planning units.

ZONING ORDINANCE

A Zoning Ordinance including a Zone Map has been prepared for the consideration of the City Planning Commission. A small scale Zone Map, which includes three minor revisions made since the Zoning Ordinance was submitted to the Commission, accompanies this report.

PART II
BASIC CONCEPT OF LAND UTILIZATION

Study of the terrain within the city and close by reveals certain areas which lend themselves to particular types of land use development. Their utilization depends to a large extent upon the creation of an adequate pattern of major streets and thoroughfares. A map entitled "Vicinity Planning Area - Preliminary Land Use Plan" has been prepared to show the Thoroughfare Pattern and the recommended land use areas. The plan has been executed on a composite map of the community area from the Big Sandy River to Barboursville and extending south about four and one-half miles. This includes all of the possible expansion area of Huntington. It also shows the terrain immediately north of the Ohio River in the State of Ohio.

The recent decision to construct Interstate Highway 64 as part of the national system of Interstate Routes will result in a major thoroughfare of great value to Huntington. The Preliminary Land Use Plan shows the Route of this highway. It passes along the city south of the Chesapeake and Ohio Railroad along a curved alignment near the base of the hills. This route will supersede to a large extent the present use of U.S. Highway 60, which passes through the city, as shown by a red line. Route 60 will continue to be a major thoroughfare of great value to the city, but it will be relieved of the heavy inter-regional traffic which now creates traffic congestion within the city.

Interstate 64, to be completely useful to the city, needs to be accessible from the city. The most recent plans of the State Highway Department indicate three such access routes. These

include the use of 16th West and 17th West Streets as a one-way pair with a new underpass at the C. & O. Railroad; a new underpass at the C. & O. Railroad located on 5th Street so that 5th and 6th Streets could be used as a one-way pair between 3rd and 7th Avenues for U. S. Highway 52, which crosses the Ohio River into Ohio; and a new underpass on 15th Street and the projection of that street to a connection with 16th Street beyond Washington Boulevard and the elimination of curves on State Route 10, also using 15th and 16th Streets as a one-way pair from 3rd Avenue to just south of Military Drive.

These proposals are certainly logical and desirable and should be included in the Thoroughfare Plan. There are a number of interchanges proposed, not only at the above access routes, but also at State Route 75, and at Route 60 at the east edge of the city. There are also a number of grade separations as indicated on the plan.

Proper utilization of land south of the city depends upon adequate access. It is proposed that an outer belt be developed as shown on the plan entitled "Proposed Land Use Plan - Vicinity Planning Area". This route follows existing roads but some curves should be softened and in a few places new locations should be made. Part of the belt is formed by State Route 10. The area between Interstate 64 and the outer belt is interlaced with a number of streets or roads of future importance which are also shown. Many of these should pass under the Interstate Route, providing adequate access.

Within the built-up city a number of streets of major importance are also shown on both the Vicinity Planning Area Plan and the Proposed Land Use Plan. In the central area an inner belt of importance composed of 15th and 16th Streets on the east, 8th and 9th Avenues on the south, 5th Street on the west, supplemented by 6th Street north of 7th Avenue, and 3rd and 5th Avenues on the north, would be created by the construction of new underpasses at 5th and 15th Streets.

The transformation of Huntington from its present uneconomical, long, narrow form into a more rounded city necessarily includes consideration of the development of the north side of the Ohio River. As population within the region expands there will be more use of land in Ohio for urban uses, much of which may be expected to be of an industrial character. While this portion of the urban community will not be a corporate part of Huntington, it will be an integral part of the community. Traffic across the Ohio River will constantly increase. The need of additional bridges is clearly indicated. The Proposed Land Use Plans show two additional bridge locations. One would be along an extension of the proposed access route utilizing 16th West and 17th West Streets. The other would intersect Interstate 64 by passing under the Interstate and utilizing the interchange at U.S. Highway 60. The bridge routes would have adequate connections with the Outer Belt and other highways and would contribute vitally to the rounding out of the community. Ohio Highway 7 would, with the two new bridges, form part of an effective belt route which would make accessible the land suitable for industry north of the Ohio River.

The Thoroughfare Plan section of the Master Plan will discuss in detail the proposals with respect to major thoroughfares. The above synopsis shows their relationship to the proposed pattern of land use.

The determination of a pattern of land use depends upon consideration of trends of development and the probabilities of needs for land for various major types of land use in the future. The Land Utilization Plan extends beyond the present land use requirements, both within the corporate city and its environs. It provides a guide for zoning regulations and for changes in zoning which may become desirable. The Proposed Land Use Plans, submitted with this report, consolidate the recommendations for existing and future land use throughout the community area.

The provision of additional industrial area is essential to the continued growth and development of Huntington.

There is one area within the corporate limits which offers potential possibilities as an industrial park. This is the area on both sides of Fourpole Creek from the C. & O. Railroad north to the river. It comprises from 200 to 250 acres. Most of this land is now vacant and includes undeveloped park property. It is recommended that this land be acquired, the stream straightwned and placed in an open or closed conduit, the area graded and a site plan prepared to provide for the location of small and medium industries, with all the advantages of a well-designed Industrial Park. This would require financing and courage, but it would provide a much-needed industrial area within the corporate limits of the city. Some residences would have to be acquired, some rearrangement of streets would be desirable, and the acquisition of park land to offset the utilization of the undeveloped park area. This area has been shown as an Industrial Reserve Area on the Proposed Land Use Plan. Specifications for the zone, including basic characteristics of the industrial park type of industrial location are included in the report on the Zoning Ordinance.

The Proposed Land Use Plan indicates also, an area suggested for consideration as a large industrial park of about 1000 acres located southwest of the Huntington-Tri-State Airport. Highway 75 passes through the site, and its frontage should probably be reserved for residential use. The site would require extensive grading, similar to that which was necessary for the Airport, but if Huntington is to have more industrial area it will be necessary not only to acquire land, but to remodel it to meet industrial needs.

Other suggested industrial areas are indicated along the Guyandotte River below Barboursville, and on both sides of the Ohio River northeast of the city. The new bridges proposed would make available the extensive areas of suitable land along the north side of the Ohio River.

Various types of land use are shown on the Proposed Land Use Plan and coincide with the provisions shown on the Zone Map.

PART III
NEIGHBORHOOD DEVELOPMENT

All cities are composed of neighborhoods which have developed naturally or through deliberate planning. Generally, residential districts have grown by accretion of new subdivisions of various sizes and have only rarely been developed as units. During recent years more attention has been directed to planning of desirable neighborhoods, and there are many examples of residential communities which have provided for all, or most, of the desirable features which a superior neighborhood should have. It is generally agreed that certain basic principles and standards determine the desirability of modern neighborhoods and these may be stated as follows:

RESIDENTIAL NEIGHBORHOODS - FUNDAMENTAL ELEMENTS:

BUILDING LOTS with Adequate Yards and Open Spaces.

DWELLINGS of Sound Construction with Modern Facilities.

ZONING AND DEED RESTRICTIONS to Protect the Character of the Neighborhood.

MAJOR THOROUGHFARES providing Convenient Access to Places of Work, Commercial Centers and Other Neighborhoods, and Located on the BORDERS rather than PASSING THROUGH the Neighborhood.

NEIGHBORHOOD STREETS conveniently Serving the Area, Discouraging Heavy or Speedy Traffic, and ADJUSTED TO THE LAND so as to Produce SUPERIOR BUILDING SITES.

A GRADE SCHOOL within One-Half Mile and a Junior High School within One Mile of all Residents accessible with MAXIMUM FREEDOM from TRAFFIC HAZARDS.

A HIGH SCHOOL conveniently accessible by Thoroughfares or Transit.

A PLAYGROUND, Five acres or larger, for SMALL CHILDREN within each Neighborhood.
A PLAYGROUND, with Minimum Area of 10 Acres, adjacent to the Grade School.
A PLAYFIELD, with a Minimum Area of 25 Acres, adjacent to the Junior High School.
AN ATHLETIC FIELD adjacent to the High School.
A NEIGHBORHOOD PARK with a Minimum Area of 20 Acres within One Mile of the Neighborhood.
A COMMUNITY CENTER for Indoor Recreation and Activities within One Mile of the Neighborhood.
LARGER PARKS OR RESERVATIONS conveniently accessible.

A COMMUNITY SHOPPING CENTER within Three Miles, Providing a WIDE RANGE OF STORES, adequate OFF-STREET PARKING, Planned as an Architectural Unit, with Appropriate Landscape Development, and with Stores GROUPED rather than STRUNG OUT along Streets.

NEIGHBORHOOD CONVENIENCE STORES conforming to Community Shopping Center Standards, within One Mile of the Residents.

FREEDOM from DETERIORATING or DESTRUCTIVE FEATURES, such as Obsolescent or Substandard Housing, Intrusion of Misplaced Commercial or Industrial Uses, Lack of Storm Drainage or Flood Protection, and Nuisances of Smoke, Gas, Odors, Noise, and other Noxious Features.

INDUSTRIAL DISTRICT REQUIREMENTS

THE INDUSTRIAL DISTRICT, in order to Meet the Needs of Manufacturing Enterprises and the Community, Requires:

ADEQUATE LAND AREA to Meet the Present and Future Needs of the Types of Industry Likely to Locate in the District.
PARCELS OF LAND sufficiently Large to Permit Complete Development of Industries Established Thereon.
RAILROAD TRANSPORTATION Facilities Providing Adequate and Convenient Service.
MAJOR THOROUGHFARES to Accommodate Highway Transport and to Provide Convenient Access for Employees and Materials.
RESIDENTIAL AREAS of Superior Character Located within Convenient Distances.
Freedom From Intermingling of Residential Uses within the Industrial District.
Adequate Off-Street Parking and Loading and Unloading Spaces for Motor Vehicles.
BUILDING LINES Established where the Industrial District Faces a Residential District.
PERFORMANCE STANDARDS designed to eliminate and Prevent Deteriorating or Destructive Features.

COMMERCIAL DISTRICT REQUIREMENTS

THE COMMERCIAL DISTRICT, in Order to Meet the Merchandising Needs of the City and its Trade Area, Requires:

ADEQUATE LAND AREA for all Types of Commercial Structures to Meet Existing and Future Needs.
THOROUGHFARES Providing Convenient and Safe Access from all Sections of the City and Trade Area.
DIVERSION THOROUGHFARES to Intercept and By-pass Traffic not Destined to the District.
ADEQUATE OFF-STREET PARKING Facilities for Motor Vehicles.
LOADING AND UNLOADING BERTHS for Motor Transport Eliminating Interference with Moving Traffic.

FREEDOM FROM NON-COMMERCIAL STRUCTURES which Block Normal Expansion of the Commercial District.
ABSENCE of OBSOLESCENT or DETERIORATED STRUCTURES.

Huntington may be divided logically into eleven Planning Districts, or Neighborhoods, designated as follows:

1. Central Business District
2. Adams Neighborhood
3. Washington Neighborhood
4. Westmoreland Neighborhood
5. East Neighborhood
6. Guyandotte-Altizer Neighborhood
7. Norway Neighborhood
8. Fairfield Neighborhood
9. Cammack Neighborhood
10. Ritter Park Neighborhood
11. Harveytown Neighborhood

The boundaries and names of the neighborhoods are as shown on Map 2.

Detailed description and analysis of each planning district with recommended zoning for each follows for the purpose of localizing the proposals to facilitate better understanding. All zoning proposals are consolidated in the Zoning Ordinance and Zone Map shown as Map 4 in this report.

CENTRAL BUSINESS DISTRICT

Location: Bounded by the Ohio River, Chesapeake and Ohio Railroad, 1st Street and 20th Street.

Topography: The entire area is relatively flat.

Street Pattern: The street system follows a rectangular pattern. 3rd and 5th Streets and Avenues are 100 feet wide and the other Streets and Avenues are generally 80 feet wide. Several Streets are only 60 feet wide, but they are not important thoroughfares. The Ohio River bridge is located on 6th Street.

U.S. Highway 60 follows 4th Avenue from 1st Street to 6th Street over which it connects with the bridge and continues along 3rd Avenue. U. S. Highway 52 runs from the bridge to 3rd Avenue, turns east and continues south along 8th Street and under the C. & O. Railroad. There is another subway at 16th Street, which carries State Highway 10 traffic. 20th Street and 1st Street also pass under the railroad.

Residential Development

Building Sites: There are many lots only 30 feet wide in this area which was the original

City. None of the lots are large.

Density of Population: Families per net residential acre - 20.4. Lot area per family - 2,128 square feet. Varying from less than 1,000 square feet per family in ten blocks, to as high as 5,000 square feet in four blocks.

Residential Structures: Many very fine structures exist along 5th Avenue near Marshall College and elsewhere to the east. West of the business center the homes are of more modest character. Many large houses have been converted into two-family houses and there are several multi-family dwellings, especially west of the business center.

Rehabilitation and Redevelopment: Approximately one fourth of the blocks are included in areas which the report on Urban Renewal and Conservation Programs indicates should be rehabilitated or eliminated. These requirements involve at least 300 dwellings which should be rehabilitated and at least 65 which should be cleared.

Commercial Development

The principal problems of commercial development are concentrated in the Central Business District. However, in considering problems of expansion of the district and its relation to the Land Use Plan of the City, it is desirable to discuss the Central Business District problems coupled with those of adjoining neighborhoods and the city as a whole. This is done in the following analysis.

A detailed analysis has been made of the adequacy of business zoning as reflected by the Zone Map. The Central Business District in general occupies most of the area extending from 6th Street to 16th Street north of the Chesapeake and Ohio Railroad. The area also extends westward. This area is shown in solid black on the Zone Map and on the Proposed Land Use Plan comprises 164.86 acres. Use of land within this district is as follows:

Business, public structures such as the Court House, Post Office, and City Hall, and a small scattering of storage and industrial uses:	96.95 acres	58.8%
Residential uses, including all types of residences and apartments, park areas, school sites and churches:	51.28 acres	31.1%
Vacant land, including off-street parking areas	16.63 acres	10.1%
Total area, excluding streets, but including alleys	164.86 acres	100.0%

If all of the residential uses within the proposed General Business Zone were replaced with business buildings, the district could expand its business activity by 51.28 acres, which is 52.8% of the present business occupancy of land. While most of the vacant land within the area is used for off-street parking, and should probably remain in that use, it would offer a further area of 16.63 acres, which is 17.2% of the business occupancy. Use of off-street

parking areas for business would necessitate their replacement by parking structures, which might, or might not, have ground floor business use. For practical purposes the replacement of residences by business would provide for more than 50% expansion of the area.

It is better to concentrate business by blocks than to have it string out along thoroughfares. Undoubtedly, as Huntington Grows, there will be increased demands for business area, but these can be anticipated and areas of entire blocks rezoned for business as needed. This will prevent spotty development, which is detrimental to residential areas, and residential uses which might be included in extensive business zones. It is also much more convenient to shoppers to have various types of business close together. This has been demonstrated by the suburban shopping centers.

Huntington is not deficient in commercial area. An analysis of business uses throughout the city indicates that of the total area of the city, exclusive of the Ohio River, 246.78 acres are now used for business, or approximately 2.7% of the area of the city. An analysis of 20 cities with populations varying from 50,000 to 150,000 showed an average total business use of 2.54% of the area of the city.

The proposed business zones in Huntington have a total area of 441.87 acres or 4.8% of the city area, which is an increase of 81.1% above the national average. Population-wise, the proposed zoning would serve a city with a population of at least 161,155 - based upon the estimated population of 94,100 in 1960. In other words, the proposed business zoning would serve the city well beyond the year 2000, conservatively, even if there should be an unprecendented increase in the rate of population growth. As the city expands territorially, the proportion of business area would decrease, but additional local business areas would be added.

Another method of measuring the adequacy of business was developed in the Chicago area several years ago. It was determined that there should be about 50 feet of business frontage for each 100 people living in the city. Presently used business frontage in Huntington, 246.78 acres, represents about 80,000 feet of frontage assuming an average lot depth of 135 feet. Assuming a population of 94,100 in 1960, this represents 85 feet of business frontage for 100 people. Using the same figure of 85 feet per 100 people, the proposed zoning, 441.87 acres, providing about 142,500 feet of frontage, would serve adequately 167,647 people. This would be true, regardless of territorial expansion of the city to accommodate the increased population.

It is recognized also that present day methods of business operation require increased areas to serve for off-street parking facilities. The figure of 83 feet per 100 population as compared to the figure of 25 years ago of 50 feet per 100 people, is adequate to provide parking facilities within the areas zoned for business.

The Proposed Land Use Plan has recognized that, despite the apparent adequacy of business zoning, there will be demands for expansion for the Central District from time to time. Moreover, if Huntington should experience an unanticipated growth, there would be need for

business expansion. Accordingly, certain areas on the Proposed Land Use Plan are indicated as Transition Zones. The development of the new underpass at 5th Street and the access route along 15th and 16th Streets may bring about new business development. Also between 15th and 16th Streets south of the C. &. O. Railroad; along 8th and 9th Avenues, which would form part of the inner business belt, and along other blocks, where considerable spotty business has developed. The proposed business uses south of the railroad are further discussed under the Cammack and Fairfield Neighborhoods.

Within the Transition Zone business should not be permitted to locate promiscuously but on a planned basis for entire block frontages between intersecting streets. The Zoning Ordinance should be administered in such manner that spotty business will not intrude, but that planned shopping or office uses, with adequate off-street parking facilities, well designed buildings and adequate safeguards to neighboring property, may be permitted after thorough consideration by all concerned. The specifications for this district have been submitted as a part of the Zoning Ordinance.

Industry: Confined primarily to the land between the Ohio River flood wall and the alley north of 3rd Avenue where many of the larger industries of the city are located. There are other smaller industries and storage facilities scattered throughout the area and along the C. & O. Railroad, which is also classed as industry. There is very little area within the Central Business District for industrial expansion.

Schools: The Buffington Elementary School and the Olig Elementary and Junior High Schools are located in the District. It is unlikely that there will be any expansion of schools in the area. Marshall College is located east of 16th Street. Eventually, its campus should occupy the area between 3rd and College Avenues and from 16th to 20th Streets. This would include parts of Redevelopment Area G and Rehabilitation Area 9.

Recreational Areas: There are no recreational areas in the District.

Planning Proposals:

Thoroughfares: Principal thoroughfare revisions within the Central Business District include the construction of a new underpass at 5th Street and the C. & O. Railroad which would permit the use of 5th and 6th Streets as a one-way pair between 3rd Avenue and 7th Avenue to provide an efficient route for U.S. Highway 52 traffic between the Chesapeake Bridge and 5th Avenue to the south. Another proposal of importance is the construction of an underpass at 15th Street and the C. & O. Railroad which would permit the use of 15th and 16th Streets as a one-way pair and their connection with Interstate 64 further south.

Other streets in the District would continue to serve both local and through traffic. The underpass at 8th Street and the C. & O. Railroad should be widened so as to serve efficiently in the traffic pattern.

Zoning: The Zone Map, which accompanies this report, indicates the area which should presently be zoned for business use. While it is recognized that much of the area now occupied by residences will remain as presently used for some time, it is also clear that eventually, most of the area between 1st and 16th Streets not now used for business, industry or public buildings will be transformed to commercial use. The Land Use Plan therefore has placed this area in a Transition District. The purpose of this District, which overlaps Residential Districts, is to allow planned expansion and development of Local Business Uses, in a manner which will insure that remaining residential uses will be fully safeguarded. The expansion of business may be permitted in an orderly manner as special exceptions under provisions of the Zoning Ordinance.

Redevelopment: The Map entitled "Observed Condition of Structures and Urban Renewal Plan" indicates the extent of proposals for rehabilitation and redevelopment. It is proposed that rehabilitation programs be established for the portions of areas 5, 7 and 9 which are included in the District. The small areas designated as G and H on the Plan and proposed for redevelopment should be timed and processed as part of the Urban Renewal Program of the City. Land would then be devoted to uses provided in the Zoning Ordinance.

ADAMS NEIGHBORHOOD

Location: Bounded by 1st Street, the Ohio River, 15th Street West, Fourpole Creek, 7th Street West, West 9th Avenue, 5th Street West, and the C. & O. Railroad.

Topography: Relatively flat.

Street Pattern: The pattern of streets is generally rectangular. U.S. Highway 60 traverses the area on 4th and Washington Avenues. 5th Street West runs from the Ohio River south but does not have a grade separation with the C. & O. Railroad. Memorial Boulevard follows Fourpole Creek and connects with 11th Avenue and other streets to the east. The other streets serve local traffic needs only.

Land Use:

Building Sites: Many of the lots are only 25 feet wide, although there are also many 40 foot lots.

Density of Population: Families per net residential acre - 13.2. Lot area per family - 3,289 square feet - with sixteen blocks from 1,000 to 2,000 square feet, eleven blocks 5,000 to 7,500 square feet, and the average from 2,500 to 5,000 square feet per family.

Residential Structures: Many two-family dwellings, and a few multi-family structures exist. The narrow lots have resulted in crowding of housing and deficient maintenance. About 30% of the area, particularly in the south east part of the neighborhood has relatively good housing. There are instances of poor maintenance, but there are also many large, old houses, and quite a number built since World War II. Most of the remaining area is included in rehabilitation

area 4 as shown on the map entitled, "Observed Condition of Structures and Urban Renewal Plan", an area close to the river, extending from 1st Street to 8th Street West, designated as Area F and Areas D and E at the southwest corner of the area are included as redeveloped areas in the Urban Renewal Plan.

Commercial Development: Scattered along 4th, Washington and Adams Avenues; in the area between 14th and 15th Streets West, and to a lesser extent elsewhere. It is a spotty type of commercial development which usually results when adequate zoning has not been applied.

Industry: There are several large industries in the area, much of which is located south of the C. & O. Railroad. Small industries are interspersed with business and there are a number of industries and storage uses between 14th and 15th Streets West and between the flood wall and 3rd Avenue.

Schools: Johnson, Cabell, and Monroe Elementary Schools and West Junior High School are located in the Adams Neighborhood. They do not have adequate sites under present recognized standards. The training center for the schools is also located in the neighborhood.

Recreational Areas: The parkway along Fourpole Creek extends along the south boundary of the neighborhood and a large area exists west of 7th Street West which is not publicly owned, but used for park purposes. The municipal swimming pool is also located near the parkway along Memorial Boulevard. A small playground is operated at Adams Avenue and 10th Street West.

Thoroughfare Plan: No major thoroughfare changes are proposed in this area. The crossing of 5th Street West should eventually be replaced by an underpass at the C. & O. Railroad providing an efficient connection with the Parkway System.

Zoning: The Zone Map indicates exact boundaries of the proposed industrial and commercial areas. A small area between 1st Street and 3rd Street West and South of 9th Avenue is included in the R-2 District to conform to the zoning to the east of this neighborhood. Most of the residential area is included in the R-4 District which permits single and two-family homes, which conforms to the general pattern. This is definitely a transitional area. Residential areas in the south part of the area are placed in the R-3 District which limits development to single-family dwellings. Detailed specifications are included in the Zoning Ordinance. The area north of the B. & O. Railroad which is not included in Industrial and Business Districts is placed in the Transition District, permitting the orderly expansion of business as provided in the Zoning Ordinance. This District overlaps the Residential Districts and safeguards their development for residential use as long as desired.

Redevelopment: The areas designated as D, E and F on the Urban Renewal Map should be devoted to Industrial or Commercial Use when redevelopment has taken place. Rehabilitation area 4 should be restored following an established rehabilitation program and devoted to the uses indicated on the Zone Map.

WASHINGTON NEIGHBORHOOD

Location: Bounded by 15th Street West, Kanawha Pike and the south property line of the C. & O. Railroad, the Cabell-Wayne County Line and the Ohio River.

Topography: Relatively flat except for slight irregularity along the course of Fourpole Creek.

Street Pattern: Generally rectangular. U. S. Highway 60 follows Washington Avenue to 18th Street where it turns south to Adams Avenue which it follows west. Other streets are largely of local traffic value.

Residential Development:

Building Sites: A great many 25 foot lots exist in the neighborhood and some 40 feet in width. No large lots exist in the area.

Density of Population: Families per net residential acre - 11.4. Lot area per family -3,804. Nine blocks average 1,000 to 2,500 square feet per family; three average 10,000 square feet and five from 5,000 to 7,500, the average blocks indicate 2,500 to 5,000 square feet per family.

Residential Structures: There are so many instances of deficient maintenance in this neighborhood, that almost all of the developed area has been recommended as a rehabilitation district. A small section from 16th to 19th Street West and south of Monroe Avenue is proposed for redevelopment.

Commercial Development: Spotty business development exists along Adams Avenue (U.S. Highway 60) and elsewhere in the area, but there are no well defined business areas.

Industry: Concentrated mainly along the C. & O. Railroad and between 15th and 19th Streets West, north of Virginia Avenue.

Schools: Washington Elementary School on a rather large site, and Jefferson Elementary School serve the neighborhood. A new school site is proposed adjacent to the B. & O. Railroad between 20th and 23rd Streets West.

Recreational Areas: There are two large park areas, St. Cloud Commons, containing 75 acres which includes a fine community house, and an undeveloped area along Fourpole Creek. There are also two play areas adjacent to the B. & O. Railroad, one near Fourpole Creek, and another west of 25th Street West. There are good play facilities also at Washington School.

Planning Proposals:

Thoroughfares: The State Highway Commission has proposed a new road midway between 16th

and 17th Streets West, which would join with these streets near Van Buren Avenue and then pass under the C. & O. Railroad and lead to an interchange with Interstate Highway 64. There would be an interchange with Adams and Washington Avenue. This plan would make possible the routing of U.S. Highway 60 into Adams Avenue so as to avoid the two right angle turns at 16th Street. This new roadway should eventually be extended north into a new bridge across the Ohio River. The Proposed Land Use Plan indicates an alternate proposal using 16th and 17th Streets West as a one-way pair, connecting to utilize the proposed Ohio River Bridge and at the south, connecting so as to use the C. & O. grade separation and the interchange with Interstate 64.

Zoning: It is recommended that consideration be given to the placing of Fourpole Creek in a culvert from the C. & O. Railroad to the Ohio River and the conversion of the adjacent vacant land into a superior industrial park. The area should be zoned generally as an Industrial Reserve District, the specifications for which are included in the Zoning Ordinance. This is the very sizeable vacant area inside the city limits topographically suited to industrial development. The area north of the B. & O. Railroad as far east as 19th Street West should be placed in the Industrial Reserve District, which permits residential development but would be available for planned industry. The undeveloped park should be included in the Industrial Reserve District and other undeveloped land acquired for park purposes to replace this area which would be more suitable for industry. Other proposed zoning is shown on the Zone Map. Specifications for the various districts are fully outlined in the Zoning Ordinance.

Redevelopment: When redevelopment has been effected in the areas marked B and C on the Urban Renewal Map, the land should be devoted to both residential and industrial uses.

WESTMORELAND NEIGHBORHOOD

Location: All that part of the City of Huntington west of the Cabell-Wayne County Line.

Topography: Relatively flat.

Street Pattern: Generally rectangular. U.S. Highway 60 enters the area on Adams Avenue, turns south on a new location at Camden Avenue, and proceeds west along the Baltimore and Ohio Railroad. Piedmont Road turns south near Carson Avenue and crosses the C. & O. Railroad on a narrow overpass, connecting with Spring Valley Roads and other highways south of the railroad.

Residential Development:

Building Sites: Many of the lots in the area are only 40 feet wide but there are many lots north of the B. & O. Railroad which are 60 feet wide.

Density of Populations: Families per net residential acre - 6.4. Lot area per family - 6,704 square feet. Nine blocks average from 9,500 to 10,000 square feet per family. There are

many from 5,000 to 7,500 square feet. Most of the area south of the B. & O. Railroad averages from 2,500 to 5,000 square feet.

Residential Structures: There are many new houses in the neighborhood and relatively few cases of deficient maintenance except in two areas, shown on the Condition of Structures Map, between the C. & O. Railroad and the B. & O. Railroad. These latter areas should be included in a rehabilitation program. There are no areas subject to redevelopment in the neighborhood.

Commercial Development: Most business is along the route of U.S. Highway 60 and along Piedmont Road. It is spotty in character.

Industry: There is very little industry in this neighborhood. Locations are adjacent to the railroads.

Schools: There are three schools in the area, Kellog and Westmoreland Elementary Schools and Vinson High School.

Recreational Areas: There is an athletic field south of Hughes Street between Mary and Lucien Streets which is adjacent to Vinson High School. Sunset Park, a small area, is located at the western edge of the neighborhood. Thompson swimming pool is also located in the neighborhood. Part of the undeveloped park along Fourpole Creek is in this neighborhood.

Planning Proposals:

Thoroughfare Plan: There are no essential changes recommended in the routing of thoroughfares in the area. The Piedmont Avenue crossing over the C. & O. Railroad should be widened and improved, and should pass over or under Interstate 64 which will be located north of the C. & O. Railroad. This road affords access to a large residential area and to the Huntington-TriState Airport.

Zoning: This area would include part of the industrial park along Fourpole Creek and is proposed in the zoning plan as Industrial Reserve. South of the B. & O. Railroad residential zoning should be R-3 and north of the B. & O. Railroad it should be R-2. Specifications are included in the Zoning Ordinance. Other suggested business and industrial zoning is shown on the Zone Map.

Redevelopment: There are no proposed redevelopment areas in this neighborhood. South of the B. & O. Railroad there are two areas, 1 & 2, which should be included in a rehabilitation program and devoted primarily to residential development as shown on the Zone Map.

EAST NEIGHBORHOOD

Location: Bounded by Ohio and Guyandotte Rivers, Chesapeake and Ohio Railroad and 20th Street.

Topography: Generally level.

Street Pattern: Rectangular pattern except the portion adjacent to the Ohio River between 27th Street and the Guyandotte River, where some curved streets exist. The principal street is 3rd Street, 100 feet wide, which leads from the City Center to a bridge across the Guyandotte River. 20th Street crosses under the C. & O. Railroad, with access to the large residential areas to the south. 29th Street follows a new alignment over the C. & O. tracks and carries the traffic of U. S. Highway 60 which travels west on 3rd Avenue.

Residential Development:

Building Sites: Most of the lots have widths of 40 feet and depths varying from 120 feet to 160 feet. There are a few 100-foot lots on 3rd Street between 26th and 28th Streets and other wide lots along the river facing Staunton Road.

Density of Population: Families per net residential acre - 10.0. Lot area per family - 4,343 square feet. Three blocks in this neighborhood have lots averaging 1,000 to 2,500 square feet per family. Most of the neighborhood has a density of 2,500 to 5,000 square feet per family, with about one-third in lots from 7,500 to 10,000 square feet per family.

Residential Structures: Predominantly single-family homes, with a scattering of two-family houses and a very few multi-family structures. Over half of the area shows a predominance of poorly maintained homes and in the area between 24th and 25th Streets north to the river from 1st Avenue, houses are seriously deteriorated.

Rehabilitation and Redevelopment: About one-half of the residential area of the neighborhood is included in rehabilitation areas 9, 11, and 12 and a small area adjacent to industrial uses near the Ohio River in redevelopment area L.

Commercial Development: Business uses most of the frontage along 5th Avenue with a large shopping center south of 29th Street and north of the C. & O. Railroad. Considerable business exists along 3rd Avenue east of 28th Street and just north of 24th Street. Most of the area west of 23rd Street and north of the C. & O. Railroad is spotted with business.

Industrial Use: The large yards of the C. & O. Railroad extend from 22nd Street to 29th Street. Industry exists along 3rd Avenue, between 23rd and 25th Streets and there are large industries along the Ohio River.

Schools: The neighborhood is served by Ensign, Highland and Emmons Elementary Schools,

Enslow Junior High School and Huntington East High School, the latter on a site of about 4 acres. The School Administration office is also located in the neighborhood.

Parks: There are small playgrounds associated with the schools; Perry Norvell play field on leased ground at 25th Street and Guyan Avenue; and Wiles Beach at 27th Street and the Ohio River. There is also a baseball field at 6th Avenue and 22nd Street. Generally, the area is deficient in recreational provisions.

Planning Proposals:

Thoroughfare Plan: No changes in the thoroughfare plan are recommended.

Zoning: Proposed zoning is indicated on the Zone Map and specifications of the various districts are included in the Zoning Ordinance. About 40% of the neighborhood should be in Industrial or Business Districts. Proposed business zones consolidate existing commercial development as shown on the Zone Map. In conformity with existing conditions, about three-fourths of the area is included in the R-4 District which permits single and two-family dwellings. Newer developments along the Ohio River east of 27th Street are placed in the R-3 District which is limited to single-family homes.

Redevelopment: Redevelopment area L should be devoted to industry and has been placed in the Industrial Reserve District, specifications for which are fully outlined in the Zoning Ordinance. The extensive rehabilitation areas should be restored as part of a progressive rehabilitation program.

GUYANDOTTE-ALTIZER NEIGHBORHOOD

Location: All land within corporate limits east and north of the Guyandotte River.

Topography: Land between the railroads and the Guyandotte River is comparatively level. The land within the railroads is almost mountainous with local relief of nearly 240 feet vertically.

Street Pattern: The level areas have rectangular patterns of streets, which are from 50 to 60 feet wide. 3rd Avenue, with its bridge over the Guyandotte River is the principal east-west street. Riverside Drive - Main Street - Guyan Street skirts the neighborhood paralleling the Guyandotte River, with a narrow bridge at 5th Street leading to U. S. Highway 60. Streets along the edge of the rugged topography are irregular in order to conform with the steep grades.

Residential Development:

Building Sites: Lot sizes are generally 40 feet wide by from 120 to 175 feet in depth. There are a few larger lots.

Density of Population: Families per net residential area - 4.9. Lot area per family - 8,880 square feet. Most of the blocks in the northern part of the neighborhood have average areas of 2,500 to 5,000 square feet per family. Other blocks average 5,000 to 7,500 square feet and many in the southern portion average 7,500 to 10,000 square feet.

Residential Structures: Much inferior maintenance exists in the areas west of the C. & O. Railroad and most of this area, designated as area 13, should be rehabilitated. An area designated as Area H, immediately north of the C. & O. Railroad and near the east city limits is deficient in maintenance and should be redeveloped. Elsewhere along the Guyandotte very good housing exists with many post war structures.

Commercial Development: Most of the business in the neighborhood is located along 3rd Avenue, with a few scattered stores elsewhere.

Industry: The International Nickel Company plant occupies land which is really part of the neighborhood but which is not in the city limits. Another industry is located at the extreme eastern edge of the area along the Ohio River. Other industry and storage uses exist south of the C. & O. Railroad and east of the Nickel Plant.

School: Guyandotte Elementary School located at 5th Avenue and Hill Street serves the neighborhood on the north and Altizer Elementary School at Altizer Avenue and 3rd Street serves the southeast area.

Recreational Areas: A small play area is located adjacent to each school site. Guyan Park is a small area along Tiernan Street. Area along the Ohio outside the flood wall and some area along the Guyandotte is reserved for park use.

Planning Proposals:

Thoroughfare Plan: No internal changes in the street pattern are recommended. However, reference to the Thoroughfare Plan will show the location of a proposed bridge across the Ohio River and a connection with Interstate Highway 64 just east of the city limits. This will be of direct benefit in affotding access to the neighborhood.

Minor Street Pattern: The rugged areas lend themselves to the development of residential neighborhoods. Streets should be carefully adjusted to topography and the building sites arranged so as to be readily accessible. The unplatted area should be planned as a unit, rather than piece-meal, and should reserve a generous area for park and recreational use.

Zoning: Vacant areas along the C. & O. Railroad should be zoned for heavy industry, as well as areas now occupied by industry. General business should extend along 3rd Avenue, with local business terminating the strip at the bend in 3rd Avenue near Prospect Street. Other small local business sites recognize existing business in the southern portion of the neighborhood. The older portions of the neighborhood are placed in the R-3 District, whereas

the hilly areas and the southern portion are shown in R-2. Specifications for those areas are shown in the Zoning Report.

Redevelopment: The recommended redevelopment area H should be retained in residential after redevelopment. It would have deferred priority in the redevelopment program. A positive rehabilitation program should be established to improve conditions in Area 13 as shown on the Urban Renewal Plan.

NORWAY NEIGHBORHOOD

Location: Bounded by 20th Street, Enslow Street, 18th Street and Oak Lane, Washington Boulevard, the south city limits, the east city limits, the Guyandotte River and the Chesapeake and Ohio Railroad.

Topography: With the exception of the area extending from about 26th Street at the C. & O. Railroad to 20th Street and 11th Avenue, south of the railroad, this entire area consists of rugged topography.

Street Pattern: Streets in the major part of the area follow curved alignments in order to conform to the rugged topography. The level areas adjacent to the railroad have a rectangular street pattern, U.S. Highway 60 skirts the eastern edge of the area along the Guyandotte River. 22nd Street leads into Norway Avenue, a narrow street, which threads its way through the neighborhood to the east. Washington Boulevard and Roby Road form a pair of streets connecting Norway Avenue with U.S. Highway 60. These streets would have been excellent thoroughfares, but their narrowness limits their capacity. Washington Boulevard from Norway Avenue to the western edge of the neighborhood is a fine thoroughfare with an 80 foot right-of-way. 8th Avenue paralleling the C. & O. Railroad from U.S. Highway 60 is another unpopular street.

Residential Development:

Building Sites: There is a great variation in lot sizes. Many 40 foot lots exist, even in newer, well-designed subdivisions. In many new areas, 75 to 100 foot lots exist. In some instances narrow lots have been combined to form larger building sites.

Density of Population: Families per net residential acre - 6.3. Lot area per family - 6,811 square feet. Only one block has average density of less than 2,500 square feet per family. In the northwest corner of the neighborhood lots average 2,500 to 5,000 square feet per family, but elsewhere the average is about 5,000 square feet with many over 10,000 square feet.

Residential Structures: Some of the finest houses in the city exist along Washington Boulevard and along adjacent streets. On the other hand, there are so many instances of deficient maintenance in the area north of Norway Avenue, between the State Hospital and Rotary Park, that much of the area is definitely ripe for rehabilitation. A large section west of Rotary Park

adjacent to the C. & O. Railroad is so deteriorated that it should be redeveloped. There are also two areas adjacent to the C. & O. Railroad which are included as redevelopment areas. Elsewhere housing is excellent and much of it of a very superior character. An area of U.S. Government Housing exists along Olive Street.

Commercial Development: There is scattered business along 20th Street south to Spring Hill Cemetery; along 8th Avenue east of 26th Street; on Norway Avenue near Olive Street and at Edison Drive; at Davis on 28th Street and along U. S. Highway 60. There are a few other scattered stores also.

Industry: There is practically no industry in this large residential neighborhood.

Schools: Lincoln Elementary and Junior High School serves the northwestern part of the neighborhood. Payton, Gallaher and Geneva Kent Elementary Schools and Beverly Hills Junior High School serve the neighborhood also.

Parks and Recreation: Rotary Park with more than 200 acres is located in the area. It is a splendid country type park with many existing and potential facilities. Land along the Guyandotte River within the neighborhood is reserved for Park use. There is also a park area along Spruce Street near the West Virginia State Hospital and a short strip of Parkway along Military Drive. In addition to Rotary Park, there are four cemeteries and the West Virginia State Hospital which will remain as permanent open areas.

Planning Proposals:

Thoroughfare Plan: Despite the narrow rights-of-way of Norway Avenue, Washington Boulevard, east of Norway and Roby Road, they should be developed as thoroughfares. Norwood Avenue, Saltwell Road and Arlington Boulevard should be developed as major streets also. Interstate Highway 64 will probably pass just south of this neighborhood. Norwood Avenue should pass over, or under, the Interstate Road, and extend to State Highway 10.

Recommended Zoning: Local business zoning should recognize the existing business areas, but should not be expanded. Areas where lots are exceptionally large should be placed in the R-1 District and other newer areas in the R-2 District, both of which permit only single-family dwellings. The older areas in districts which should be rehabilitated should be placed in the R-4 District. No industrial zoning, except between 8th Avenue and the C. & O. Railroad, is recommended for the area. Specifications for zoning are contained in the Zoning Ordinance.

Redevelopment: Areas M and K should be included in the Urban Renewal program and be restored to good residential uses. The large rehabilitation area 10 should be included in a program of gradual restoration to insure improved maintenance of deteriorated structures.

FAIRFIELD NEIGHBORHOOD

Location: Bounded by 20th Street, Enslow Street, 18th Street, Washington Boulevard, Enslow Boulevard, 12th Street, 8th Avenue and the Chesapeake and Ohio Railroad.

Topography: Relatively flat, with some irregular topography at the southeast corner.

Street Pattern: Generally rectangular except where the slopes are greater. The principal thoroughfare into the neighborhood is 16th Street, which carries the traffic of State Highway 10. 20th Street is also an important thoroughfare into the area. Washington Boulevard is an exceptionally fine light trafficway forming the south boundary of the neighborhood. 8th Avenue continues into this neighborhood.

Residential Development:

Building Sites: The pattern of narrow lots, generally 40 feet in width, exists throughout the neighborhood, although there are a few notable exceptions in the vicinity of Washington Boulevard.

Density of Population: Families per net residential acre - 12.7. Lot area per family - 3,433 square feet. There are sixteen blocks with lots of less than 2,500 square feet per family and the majority of the blocks average from 2,500 to 5,000 square feet per family. A few are less dense.

Residential Structures: This neighborhood is a community of contrasts. The area south and west of the new shopping center and the Cabell County Hospital contains many very fine homes, a majority of which have been built since World War II. The remainder of the neighborhood has many houses with deficient maintenance. About one-half of the neighborhood would therefore appear to be in need of rehabilitation. One small area along Artisan Street between Elm and 17th Streets and another between the C. & O. Railroad and the alley south of Artisan Street from 18th to beyond 19th Street are definitely ripe for redevelopment. There are two areas of U.S. Government Housing.

Commercial Development: Business has extended out 20th Street to Norway Avenue and on 16th Street almost to the hospital. A large shopping center has been built just south of the hospital. A sizeable group of business is at the intersection of 16th and Washington Boulevard. There are many scattered business locations throughout the neighborhood.

Industry: With the exception of a few small industries interspersed with business, there is no industry in the district.

Schools: Barnett, Simms and Meadows Elementary Schools and Douglas Junior and Senior High School serve the neighborhood.

Recreational areas: Parks include Ensign Park at Washington Boulevard and 18th Street; Fairfield Stadium and three other smaller parks.

Planning Proposals:

Thoroughfare Plan: Washington Boulevard and 8th Avenue are important east-west thoroughfares. Washington Boulevard, and its extension Enslow Boulevard, connects with 12th Street and 13th Avenue. The principal revision proposed is a plan of the State Highway Commission to construct a new underpass with the C. & O. Railroad at 15th Street and extend 15th Street to an intersection with 16th Street near Military Road. 15th and 16th Streets would then be used as a one-way pair from 3rd Avenue to Military Road and then to an interchange with Interstate Highway 64 further south.

Zoning: The southern part of the neighborhood should be in the R-2 or R-3 District, depending upon lot sizes, both of which are single-family districts. The remainder would be in the R-4 District which permits single and two-family dwellings. The frontage on 16th Street would be local business for the most part plus a small light industrial zone and some general business, as shown on the zone map. The new shopping center would be in the Neighborhood Shopping Center District. The area along the C. & O. Railroad is included in the Light Industrial District. When the proposed extension of 15th Street is accomplished, reconsideration should be given to the zoning between 15th and 16th Streets. The Zoning Ordinance outlines the specifications for each district.

Redevelopment: Areas I and J, in the northern part of the neighborhood should be included in the Urban Renewal Program and placed in the R-4 and B-1 Districts as shown on the Zone Map. The large area 8 should follow a positive program of rehabilitation and improved maintenance.

CAMMACK NEIGHBORHOOD

Location: Bounded by the C. & O. Railroad, 11th Street, 8th Avenue, 12th Street, 13th Avenue, Washington Boulevard, 7th Street West, West 9th Avenue, 5th Street West.

Topography: Relatively flat.

Street Pattern: Completely rectangular with the exception of Washington (or North) Boulevard. U. S. Highway 52 follows 5th Street, crossing Fourpole Creek. 5th Street West also crosses Fourpole Creek.

Residential Structures:

Building Sites: Most of the lots were originally platted in widths of 40 feet. There are a few exceptions.

Density of Population: Families per net residential acre - 11.2. Lot area per family - 3,861 square feet. There are 12 blocks with densities of between 1,000 and 2,500 square feet per family and about one-half the neighborhood from 2,500 to 5,000 square feet. The remainder has from 5,000 to 10,000 square feet per family.

Residential Structures: Throughout the neighborhood there are many large houses. West of 6th Street nearly all of the houses are single-family and maintenance is good. East of 6th except at the south edge, there are many two-family dwellings and maintenance is not so good. The eastern portion is a potential rehabilitation area.

Commercial Development: In the area east of 6th Street there are a number of scattered stores. Elsewhere there is business along 8th Avenue at 1st Street, and along 5th Street West north of 9th Avenue.

Industrial Development: The only industry in the neighborhood is located between 8th Avenue and the C. & O. Railroad and a few interspersed with the business developments. Most of the industry is of a storage character. A fuel gas storage area is located in the midst of the residential area, and is a good example of what may happen without adequate zoning.

Schools: Miller Elementary and Cammack Elementary and Junior High Schools serve the neighborhood. Huntington High School also is located in the neighborhood.

Recreational Areas: The neighborhood is adjacent to Ritter Park which has an area of 100 acres. The parkway bordering Washington, or North Boulevard, is an exceptionally attractive parkway.

Planning Proposals:

Thoroughfare Plan: 8th Avenue is an important east-west thoroughfare and is supplemented by the other avenues. 5th Street, carrying the traffic of U. S. Highway 52 will continue to be an important thoroughfare. The State Highway Commission has proposed a new underpass at the C. & O. Railroad and the development of a four lane roadway connecting with the present widened route south of the neighborhood and an eventual interchange with Interstate Highway 64. North of the railroad, 5th and 6th Streets would be used as a one-way pair between 3rd and 7th Avenues. 6th Street leads to the Ohio River Bridge. 8th and 9th Avenues, operating as a one-way pair would form the south element of a business district belt using 5th and 6th Streets; 3rd and 5th Avenues, and 15th and 16th Streets. This is an important part of the Thoroughfare Plan. 5th Street West is of local value, but there should be a new underpass at the C. & O. Railroad which would give access to U. S. Highway 60 and the street network north of the tracks. Washington Boulevard will continue to be an effective light trafficway along Fourpole Creek.

Zoning: The Zone Map indicates certain light industrial areas which recognize existing industry along the C. & O. Railroad, and general and local business areas which consolidate existing business development. The area between 6th and 11th Streets and north of 11th Avenue, where a number of apartments have been built, has been placed in the R-5 District which permits all single and multi-family residential structures. There is also R-5 zoning along 11th and 12th Avenues and between 8th and 11th Streets. The central part of the neighborhood which is almost entirely occupied by single family houses has been placed in

the R-2 District, The remainder is in the R-4 District, which permits single and two-family dwellings. Detailed specifications are shown in the Zoning Ordinance. A portion of the frontage along 8th Avenue has been placed in the Transition District which would permit the orderly expansion of business use as specified in the Zoning Ordinance.

RITTER PARK NEIGHBORHOOD

Location: Bounded by Washington Boulevard, 8th Street, 13th Avenue, 12th Street, Enslow and Washington Boulevard, East and South City Limits, West City Limits and U. S. Highway 52.

Topography: Very rugged with steep slopes and sharp valleys.

Street Pattern: The entire street pattern is irregular and designed to conform to the rough topography. U. S. Highway 52 along the west boundary, has a minimum right-of-way of 120 feet except just south of Fourpole Creek where it is 80 feet. South Boulevard parallels Fourpole Creek. Miller road along the south boundary has a width of only 60 feet. 8th Street crosses Fourpole Creek and follows a tortuous route to an intersection with McCullough which leads into Miller Road. 16th Street also leads into the neighborhood and follows a winding path. It carries the traffic of State Highway 10. All of the streets are narrow with widths of 30 to 50 feet.

Residential Development:

Building Sites: Lots vary greatly in size. In the eastern part of the area there are some lots as small as 40 feet wide, but generally they are larger with many having more than an acre of area. Some of the lots are of an estate character. The rolling terrain produces many beautiful large sites.

Density of Population: Families per residential net acre - 0.7. Lot area per family - 58,158 sq.ft. In the eastern part of the neighborhood four blocks with less than 5,000 square feet per family and several between 7,500 to 10,000 square feet. Elsewhere the average lot area per family is over 10,000 square feet.

Residential Structures: There are many fine dwellings in this neighborhood, a great many of which have been built since World War II. Only two or three instances of poor maintenance were noted in the entire area.

Commercial Development: The only commercial development, which has been mentioned heretofore in the Fairfield Neighborhood, is located at Washington Boulevard and 16th Street.

Industry: There is no industry in the neighborhood.

Huntington Art Gallery: Special mention should be made of the Huntington Art Gallery, located on a commanding site along McCullough Road. It is a great asset to the City.

School: Meadows Elementary school serves the neighborhood and is located at Washington Boulevard at 16th Street.

Recreational Area: Ritter Park, with 100 acres, is one of the fine parks of Huntington. The parkway along Fourpole Creek borders the neighborhood on the north.

Planning Proposals:

Thoroughfare Plan: The principal plan affecting this neighborhood is the proposal by the State Highway Commission for the use of 15th and 16th Streets as a one-way pair from 3rd Avenue to Washington Boulevard, with a new underpass at the C. & O. Railroad and 15th Street. The new road would follow a direct line, eliminating the loops in 16th Street and then proceeding to an interchange with Interstate Highway 64 south of the neighborhood. Other thoroughfares would remain in their present locations, including U.S. Highway 52.

Zoning: The entire neighborhood should be zoned for single-family residences with the exception of the area at the southwest corner of Washington Boulevard and 16th Street, which should be placed in the local business district. The eastern portion of the neighborhood has smaller lots and should be in the R-2 District. Elsewhere R-1 zoning should apply. The specifications covering residential and other areas are contained in the Zoning Ordinance.

Redevelopment: There are no areas subject to redevelopment or rehabilitation

HARVEYTOWN NEIGHBORHOOD

Location: All of the area south of the C. & O. Railroad and west of U. S. Highway 52 which is now within the city limits.

Topography: The entire area consists of rugged topography with steep slopes and narrow valleys.

Street Pattern: The streets which have been platted follow an irregular pattern conforming to topography. U. S. Highway 52 provides access to the neighborhood. Johnstown Road intersects U.S. 52 and winds westward to an intersection with Harveytown Road which runs south and also continues west to an intersection with Memorial Boulevard, which is an extension of North or Washington Boulevard. These streets are narrow with widths of 50 to 60 feet, generally. 5th Street West connects with South Boulevard which continues east along Fourpole Creek and the parkway.

Industrial Development:

Building Sites: The lots throughout the area are generally larger than elsewhere in the city. There are many 50-foot lots, but also a great many which are larger.

Density of Population: Families per net residential acre - 4.3. Lot area per family - 10,330 square feet. With the exception of a few blocks along Harveytown Road and West Gimlet Road, where the lot area varies from 2,500 to 5,000 square feet per family, all blocks exceed 7,500 square feet and many are more than 10,000 square feet per family.

Residential Structures: In the western part of the area there is a large area where deterioration has taken place. About half of this area should be redeveloped and the remainder rehabilitated. Most of the neighborhood has fair housing with several instances of poor maintenance.

Commercial Development: There are a few scattered stores, but no well defined shopping area.

Industry: There is one industry located between Kanawha Turnpike, Fourpole Creek and Harveytown Road, but no other industrial development except a portion of the C. & O. Railroad yards.

Schools: Cook and Harveytown Elementary Schools are located in the neighborhood.

Recreational Areas: Kiwanis Park with the extensive areas forming the Fourpole Creek parkway exist in the neighborhood and are fine recreational areas. The Parkway is especially attractive.

Planning Proposals:

Thoroughfare Plan: Interstate Highway 64 will cross the neighborhood from northwest to southeast. The State Highway Commission has proposed a connection to be built between 16th and 17th Streets West leading from an interchange with Washington and Adams Avenues joining with 16th and 17th Streets West south of Jackson Avenue, then via a new underpass at the C. & O. Railroad to an interchange with Interstate 64. This route should be extended north to a new bridge across the Ohio River. This route would have a bearing upon the internal thoroughfares of the area, which cannot be firmly determined until the exact route of Interstate 64 has been established. Memorial Boulevard can be connected with the proposed north bound route before it reaches the interchange. South Boulevard should be extended through Kiwanis Park.

Recommended Zoning: A sizeable area extending south from the existing industry should be zoned industrially as shown on the Zone Map. The areas recommended for redevelopment and rehabilitation in the western section near Gimlet Hollow Road should be placed in the R-2 District and the remainder in R-1, except for one small local business zone. The Zoning Ordinance recites the specifications for each district.

Redevelopment: The redevelopment area A should be included in the Urban Renewal program and a rehabilitation program established for the area 3.

PART IV

UTILITY SERVICES AND SYSTEMS

An additional feature of the Comprehensive Plan Study is a review of certain characteristics of the utility systems which serve the city as they affect and are affected by the Plan for future land utilization. Each of the utilities discussed below was reviewed relative to the extent of service, physical condition and capacity.

Such information is intended primarily to indicate potential problems to be considered in programming Capital Improvements.

SEWERS

The sewers serving the City of Huntington both sanitary (trunk, collector and local) and storm are constructed and maintained by the City Department of Public Works. The intercepting sewers and pumping stations being constructed at the present time are under the jurisdiction of the Sanitary Board. These facilities, in conjunction with the proposed treatment plant, will eliminate the present stream polution problem.

Chester Engineers, acting as consultants to the city, have furnished reports on both the sanitary and storm sewer systems. These reports provided an analysis of present and expected conditions and included the recommendations of this firm for the location, sizing and slope of the relief sewers proposed to be constructed. The reports did not include a priority listing or estimate of cost of the proposed work.

According to information furnished by the City Department of Public Works, the recommendations of the consulting engineers are being followed under the present program of construction. Only a small portion of the total program of recommended construction, however, has been completed. It is anticipated, therefore, that a program of sewer construction will be one of the major problems to be faced by the City of Huntington in the near future.

The entire city, with the exception of a small portion of the residentially developed area, is serviced with sanitary sewers. The areas not presently serviced are as shown on MAP 7, Utility Service Areas. The criteria for service in this case was the availability of trunk and collector sewers. There are small sections within the areas shown as meeting this criteria which do not have local sewers upon the option of the property owners.

SEWAGE TREATMENT

The city does not have, at this time, facilities for the treatment of sewage. It was for this purpose, as well as the interception of sewage polluting the streams, that the Sanitary Board was created. Plans for a sewage treatment plant are in preparation and it is anticipated by the Sanitary Board that the plant, which is to be located at the mouth of Twelvepole Creek, will be in service during 1965.

TABLE I

EXISTING LAND USE IN DEVELOPED AREA AND TOTAL AREA

Type of Use	City of Huntington Estimated Area (Acres)	City of Huntington % of Area	Average Figure(4) % of Area
DEVELOPED AREA			
Residential	3378.4	48.1	37.2
Business	246.8	3.5	2.6
Industrial (1)	698.8	10.0	9.6
Public & Semipublic (2)	935.0	13.3	17.3
Streets & Alleys	1763.0	25.1	33.3
TOTAL	7022.0	100.0	100.0
OVERALL			
Developed Area	7022.0	71.2	58.8
Vacant (3)	2840.7	28.8	41.2
TOTAL	9862.7	100.0	100.0

(1) Includes railroad right-of-way and related industrial uses.

(2) Includes schools, parks and other public uses, plus churches, cemeteries and similar semi-public uses.

(3) Includes water areas within corporate limits.

(4) These are average figures from a study of 13 cities ranging in population from 50,000 to 100,000 as tabulated in LAND USES IN AMERICAN CITIES, by Harland Bartholomew.

WATER

The water supply and distribution services for the City of Huntington and the surrounding area are furnished by the Huntington Water Company a private utility which is a subsidiary of the American Water Works Company, Inc., of Philadelphia. The facilities of this utility include an intake pumping station located above the city on the Ohio River, which is the source of supply, the main plant on 14th Street at the river and a storage reservoir with a capacity of 2,500,000 gallons on a hill overlooking the city. The main plant houses the treatment and pumping units and has a capacity of 20 million gallons per day.

The quantity of supply poses no problem in the case of Huntington and the capacity of the plant and intake pumping facilities appear adequate at this time since the average daily pumpage is only 12 million gallons.

MAP 7, Utility Service Areas, illustrates the fact that water service is available throughout the city, with the exception of one small area in Westmoreland. This, however, is not the case in the immediate fringe area where complete service is available only in isolated cases. The service in the outlying areas is usually limited to the property fronting on the major roads, and future service will probably be a function of annexation and the resulting demand for fire protection. Even in this situation the providing of facilities to the properties occupying the higher elevations will be accomplished only with considerable difficulty.

ELECTRIC POWER

Huntington is in an excellent position with regard to electric power. The services are provided by the Appalachian Electric Power Company, an operating company of the American Electric Power System. The capacity of this company within the Huntington area is sufficient to provide for any anticipated growth. This utility also provides the electric street lighting system for the city.

GAS

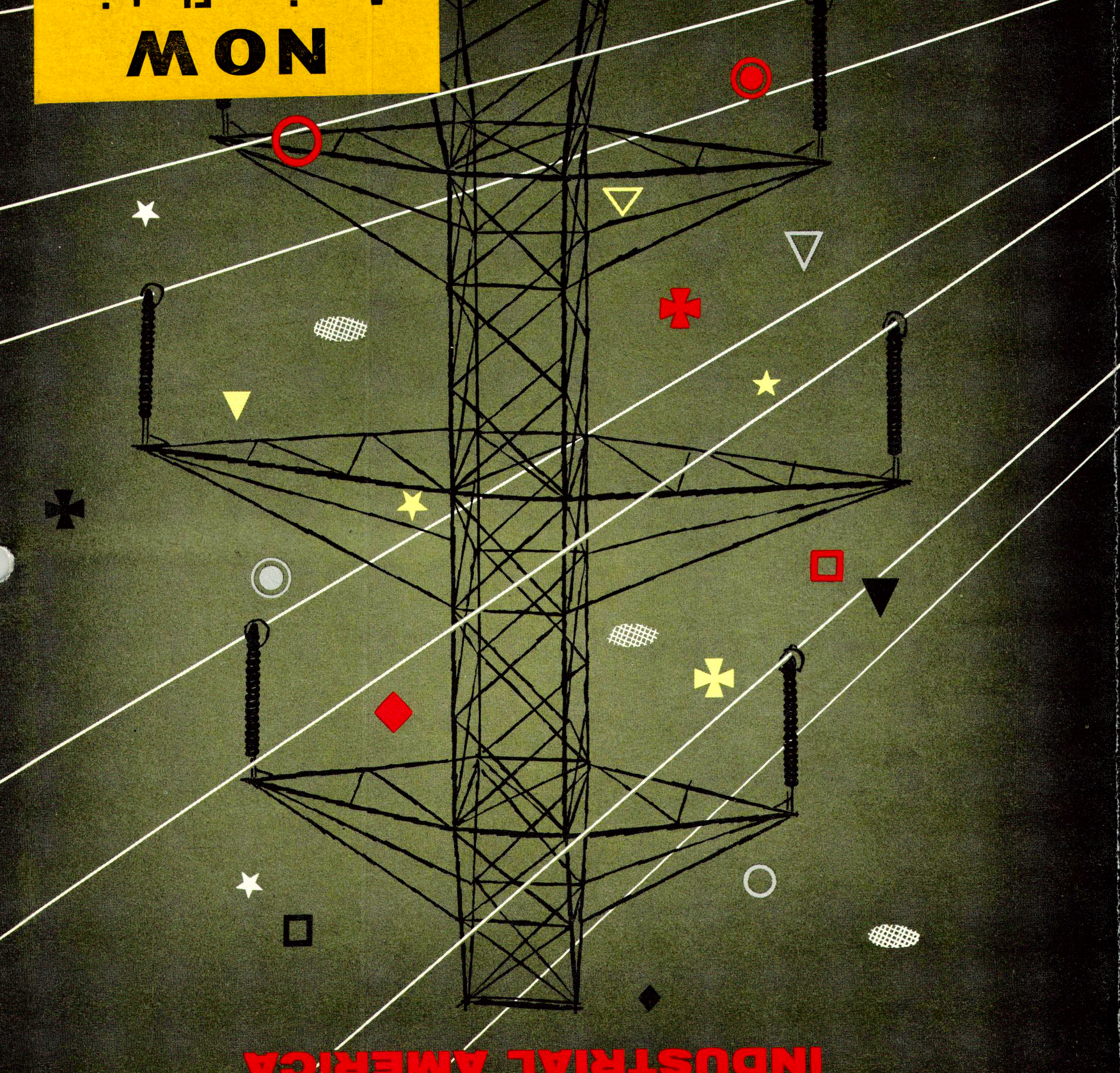
Natural gas is supplied to the Huntington area by the United Fuel Gas Company, a subsidiary of the Columbia Gas System. This parent system of the local company utilizes the pipeline system from the southwest as well as nearby sources to provide for the increasing demands for this fuel. As a result, the supply available to users in the Huntington area has been satisfactory and no shortages are anticipated.

CONCLUSION

The existing utility system, notably water and sewage, will tend to affect planning proposals for future residential, commercial and industrial areas along with contingent uses to these areas. Costs for up-dating and adding to the sewer system will have a definite bearing upon the capital improvements program for the city.

The Comprehensive Development Plan for Huntington will, in turn, affect the future utility systems especially in the areas peripheral to the city.

It is recommended that the utility companies be advised of the City's proposed land use plan in order that logical development may be made in the utility systems for the various types and extent of uses proposed.



POWER AND NATURAL RESOURCES MAP AND PLANT LOCATION ADVANTAGES IN THE HEART OF INDUSTRIAL AMERICA

NOW American Electric Power System

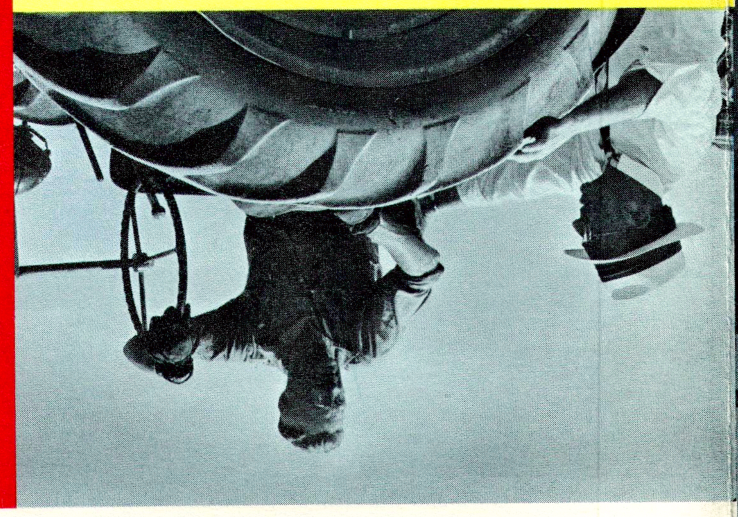
AMERICAN GAS AND EL

Operating Companies

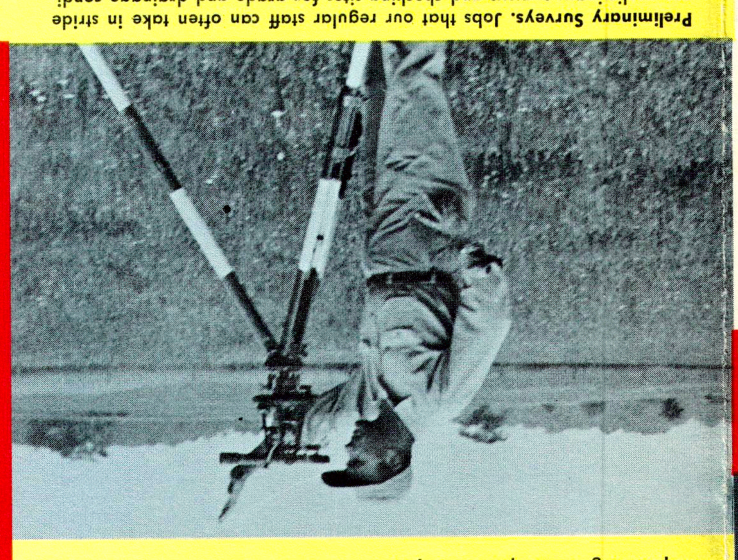
APPALACHIAN ELECTRIC POWER COMPANY • KENTUCKY POWER COMPANY • KINGSPORT UTILITIES, INC.
WHEELING ELECTRIC COMPANY • INDIANA & MICHIGAN ELECTRIC COMPANY • OHIO POWER COMPANY

AGE AREA DEVELOPMENT MEN ARE WELL QUALIFIED TO HELP YOU LOCATE A NEW PLANT OR PLANT SITE

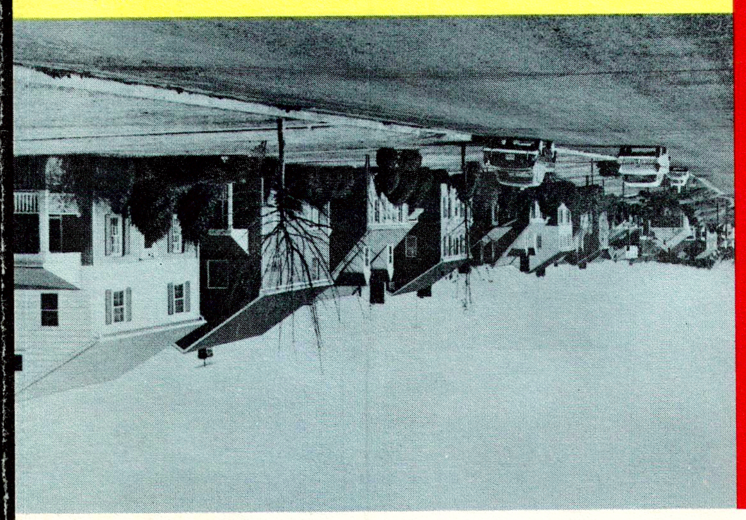
Because their experience has helped industries of all kinds to find the best locations to meet their requirements – these men can help you. Listed below are a few unusual services that this Company is able to render. They are a few of the things that have been done for plant-site prospects and they can be done for you. Or if the specific help you would like is somethingdifferent, let us know . . . the chances are good we can help.



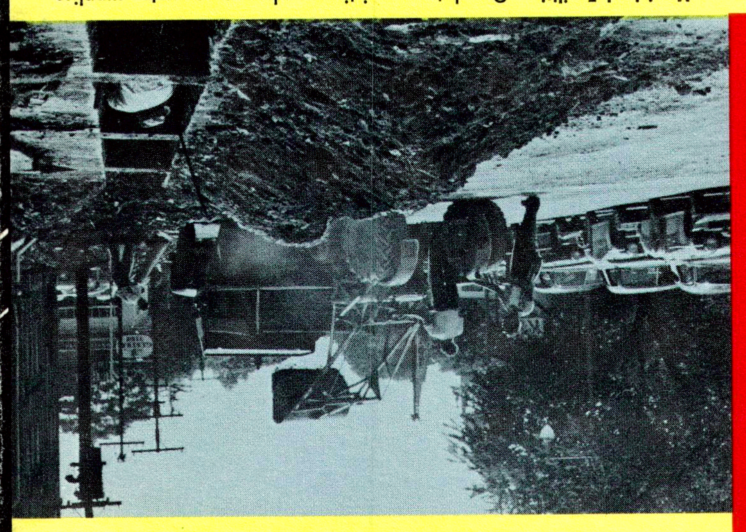
Land Options. Real estate dealings for right-of-way and other purposes are a normal, routine part of our daily business. We are well set up to help arrange land options for you.



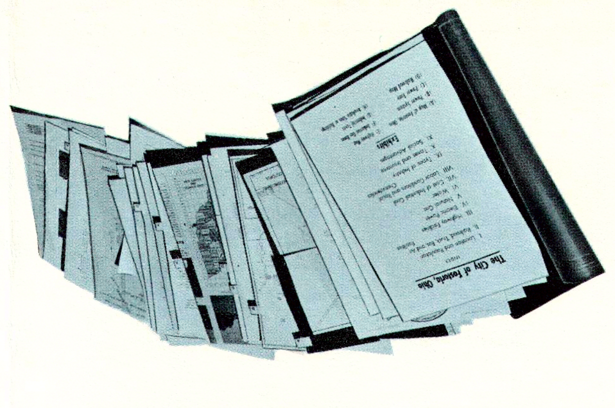
Preliminary Surveys. Jobs that our regular staff can often take in stride are preliminary surveys and checking sites for grade and drainage conditions. In lots of ways like this we relieve you of detail.



Homes for Workers. We work closely with builders and realtors. We know the housing picture in the towns we serve. Our detailed presentations of homes available can save you time and worry.

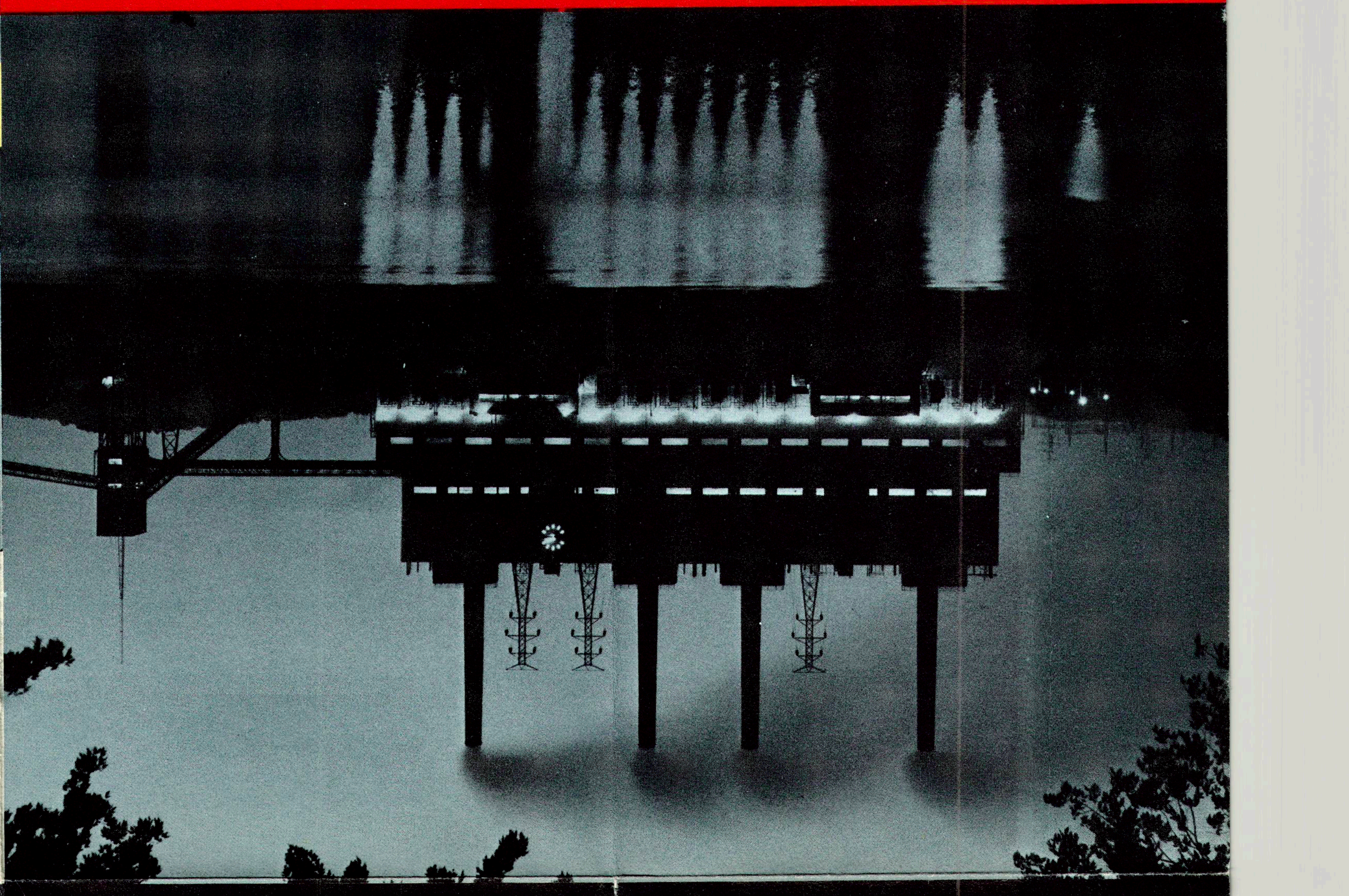


Municipal Facilities. Our data on existing roads, sewers, water supplies, etc., is exceptionally complete. We offer full cooperation in the extension of such facilities where required to serve your needs.



Community data from AGE is detailed, thorough, specially prepared. This is a typical preliminary prospectus for an AGE town. It is only an indication of the kind of help you get when you outline your site requirements to AGE. Write or phone: Lee L. Davis, Vice-President Area Development, American Gas and Electric System, 30 Church St., New York 8, N. Y. COrtlandt 7-5920.

LITHO IN U.S.A.



PHILIP SPORN PLANT, the largest power plant on the AGE System has a capacity of 600,000 kilowatts. A 450,000-kilowatt steam-generating unit – largest in the world – will be put into service in 1959. A second unit of the same size is being built on the AGE System in Indiana. About 97% of the electricity on the System is produced by 11 major steam-generating plants – the rest by 22 smaller steam and hydro-electric plants.

THERE'S PLENTY OF LOW-COST, DEPENDABLE ELECTRIC POWER ON AGE SYSTEM LINES

The six power companies that form the American Gas and Electric System serve an area extending from Lake Michigan to the North Carolina border, the home of nearly 5-million people. These companies are interconnected and integrated by a network of 9,070 miles of high-voltage transmission lines that link their generating stations and major distribution points. Through unified ownership and management, each company secures the best in research, engineering, financial, and management talent.

EQUIPMENT IS MODERN AND EFFICIENT

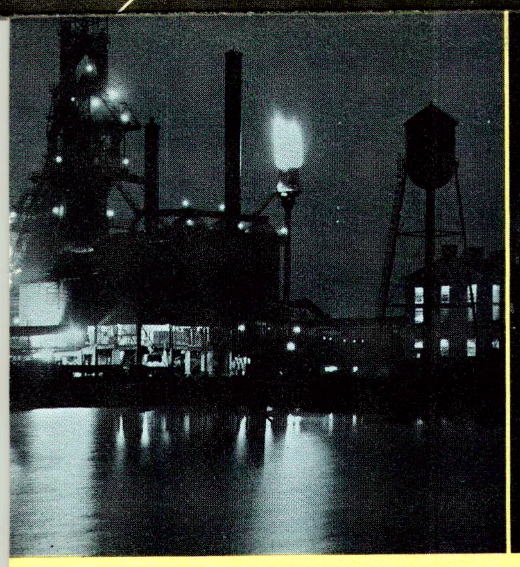
55.8% of the System's December, 1956 capacity of 4,024,000 kilowatts has been put into operation since the beginning of 1946 – 49.3% of it since January, 1950. Four of the eight most efficient power plants in the world are System plants.* All AGE power plants are located strategically throughout the System to secure the best possible combination of factors for economical power generation – nearness to load centers, low-cost fuel, and large amounts of cooling water.

The highest voltage transmission lines in the U. S., operating at 345,000 volts, help deliver the large amounts of the System's power over long distances economically. In addition to the network of high-voltage transmission lines, there are 62,980 miles of distribution lines in the System service area. These reach into the smallest communities, bringing them electric service equal to that available in big cities.

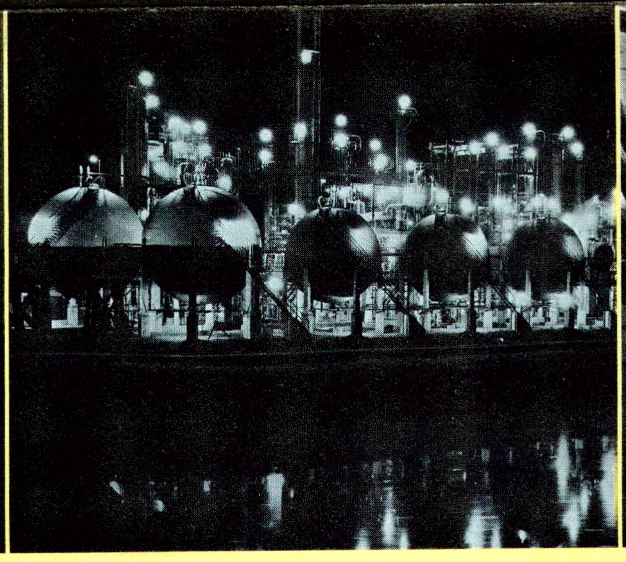
5-YEAR EXPANSION TO COST $700,000,000

To keep pace with this growing area $700-million will be spent in the period 1956-1960 to increase present generation, transmission, and distribution facilities by 65%. An additional 2,820,000 kilowatts of capacity will be added. Throughout its history this System has always had plenty of low-cost electricity to meet the needs of all its customers, old and new.

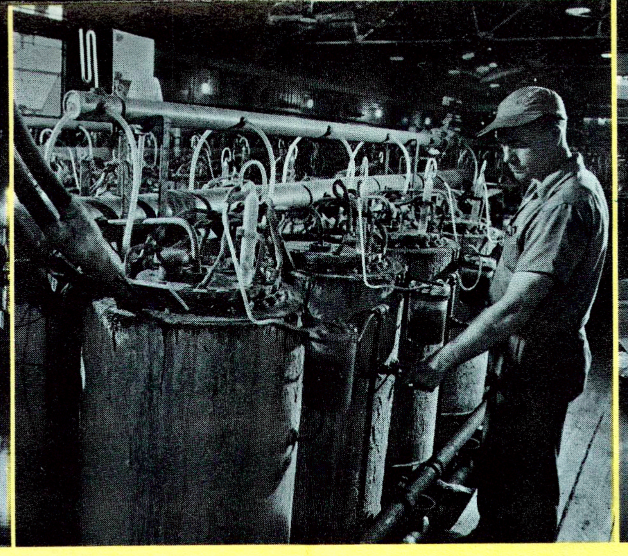
*Latest Federal Power Commission ratings.



…E territory ranks high in the production of basic …d numerous fabricated steel products. Many of the …roducers whose names are household words have …on our System lines.

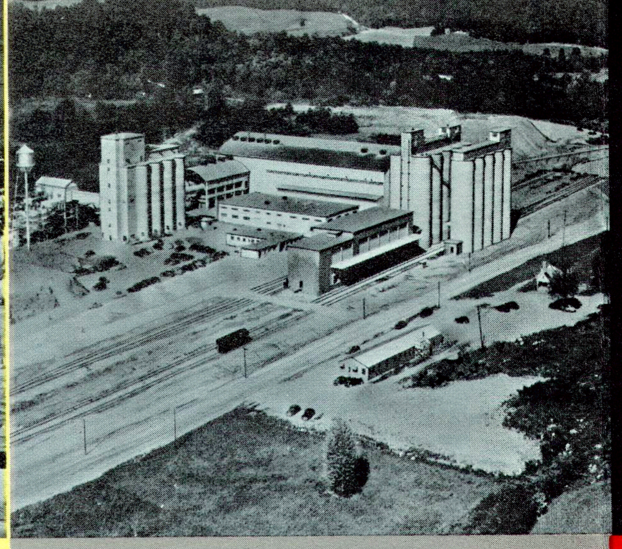


A glance at the map inside this folder shows the existence of oil and gas deposits in the AGE territory. Extensive gas and oil pipe-lines also serve this area. Aglow with lights in this riverside night scene is a high-octane gasoline refinery.



Basic chemical resources such as coal, salt and water are available in almost unlimited quantities. Many of the world's largest and most important chemical plants are located on our lines. Here chlorine is being made.

Textile manufacture is another important activity. To this one mill where women in white are shown hemming sheets the AGE System delivers almost 150,000,000 kilowatt-hours yearly.



Limestone is available for use in cement, glass, ceramic glazes, furnace fluxes, paint pigments, chemicals, soaps and other products. Shown is a large modern cement plant.

MANY FAVORABLE FACTORS ATTRACT DIVERSIFIED INDUSTRIES TO THE AGE TERRITORY

The seven-state American Gas and Electric System territory is one of the largest and most richly endowed industrial areas in America. Industries of all types – a sampling is pictured – have built large and small plants here because each benefits from some unique advantage or combination of advantages that the territory offers for profitable operation.

For some it is the abundance of basic natural resources which are indicated by color tones on the map on the inside of this folder. For others it is the dependable supply of low-cost electric power furnished by the six integrated companies of the System. Or it could be the large pool of skilled and semi-skilled workers, the excellent transportation and distribution facilities; nearness to consumer markets and industrial suppliers. Of considerable importance is the congenial smaller-town atmosphere of the more than 2300 communities we serve.

We know our communities well because of the intimate type of service we supply them. Therefore, we are able to promptly furnish detailed, impartial information on any community or section of this important seven-state area. We welcome requests for specific data on housing, taxes, utilities, municipal services, and other plant-location factors that this brochure cannot attempt to cover. All inquiries are held in strict confidence and there is no obligation or charge for this service.

ALUMINUM INDUSTRY CHOOSES OHIO VALLEY FOR GREAT EXPANSION

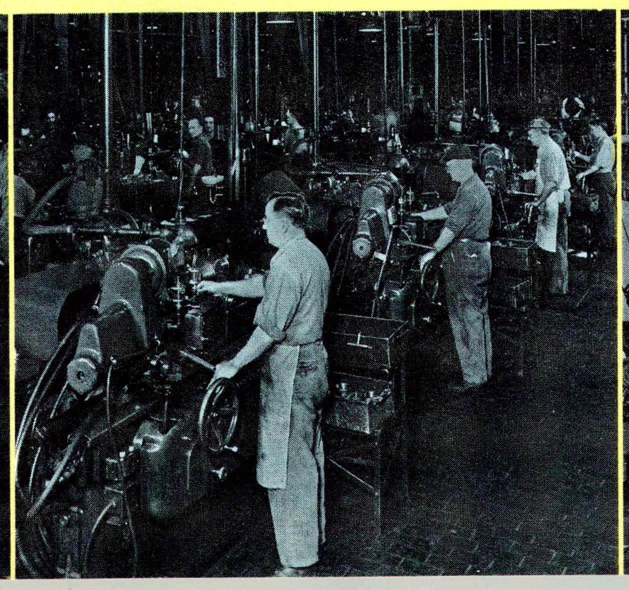
The Ohio Valley running through the center of the AGE System has recently been chosen by major aluminum producers as the best location for aluminum reduction plants, rolling and foil mills because of these favorable factors:

- **Assurance of large amounts of low-cost electric power**
- **Excellent water and rail transportation, both for raw materials and finished products**
- **Nearness to markets**
- **Availability of necessary labor**

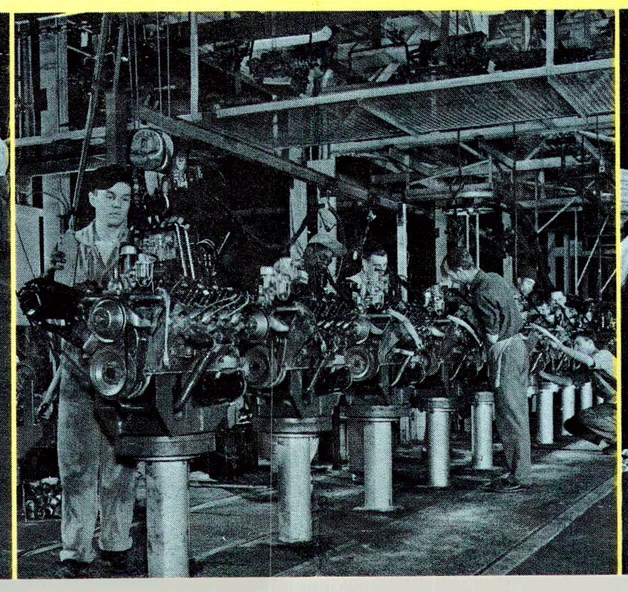
Aluminum fabricators will find this area an ideal location because of these new sources of primary aluminum.

…of about 85% of bituminous coal now mined in the …States is the Eastern Coal Province, much of which …in AGE territory.

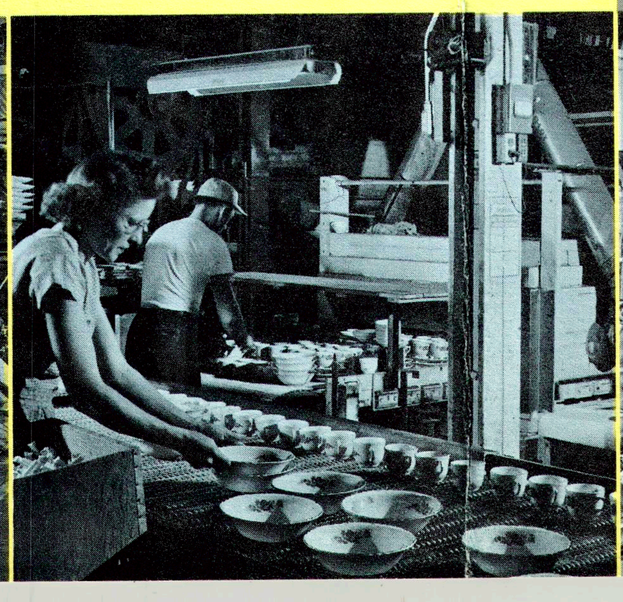
Proximity to steel sources, foundries, and markets has drawn hundreds of metal working plants to communities we serve. This grinding department is one of the world's largest.



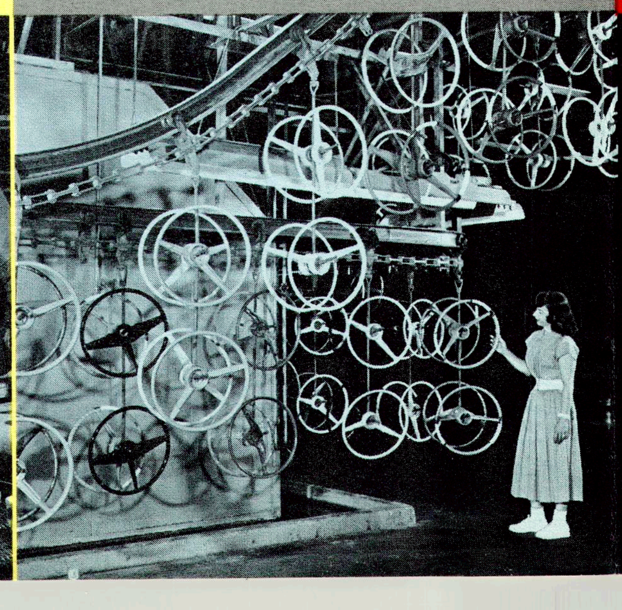
Many plants in the automotive field are served by System companies. Below, workers assemble V-8 engines for a popular car.



In materials and special skills the territory has much to offer to producers of glass and ceramics. Here electricity provides heat, light, and power in a famous pottery.

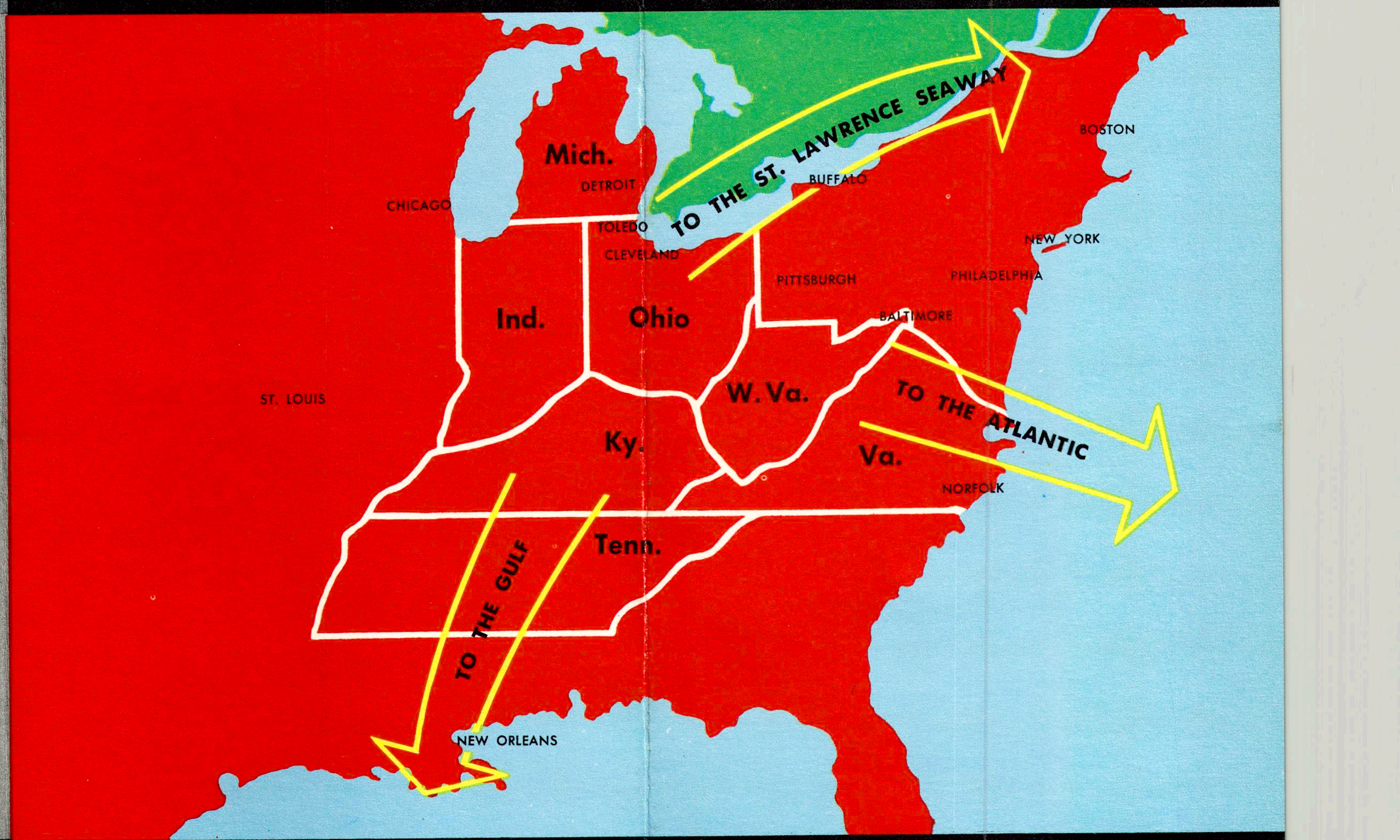


Rubber composition steering wheels in the making. Many workers in the area are skilled in the diversified techniques of manufacturing rubber products.



LOCATE NEAR MAJOR MARKETS

- Half the consumers of the U. S. live within 500 miles of the center of the AGE System.
- Your customers and suppliers from Pittsburgh to Chicago are within 60 miles of the area served by AGE, although these cities are over 450 miles apart.
- A glance at the map shows that the AGE territory is strategically located with respect to major cities in the East, South and Midwest.
- Eighteen main-line railroads and most major airlines serve the System. Modern highways and turnpikes criss-cross the area, and there is easy access to the Gulf, Atlantic Ocean and Great Lakes. Two AGE System towns, Benton Harbor and St. Joseph, Michigan, are Great Lakes ports and others in the northern part of the territory are easily accessible to Chicago, Toledo, and Cleveland.



AND GET THESE OTHER ADVANTAGES TOO

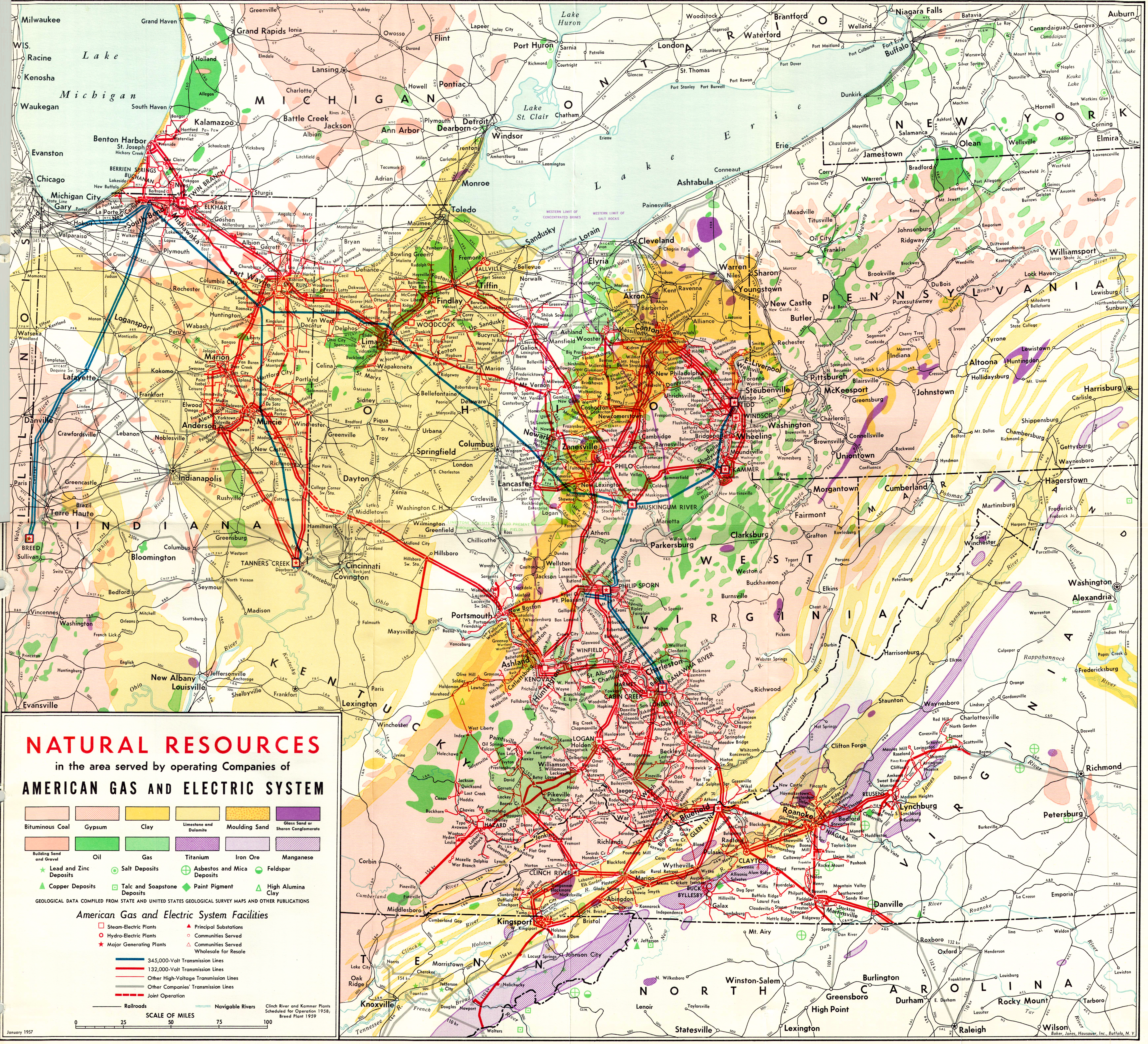
Labor
The thousands of industries in the AGE area have created a huge pool of all kinds of skilled, semi-skilled and unskilled workers. The friendly smaller-town atmosphere is your assurance of low personnel turnover and cordial employee relations.

Water
AGE territory offers eighteen rivers and abundant, low-cost cool ground water for processing.

Research Facilities
There are hundreds of industrial research laboratories, colleges, and universities in our seven-state area that offer research service to industry.

Climate
Stretching from Lake Michigan to the North Carolina border, the AGE area can be counted on to provide the kind of climate that will best meet your requirements.

Fuel
Approximately 50% of the bituminous coal produced in the U. S. is mined in the AGE System territory. Natural gas pipe-lines run through the area, and oil is plentiful, much of it being refined locally.

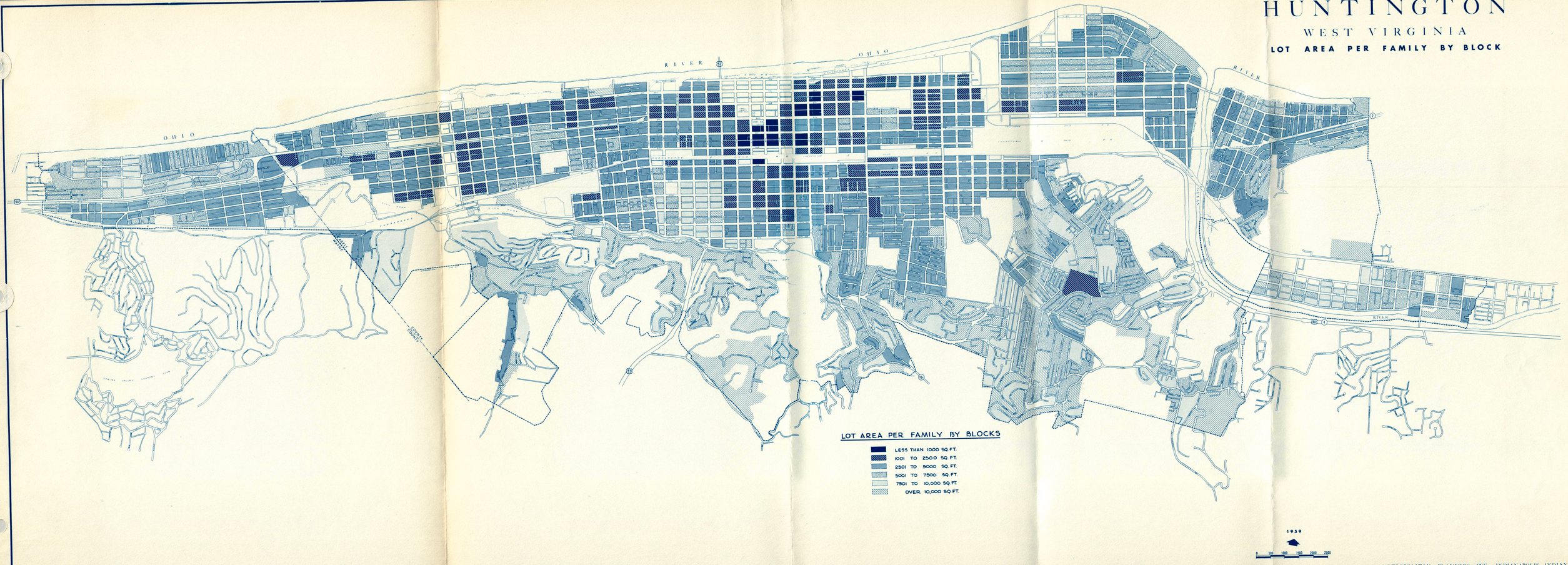

NATURAL RESOURCES
in the area served by operating Companies of
AMERICAN GAS AND ELECTRIC SYSTEM
Bituminous Coal
Gypsum
Clay
Limestone and Dolomite
Moulding Sand
Glass Sand or Sharon Conglomerate
Building Sand and Gravel
Oil
Gas
Titanium
Iron Ore
Manganese
Lead and Zinc Deposits
Salt Deposits
Asbestos and Mica Deposits
Feldspar
Copper Deposits
Talc and Soapstone Deposits
Paint Pigment
High Alumina Clay
GEOLOGICAL DATA COMPILED FROM STATE AND UNITED STATES GEOLOGICAL SURVEY MAPS AND OTHER PUBLICATIONS
American Gas and Electric System Facilities
Steam-Electric Plants
Hydro-Electric Plants
Major Generating Plants
Principal Substations
Communities Served
Communities Served Wholesale for Resale
345,000-Volt Transmission Lines
132,000-Volt Transmission Lines
Other High-Voltage Transmission Lines
Other Companies' Transmission Lines
Joint Operation
Railroads
Navigable Rivers
Clinch River and Kammer Plants Scheduled for Operation 1958; Breed Plant 1959
SCALE OF MILES
0
25
50
75
100
January 1957
Baker, Jones, Hausauer, Inc., Buffalo, N. Y.
WESTERN LIMIT OF CONCENTRATED BRINES
WESTERN LIMIT OF SALT ROCKS
LIMESTONE DEPOSITS ARE ALSO PRESENT THROUGHOUT OHIO SHOAL FIELDS
Lake Michigan
Lake Huron
Lake St. Clair
Lake Erie
MICHIGAN
ONTARIO
NEW YORK
PENNSYLVANIA
OHIO
INDIANA
ILLINOIS
WIS.
WEST VIRGINIA
MARYLAND
VIRGINIA
KENTUCKY
TENN.
NORTH CAROLINA
Milwaukee
Chicago
Detroit
Toledo
Cleveland
Buffalo
Pittsburgh
Columbus
Indianapolis
Cincinnati
Louisville
Lexington
Charleston
Roanoke
Lynchburg
Richmond
Washington
Harrisburg
Knoxville
Raleigh
TWIN BRANCH
TANNERS CREEK
BREED
PHILO
TIDD
WINDSOR
KAMMER
MUSKINGUM RIVER
PHILIP SPORN
KANAWHA RIVER
CABIN CREEK
LOGAN
CLINCH RIVER
GLEN LYN
CLAYTOR
BUCK
BYLLESBY
NIAGARA
REUSENS
WOODCOCK
SPY RUN
HAZARD

MAP 1

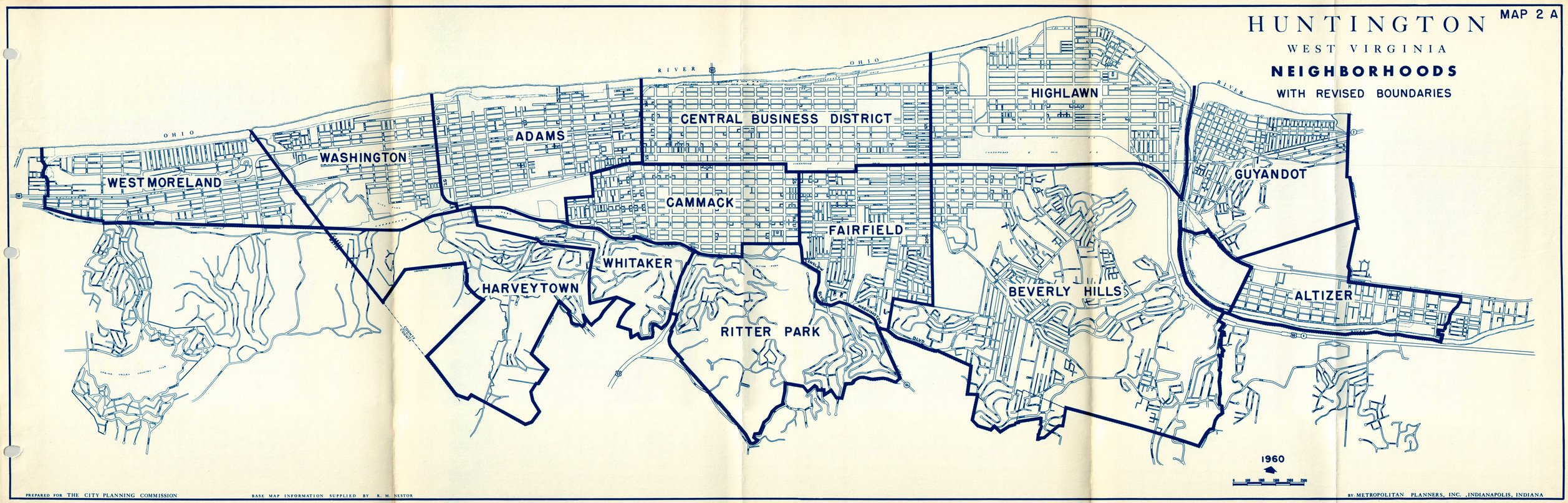
HUNTINGTON

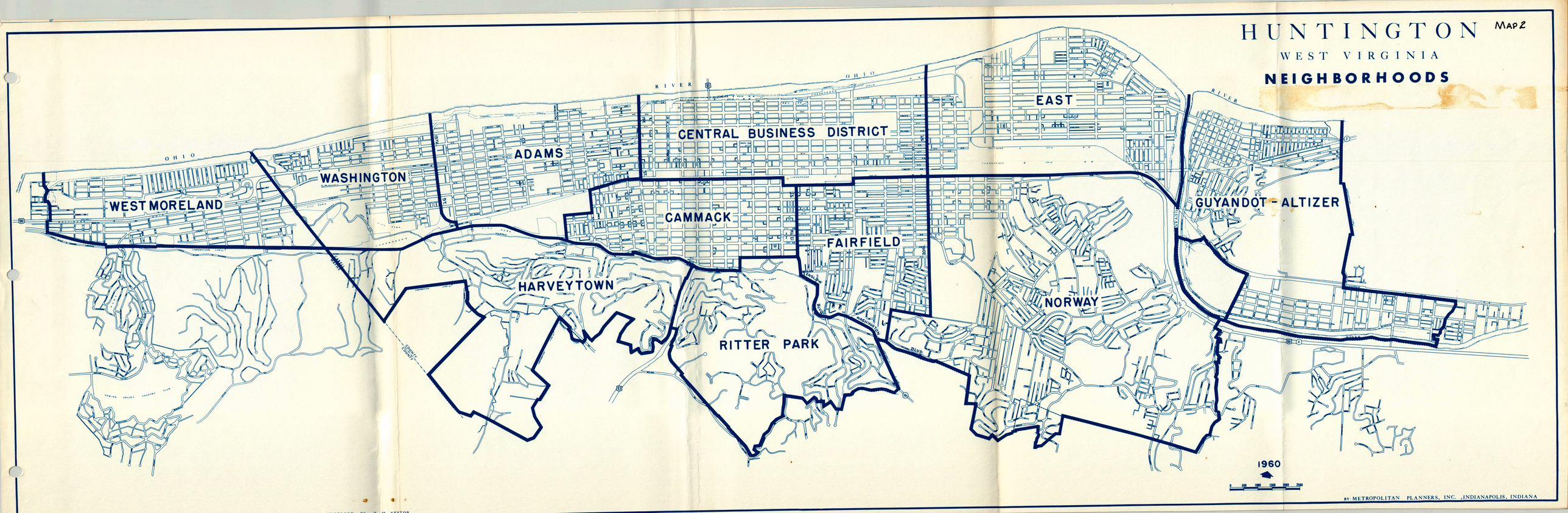
WEST VIRGINIA

LOT AREA PER FAMILY BY BLOCK



BY METROPOLITAN PLANNERS, INC. INDIANAPOLIS, INDIANA

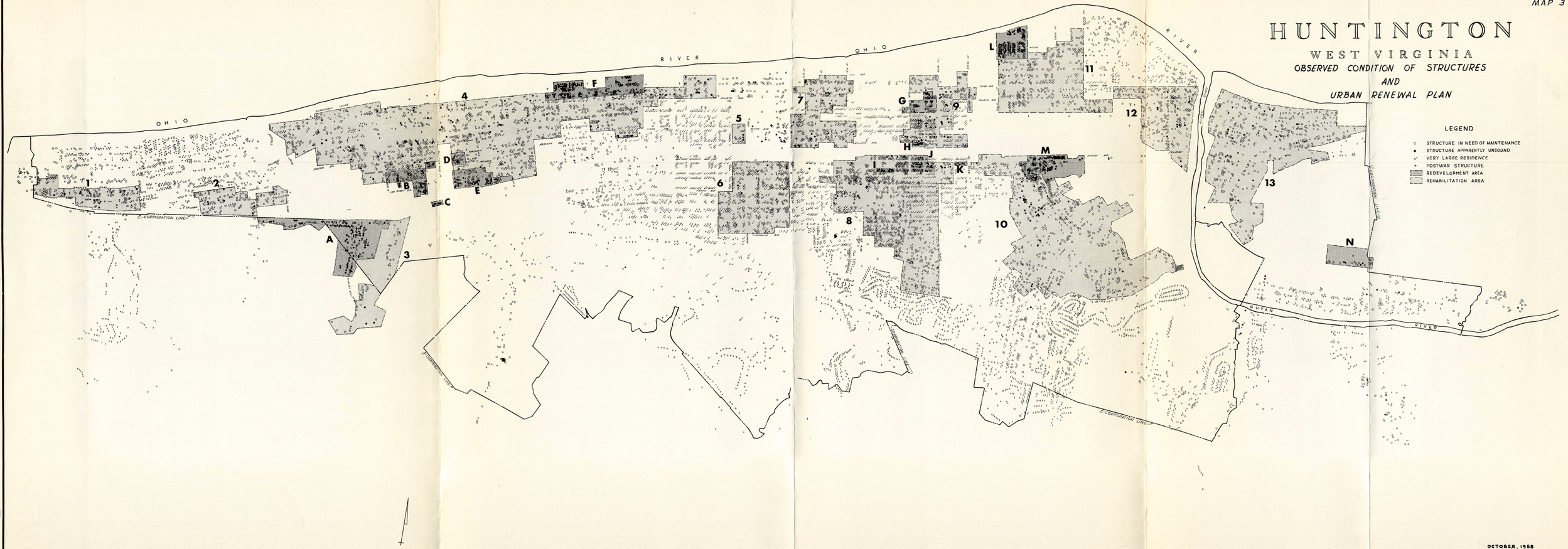

MAP 2 A
HUNTINGTON
WEST VIRGINIA
NEIGHBORHOODS
WITH REVISED BOUNDARIES
OHIO
RIVER
WEST MORELAND
WASHINGTON
ADAMS
CENTRAL BUSINESS DISTRICT
HIGHLAWN
GUYANDOT
CAMMACK
FAIRFIELD
WHITAKER
HARVEYTOWN
RITTER PARK
BEVERLY HILLS
ALTIZER
1960
PREPARED FOR THE CITY PLANNING COMMISSION
BASE MAP INFORMATION SUPPLIED BY R. M. NESTOR
BY METROPOLITAN PLANNERS, INC. ,INDIANAPOLIS, INDIANA


HUNTINGTON
MAP 2
WEST VIRGINIA
NEIGHBORHOODS
OHIO
RIVER
WEST MORELAND
WASHINGTON
ADAMS
CENTRAL BUSINESS DISTRICT
EAST
CAMMACK
FAIRFIELD
HARVEYTOWN
RITTER PARK
NORWAY
GUYANDOT - ALTIZER
COUNTY
1960
BY METROPOLITAN PLANNERS, INC. ,INDIANAPOLIS, INDIANA

HUNTINGTON

WEST VIRGINIA

OBSERVED CONDITION OF STRUCTURES AND URBAN RENEWAL PLAN



PREPARED FOR THE CITY PLANNING COMMISSION

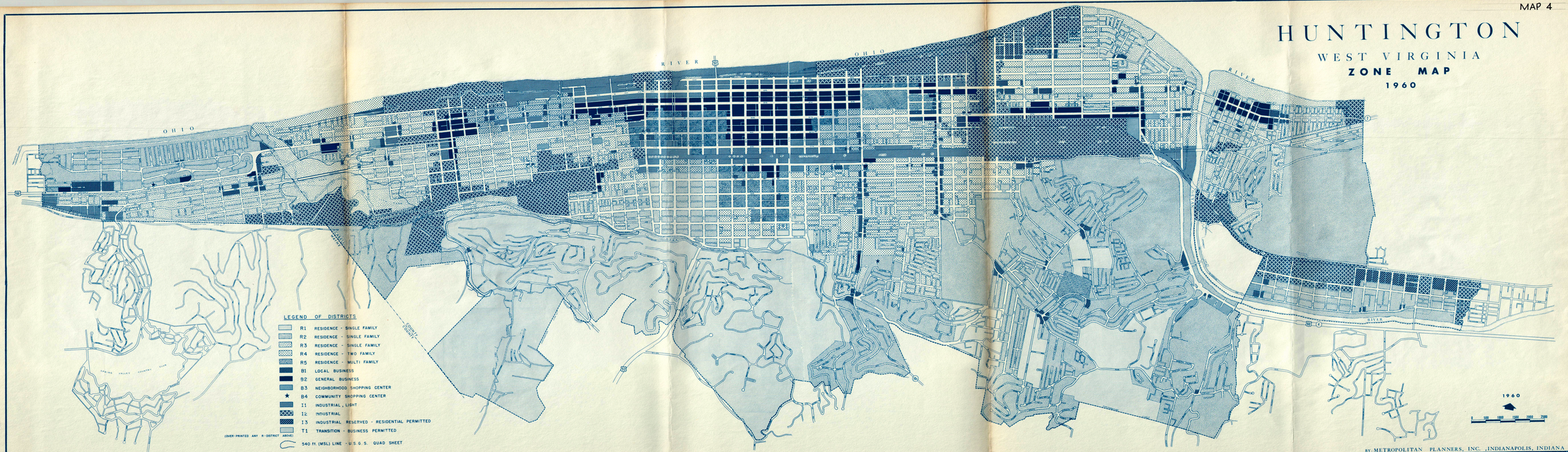
OCTOBER, 1958
BY METROPOLITAN PLANNERS, INC., INDIANAPOLIS, INDIANA

HUNTINGTON

WEST VIRGINIA

ZONE MAP

1960



PREPARED FOR THE CITY PLANNING COMMISSION

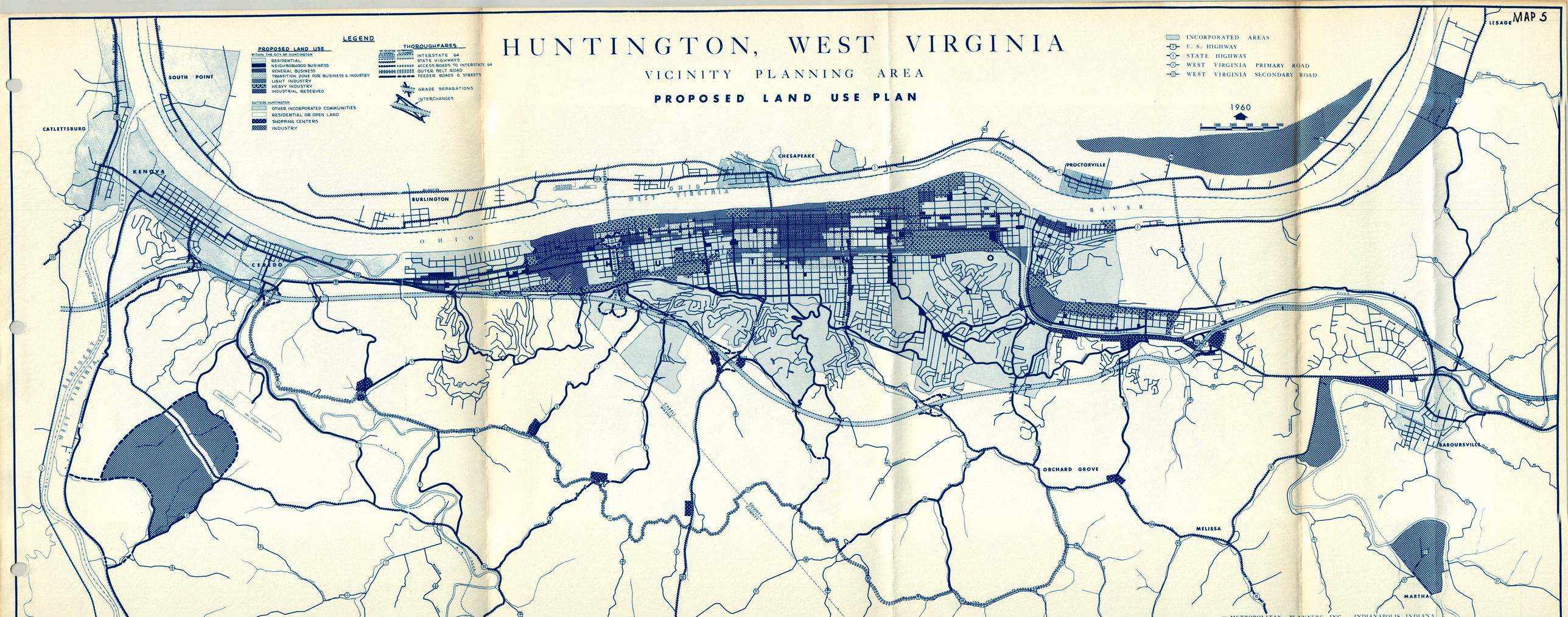
BASE MAP INFORMATION SUPPLIED BY R. M. NESTOR

BY: METROPOLITAN PLANNERS, INC., INDIANAPOLIS, INDIANA

HUNTINGTON, WEST VIRGINIA

VICINITY PLANNING AREA

PROPOSED LAND USE PLAN



METROPOLITAN PLANNERS, INC. INDIANAPOLIS, INDIANA

MAP 6
HUNTINGTON
WEST VIRGINIA
PROPOSED LAND USE PLAN
OHIO
RIVER
MARSHALL COLLEGE
COUNTY
COUNTY
· LEGEND ·
THOROUGHFARES
ON EXISTING ALIGNMENT
ON PROPOSED ALIGNMENT
INTERSTATE No. 64
STATE HIGHWAYS
ACCESS ROADS TO INTERSTATE No. 64
FEEDER STREETS
PROPOSED LAND USE
RESIDENTIAL
NEIGHBORHOOD BUSINESS
GENERAL BUSINESS
TRANSITION ZONE FOR BUSINESS OR INDUSTRY
LIGHT INDUSTRY
HEAVY INDUSTRY
PARK & RECREATION
SCHOOL - E (ELEMENTARY) · JH (JUNIOR HIGH) · H (HIGH)
SEMI-PUBLIC - P (PAROCIAL SCHOOL)
PUBLIC - FS (FIRE STATION) · PS (PUMPING STATION)
CEMETERY
INDUSTRIAL RESERVED
NOTE: SEE "OBSERVED CONDITION OF STRUCTURES AND URBAN RENEWAL PLAN" FOR AREAS PROPOSED FOR REDEVELOPMENT
1960
0 500 1000 1500 2000 2500
PREPARED FOR THE CITY PLANNING COMMISSION
BASE MAP INFORMATION SUPPLIED BY R. M. NESTOR
BY: METROPOLITAN PLANNERS, INC. , INDIANAPOLIS, INDIANA

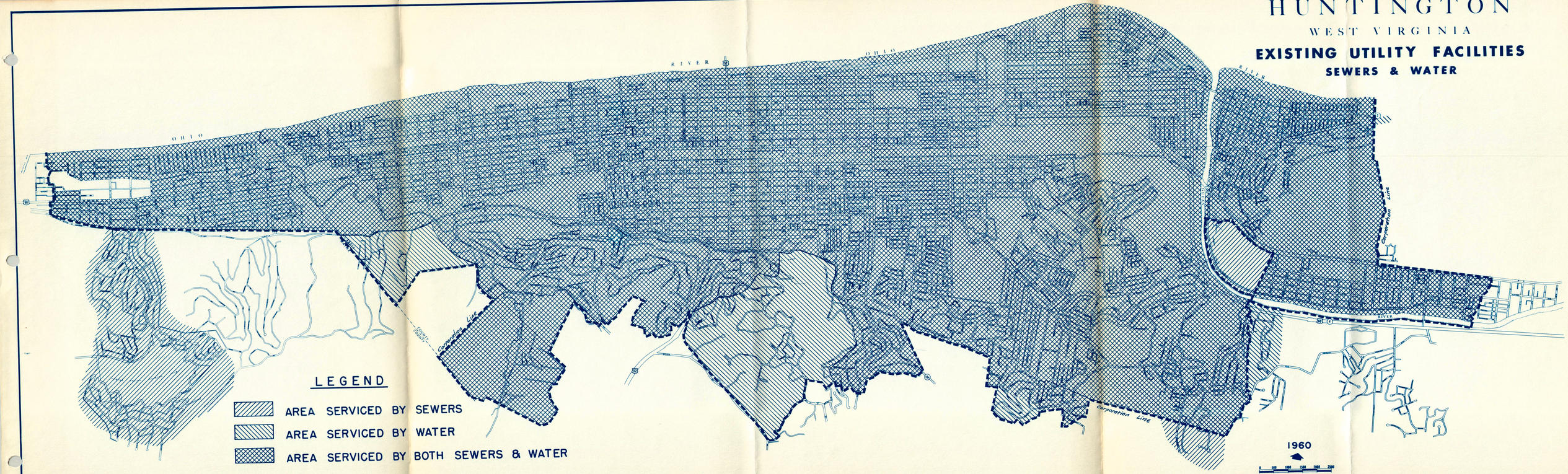
MAP 7

HUNTINGTON

WEST VIRGINIA

EXISTING UTILITY FACILITIES

SEWERS & WATER



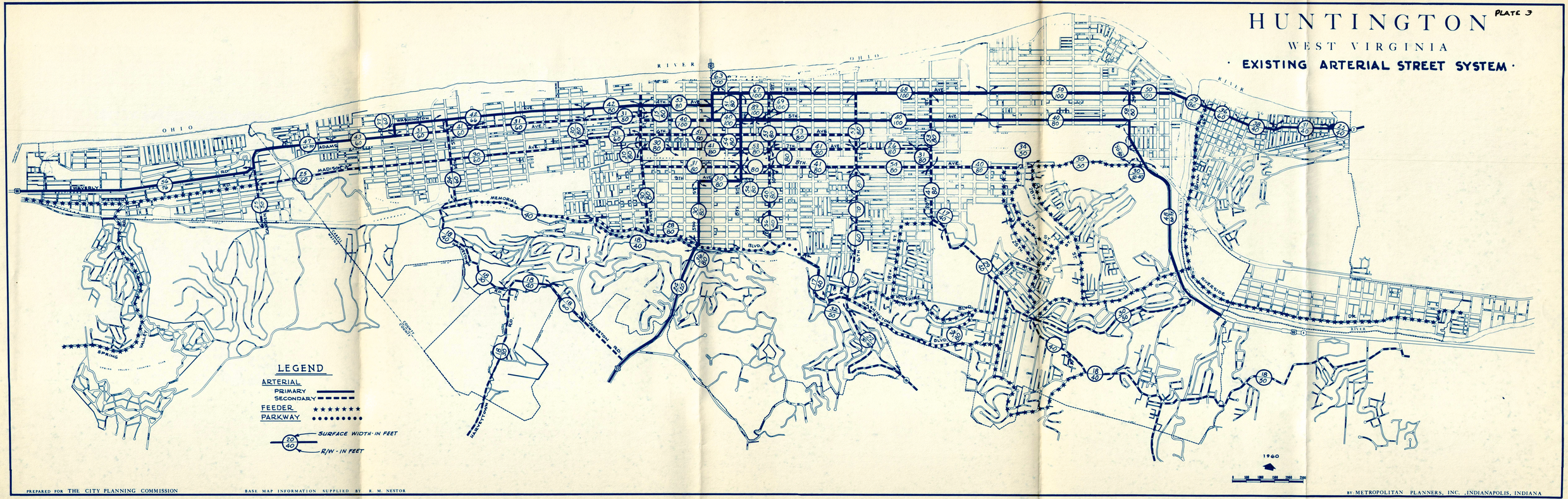
BY METROPOLITAN PLANNERS, INC. ,INDIANAPOLIS, INDIANA

PLATE 3

HUNTINGTON

WEST VIRGINIA

· EXISTING ARTERIAL STREET SYSTEM ·



PREPARED FOR THE CITY PLANNING COMMISSION

BASE MAP INFORMATION SUPPLIED BY R. M. NESTOR

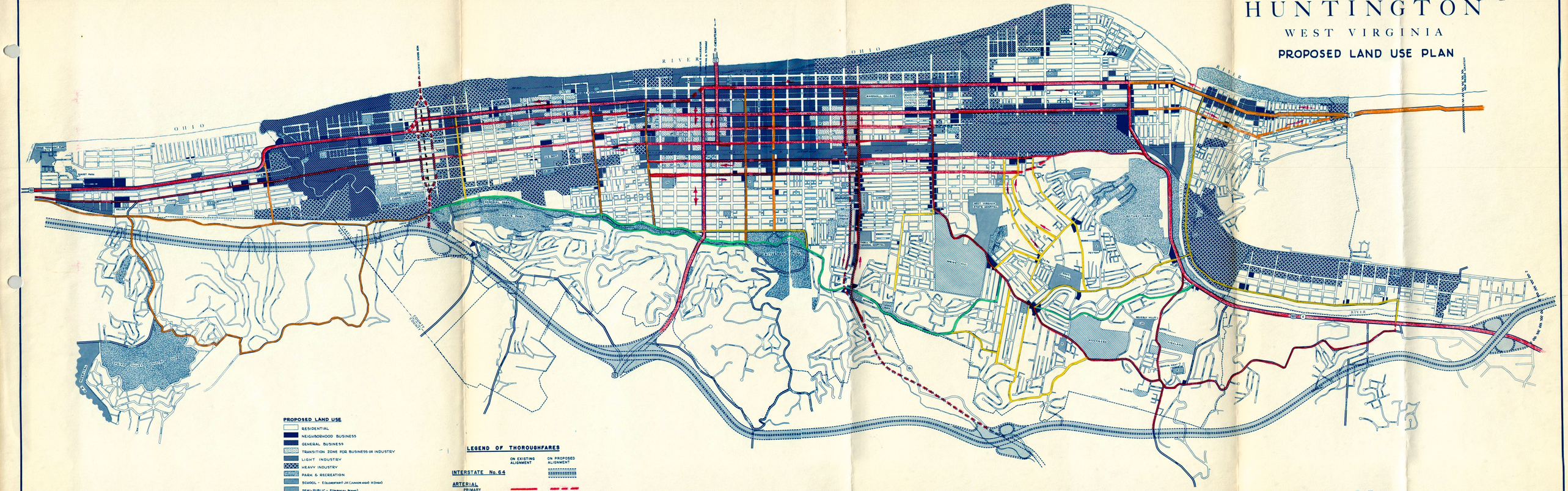
BY METROPOLITAN PLANNERS, INC., INDIANAPOLIS, INDIANA

PLATE 2

HUNTINGTON

WEST VIRGINIA

PROPOSED LAND USE PLAN



PROPOSED LAND USE

- RESIDENTIAL
- NEIGHBORHOOD BUSINESS
- GENERAL BUSINESS
- TRANSITION ZONE FOR BUSINESS OR INDUSTRY
- LIGHT INDUSTRY
- HEAVY INDUSTRY
- PARK & RECREATION
- SCHOOL - E (ELEMENTARY) JH (JUNIOR HIGH) H (HIGH)
- SEMI-PUBLIC - P (PAROCHIAL SCHOOL)
- PUBLIC - FS (FIRE STATION) PS (PUMPING STATION)
- CEMETERY
- INDUSTRIAL RESERVED

NOTE: SEE "OBSERVED CONDITION OF STRUCTURES AND URBAN RENEWAL PLAN" FOR AREAS PROPOSED FOR REDEVELOPMENT

LEGEND OF THOROUGHFARES

	ON EXISTING ALIGNMENT	ON PROPOSED ALIGNMENT
INTERSTATE No. 64		
ARTERIAL		
PRIMARY		
SECONDARY		
~~ACCESS ROADS TO INTERSTATE No. 64~~		
FEEDER		
PARKWAY		

THOROUGHFARE PLAN

1960

0 500 1000 1500 2000 2500

PREPARED FOR THE CITY PLANNING COMMISSION

BASE MAP INFORMATION SUPPLIED BY R. M. NESTOR

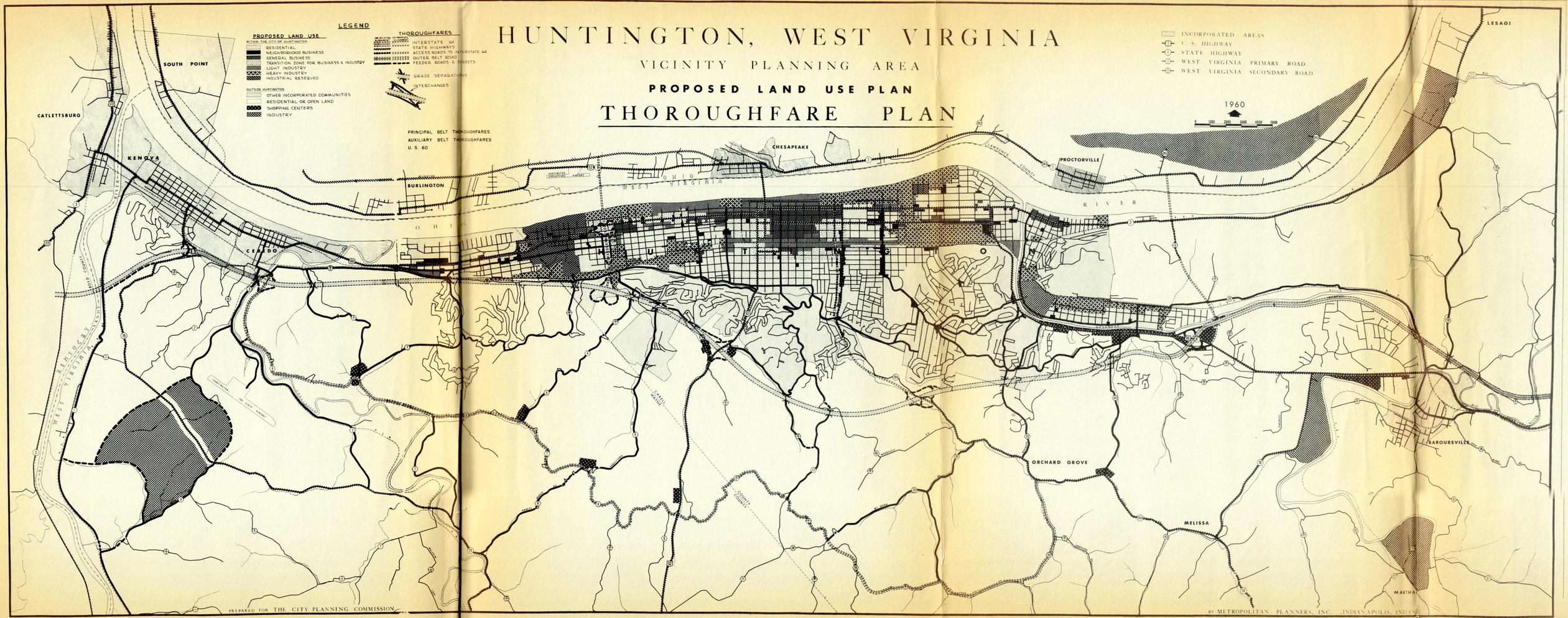
BY: METROPOLITAN PLANNERS, INC., INDIANAPOLIS, INDIANA

HUNTINGTON, WEST VIRGINIA

VICINITY PLANNING AREA

PROPOSED LAND USE PLAN

THOROUGHFARE PLAN

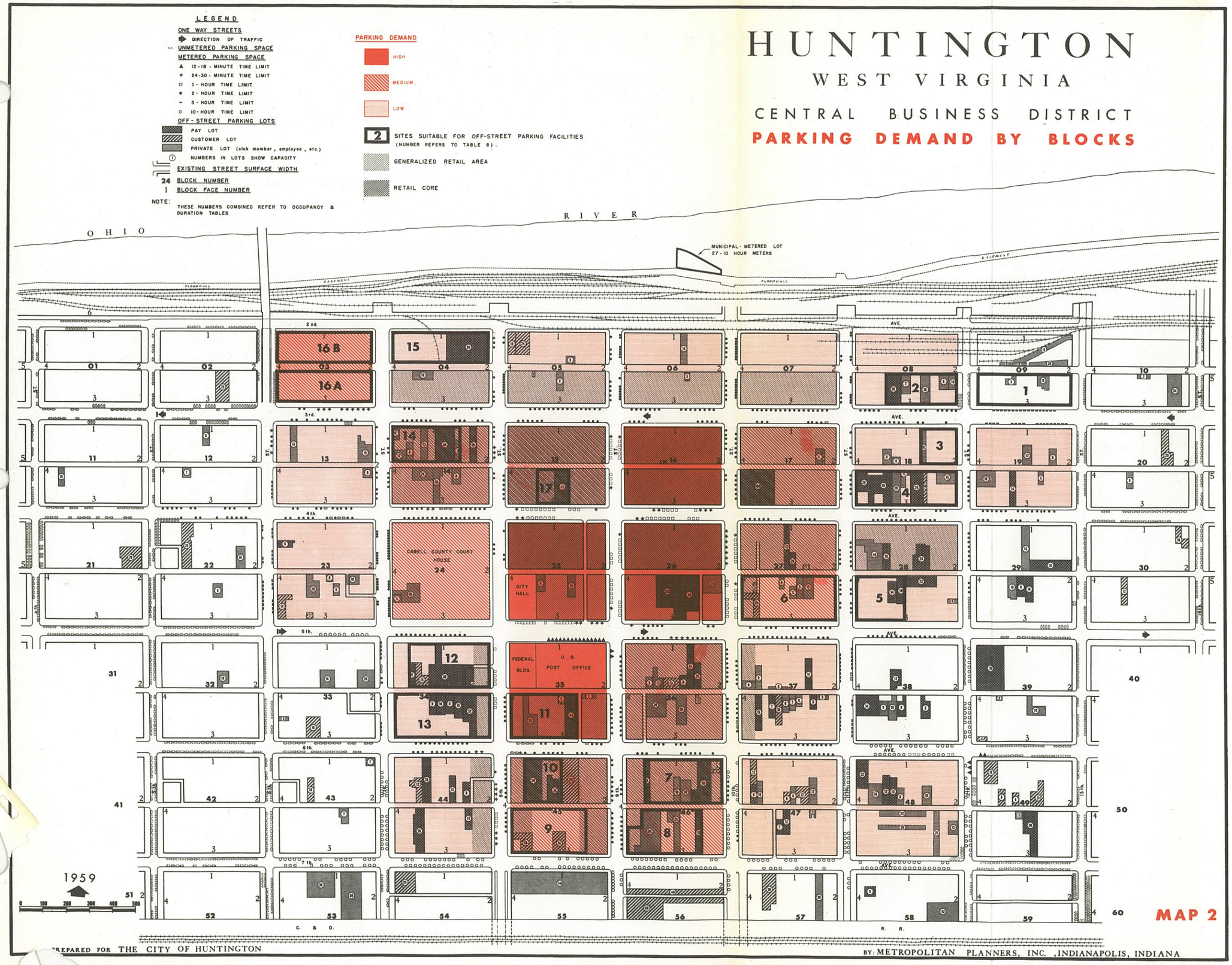


HUNTINGTON

WEST VIRGINIA

CENTRAL BUSINESS DISTRICT

PARKING DEMAND BY BLOCKS



MAP 2

PREPARED FOR THE CITY OF HUNTINGTON

BY: METROPOLITAN PLANNERS, INC., INDIANAPOLIS, INDIANA

Metropolitan Planners, Inc.

Planning Consultants

800 Board of Trade Building • Indianapolis 4
Telephone MElrose 2-7509 . . . . . .

Kenneth L. Schellie
Harry C. Sheridan II
Robert Richard Bell
Wayne C. Depew Jr.
Lawrence V. Sheridan
Planning Counselor

April 15, 1959

Mr. Robert M. Hoisington
City Manager
Huntington, West Virginia

Dear Mr. Hoisington:

We are pleased to transmit herewith the Parking Survey and Plan and the Parking Development Program for the City of Huntington.

Appreciation is hereby expressed for the valuable assistance rendered by the City Council and departments of the City government, by the Huntington Chamber of Commerce, by the Planning Commission, by the Traffic Division of the Huntington Police Department, and by the faculty and students of the Engineering Department of Marshall College, as well as by others too numerous to mention.

It is hoped that the cooperation given by the above persons plus the efforts of our studies will help solve Huntington's parking problems.

Very truly yours,
Metropolitan Planners, Inc.

Harry C. Sheridan

Harry C. Sheridan II
President

HCS/b

HUNTINGTON, WEST VIRGINIA

PARKING REPORT

March, 1959

PART I PARKING SURVEY AND PLAN

PART II PARKING DEVELOPMENT PROGRAM

Prepared For:

THE CITY OF HUNTINGTON, WEST VIRGINIA

(Huntington Chamber of Commerce Participating)

Prepared By:

METROPOLITAN PLANNERS, INC., CONSULTANTS
INDIANAPOLIS, INDIANA

PART I - PARKING SURVEY

GENERAL

Huntington, the largest city in the State of West Virginia, occupies a strategic location on the south bank of the Ohio River near the western tip of the State. The city, which had a standard metropolitan area population of almost 246,000 in 1950 according to the U. S. Census, serves as an economic center for a large part of western West Virginia, eastern Kentucky and southern Ohio. Besides being an important air, rail and water transportation center, U. S. highways 52 and 60 and state roads 2, 4 and 10 are routed through the city.

The site upon which the city is located is a relatively narrow river valley which is flanked on both sides by rugged topography. The West Virginia side of the valley varies in width from about one-half mile at the western edge of the city to about one and one-half miles at its widest point near the center of the city. For this reason the physical city has developed chiefly along an east-west axis paralleling the river.

Huntington's central business district has developed also along an east-west axis, its expansion being blocked completely to the north by the river and almost completely to the south by the mainline of the Chesapeake and Ohio Railroad. The bulk of the business district extends from 6th Street East to 11th Street East, covering roughly an area of 20 city blocks. Principal access to the business district is afforded by the east-west avenues and by 8th and 10th Streets which are the only two streets in the vicinity which underpass the C.and O. Railroad. Both highways 62 and 50 are routed through the business district, and the bridge connecting Huntington with Chesapeake, Ohio is located at the northwest corner of the district.

From the foregoing it is evident that Huntington is the principal shopping center of a large metropolitan area and that the city's central business district is a focal point for a large amount of traffic and parking. In order to keep abreast of increasing traffic and parking demands the city administration and community and business leaders have instituted this investigation into the situation.

EXISTING PARKING FACILITIES

Preliminary to an analysis of the parking situation it was necessary to conduct a complete inventory of all parking facilities which are available in the central business district. The results of the inventory are shown by appropriate symbols on MAP 1 and are tabulated in TABLE 1.

MAP 1, in addition to showing the location and type of both on and off-street parking facilities, also shows the direction of travel on existing one-way streets, the generalized extent of retail business development (and the "core" of this development), street pavement widths according to the scale of the map, and the map establishes a reference system for identifying blocks and block faces. Each block shown on the map has been assigned a different number and each block face of the numbered blocks is numbered according to a system which is readily apparent from inspection of the map. Peripheral block faces take their block numbers from adjacent blocks. For example, the block face north of the count house is identified as block face 241; the block face on the north side of 2nd Avenue adjacent to the city incinerator is 016.

GTON
INIA
S DISTRICT
FACILITIES

LEGEND

ONE WAY STREETS
- DIRECTION OF TRAFFIC

UNMETERED PARKING SPACE

METERED PARKING SPACE
- ▲ 12-18 - MINUTE TIME LIMIT
- ★ 24-30 - MINUTE TIME LIMIT
- □ 1 - HOUR TIME LIMIT
- ● 2 - HOUR TIME LIMIT
- – 5 - HOUR TIME LIMIT
- ○ 10 - HOUR TIME LIMIT

OFF-STREET PARKING LOTS
- PAY LOT
- CUSTOMER LOT
- PRIVATE LOT (club member, employee, etc.)
- (1) NUMBERS IN LOTS SHOW CAPACITY

EXISTING STREET SURFACE WIDTH

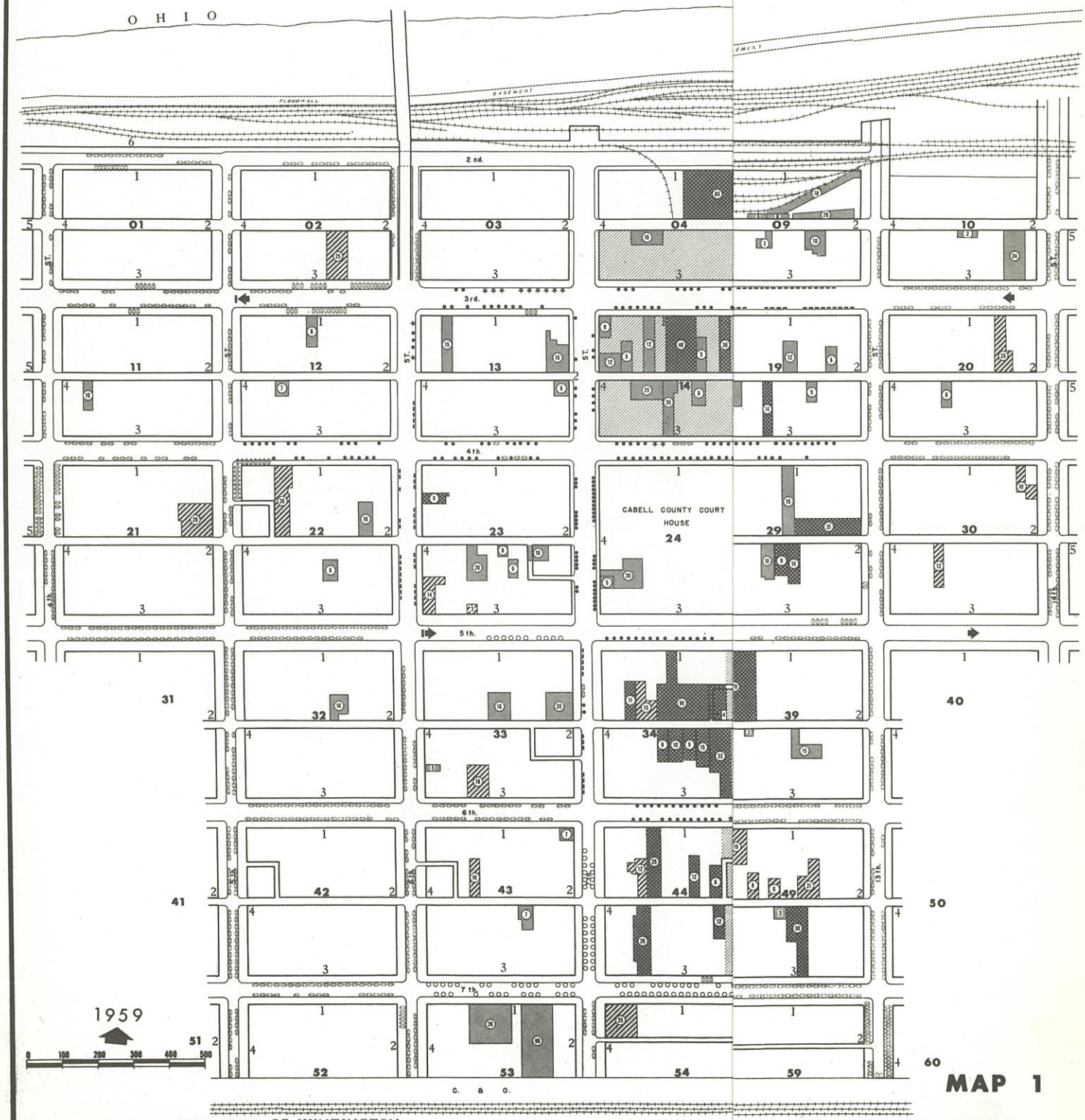
24 BLOCK NUMBER

1 BLOCK FACE NUMBER

NOTE: THESE NUMBERS COMBINED REFER TO OCCUPANCY & DURATION TABLES

GENERALIZED RETAIL AR

RETAIL CORE



MAP 1

PREPARED FOR THE CITY OF HUNTINGTON

NNERS, INC. ,INDIANAPOLIS, INDIANA

TABLE 1

EXISTING PARKING FACILITIES

ON-STREET

METERED

METER TYPE	NUMBER	% OF TOTAL
12 Min.	20	1.4
18 Min.	2	0.2
24 Min.	9	0.6
30 Min.	52	3.6
1 Hr.	116	8.0
2 Hr.	771	53.4
5 Hr.	106	7.3
10 Hr.	368	25.5
Total	1444	100.0

UNMETERED

2 Hour Limit - 1023 Spaces

OFF-STREET

ALL FACILITIES SHOWN ON MAP 1

TYPE	NO. OF SPACES	% OF TOTAL
Pay	2202	51
Customer	631	14
Private	1518	35
Total	4351	100

FACILITIES WITHIN 3 BLOCKS AT 4TH AVE. & 9TH ST.

TYPE	NO. OF SPACES	% OF TOTAL
Pay	2026	63
Customer	201	6
Private	970	31
Total	3197	100

The results of the inventory as tabulated in TABLE 1 show that the area contained on MAP 1 has a total of 6,818 parking spaces of all types, and of this total, 2,467 are located on-street and 4,351 are located off-street. There are 1,444 metered, on-street spaces of various meter times, and there are approximately 1,023 unmetered on-street spaces all of which fall within the 2-hour time limit zone. The number of unmetered spaces is given approximately as these spaces are not painted on the pavement. A breakdown of the number and percent of total of metered spaces according to meter time period is given in the table.

Spaces in off-street parking facilities have been catagorized into pay, customer and private. Pay facilities are available to the public for a fee on an hourly, daily, weekly or monthly basis; customer facilities are for the use of customers of an establishment or a group of establishments; private facilities are restricted to the use of a particular group such as club members, employees, etc. Facility capacities were determined by an actual field count where possible; when access was not possible or when spaces within facilities were not delineated, capacities were computed from measured facility sizes. Occasional difficulty was encountered in catagorizing a facility and the most apparent use is shown on the map. Both formal and informal facilities of three or more capacity have been included.

As shown in TABLE 1, there is a total of 4,351 spaces in off-street facilities of all types in the area shown on the map. Tabulating only those facilities within three blocks of the intersection of 4th Avenue and 9th Street, this area encompassing almost all of the business district, there are 2,026 pay spaces, 201 customer spaces and 970 private spaces, totaling 3,197 spaces or about 73 per cent of all spaces shown on the map. Within this same 36 block area there is a total of 9 facilities with an aggregate capacity of of 1,178 spaces which are either <u>attended</u> or <u>supervised</u> and open to the public on an <u>hourly</u> or <u>daily</u> basis.

Also obtained during the inventory was the cost of parking at various facilities. Meter rates for the different meter time limits are 1¢ per time increment for 12, 18 and 24 minute meters, 10¢ per hour for 30 minute, 1 hour and 2 hour meters, 5¢ per hour for 5 hour meters and 5¢ per 2 hours for 10 hour meters. The only exception is a 5¢ per hour rate for the 2 hour meters located on a two- block section of 9th Street between 5th and 7th Avenues.

Because rates charged for parking in off-street facilities vary between facilities and are not comparable as posted, TABLE 2 is presented which shows the cost of parking in seven different facilities. The table also compares off-street facility rates with meter rates and gives the distance in blocks from the various facilities and meters to the arbitrary point at the intersection of 4th Avenue and 9th Street which is considered to be the center of the retail core area. Note is taken of the fact that a few off-street facilities offer a "park-and-shop" plan which reduces, to some extent, the cost of off-street parking in those facilities.

TABLE 2

COMPARATIVE PARKING RATES

Facility		Walking Distance In Blocks To 8th Ave. & 9th St.	1 Hr. Cost	2 Hr. Cost	3 Hr. Cost	4 Hr. Cost	8 Hr. Cost
Off-St.	A.	2 1/2	25¢	35¢	45¢	55¢	95¢*
	B	2 1/4	25¢	35¢	45¢	55¢	95¢*
	C	2 1/2	25¢	35¢*	45¢	50¢	75¢
	D	1/2	35¢	45¢*	50¢	60¢	$1.00*
	E	1	35¢	50¢	60¢	70¢	$1.10*
	F	1 1/2	35¢	45¢*	55¢*	65¢*	75¢
	G	1 1/2	50¢	50¢*	60¢*	70¢*	$1.10*
1 Hr. Meter, Block Face 153		1/2	10¢	20¢	30¢	40¢	80¢
2 Hr. Meter, Block Face 364		1 1/2	5¢	10¢	15¢	20¢	40¢
10 Hr. Meter, Block Face 552		3 1/2	**	5¢	**	10¢	20¢

* Rate not specifically stated; cost determined on an hourly basis.
** Rate is 5¢ per two hours.

USE OF ON-STREET PARKING SPACES

In order to determine the extent and type of use which existing on-street parking spaces receive, a survey of these facilities was conducted over a two month period. The bulk of the survey occurred on weekdays so as to reflect average conditions and a Saturday check was obtained so that weekday conditions could be compared with Saturday conditions. The surveys were operated continuously between 9:30 A.M. and 3:30 P.M. during days which they were conducted. The results of the surveys are presented in the following tables which show for each block face, the average occupancy and duration rates for the spaces contained thereon. All occupancy and duration data have been reduced to percentages so that some degree of comparability will exist between block faces and between meter types. Occupancy percentages represent the average amount of time spaces were occupied; duration percentages are the per cents of the total, by selected time intervals, of all vehicles occupying spaces.

TABLE 3 shows information for the short-time meters which are scattered throughout the business district and which are designed to serve short-time, special-purpose parkers. The first part of the table gives data for the 12, 18 and 24 minute meters and the last part for the 30 minute meters, two parts being required as the duration time intervals are different.

The same type of information for 1, 2, 5 and 10 hour meters and for unmetered spaces is presented in TABLE 4. In this table different duration time intervals are used, the other information being identical to that shown in TABLE 3. The results of the Saturday sample are given in TABLE 4A.

In order to summarize the information presented in TABLES 3 and 4, TABLE 5 has been prepared which shows the same type of data in total, by meter type.

TABLE 6 compares the summarized weekday information with the data obtained during the Saturday survey.

The above four tables present a comprehensive picture of how Huntington's downtown on-street parking facilities are being used.

From TABLES 3 and 4 it is seen that occupancies are highest, as might be expected, in the retail core area and that they fall off - some rapidly - as the distance from this area increases. Individual block face durations, the average length of time vehicles remained parked, show that the preponderance of downtown parkers desire space for one hour or less and that a substantial percentage stay between one and two hours. The core area, generally speaking, appears to have slightly higher durations than some immediately adjacent blocks faces.

TABLE 5, which consolidates all of the data by meter type, shows that occupancies are fairly high for each meter group. These weekday occupancies, when compared with the Saturday occupancies shown in TABLE 6 (Saturday is considered to be a peak day for parking demand), appear to be about normal. The Saturday occupancy rates are higher in each case except for the 10 hour meter group which may be explained by the fact that industrial establishments in the vicinity of the business district apparently are idle on Saturdays, thus employee parking in

TABLE 3

OCCUPANCY AND DURATION OF SHORT-TIME METERS

12, 18 & 24 Minute Meters

Block Face	Meter Type	No. of Spaces	% of Occupancy	% of Vehicles Staying 0-12 Min.	12-24 Min.	24-36 Min.	36-48 Min.	48-60 Min.
351	12 Min.	15	93	81	13	1	-	5
491	12 Min.	2	80	100	-	-	-	-
494	12 Min.	3	80	100	-	-	-	-
352	18 Min.	2	65	90	10	-	-	-
263	24 Min.	1	100	34	33	33	-	-
441	24 Min.	2	20	100	-	-	-	-
442	24 Min.	6	67	20	20	60	-	-

30 Minute Meters

Block Face	No. of Spaces	% of Occupancy	% of Vehicles Staying 0-15 Min.	15-30 Min.	30-45 Min.	45-60 Min.	Over 60 Min.
033	9	63	74	16	3	2	5
134	2	60	-	34	33	-	33
142	3	87	71	13	12	-	4
143	2	55	55	18	18	-	9
152	2	95	56	-	33	-	11
153	2	75	17	50	17	-	16
163	5	92	29	21	21	8	21
251	2	95	38	25	25	-	12
252	1	90	40	40	20	-	-
253	5	92	25	17	17	8	33
261	2	100	25	38	-	37	-
262	7	96	60	13	7	7	13
263	2	90	20	40	20	-	20
264	1	100	50	33	17	-	-
274	2	90	40	40	20	-	-
352	1	70	25	75	-	-	-
361	4	85	67	-	8	-	25

TABLE 4

OCCUPANCY AND DURATION OF METERED AND UNMETERED SPACES

1 Hour Meters

Block Face	No. of Spaces	% of Occupancy	% of Vehicles Staying 0-1 Hr	1-2 Hrs.	2-3 Hrs.	3-4 Hrs.	Over 4 Hrs.
152	8	96	73	21	6	-	-
153	11	89	76	15	6	-	3
163	5	98	72	19	9	-	-
164	5	95	71	25	-	4	-
251	7	95	84	14	2	-	-
252	9	96	79	11	4	4	2
253	15	82	84	13	2	1	-
261	10	98	71	24	2	2	1
262	7	93	79	13	3	3	2
264	10	93	85	11	4	-	-
274	12	94	82	17	1	-	-
342	8	54	91	9	-	-	-
442	4	50	73	9	9	9	-
481	5	77	92	8	-	-	-

2 Hour Meters

033	2	67	67	-	-	-	33
042	7	86	73	23	4	-	-
043	10	87	83	8	7	-	2
052	9	96	52	30	9	9	-
053	16	98	70	22	4	1	3
054	10	85	78	17	5	-	-
062	10	100	61	24	8	2	5
063	15	100	70	17	-	10	3
064	14	99	69	20	8	-	3
072	6	86	90	7	3	-	-
073	17	98	72	19	5	1	3
074	17	96	72	20	1	4	3
083	14	61	82	11	5	2	-
084	11	74	73	16	6	5	-
123	11	32	76	12	6	-	6
131	10	47	76	20	-	4	-
132	7	52	83	17	-	-	-
133	9	67	85	9	3	-	3
134	3	56	67	22	11	-	-
141	12	74	80	18	2	-	-
142	5	83	86	9	-	5	-

2 Hour Meters, Continued

Block Face	No. of Spaces	% of Occupancy	% of Vehicles Staying 0-1 Hr.	1-2 Hrs.	2-3 Hrs.	3-4 Hrs.	Over 4 Hrs.
143	11	79	74	14	12	-	-
144	7	60	78	13	5	4	-
151	10	98	74	15	7	-	4
154	11	91	85	9	2	2	2
161	9	98	75	15	-	8	2
162	7	93	83	8	6	3	-
171	7	95	80	17	-	-	3
172	5	93	62	38	-	-	-
174	12	100	56	26	12	6	-
181	13	64	83	15	2	-	-
183	11	88	74	20	2	4	-
184	9	93	71	18	8	3	-
193	15	39	83	10	4	3	-
194	11	47	80	16	4	-	-
221	9	46	70	6	18	-	6
231	10	88	74	16	3	-	7
232	15	54	68	23	3	-	6
241	17	77	71	26	3	-	-
242	3	89	60	30	-	-	10
244	24	68	68	16	10	2	4
254	3	94	34	33	-	-	33
263	5	93	81	11	8	-	-
271	12	96	70	18	4	2	6
272	12	96	71	20	7	2	-
273	13	87	74	15	7	4	-
281	14	94	81	13	6	-	-
284	12	86	78	18	2	-	2
291	8	73	91	3	3	-	3
294	11	62	80	14	6	-	-
332	2	83	-	34	33	-	33
341	15	60	78	18	4	-	-
343	12	44	78	18	4	-	-
352	7	93	76	18	3	3	-
353	8	96	77	21	2	-	-
354	6	72	70	20	5	5	-
361	12	94	78	15	4	3	-
362	14	93	75	15	3	2	5
363	6	94	69	23	4	-	4
364	13	96	69	21	7	3	-
371	16	94	64	24	8	2	2
373	14	83	74	19	7	-	-

2 Hour Meters, Continued

Block Face	No. of Spaces	% of Occupancy	% of Vehicles Staying 0-1 Hr.	1-2 Hrs.	2-3 Hrs.	3-4 Hrs.	Over 4 Hrs.
374	12	96	72	22	2	-	4
381	15	31	92	4	4	-	-
441	12	50	75	13	4	-	8
442	2	50	100	-	-	-	-
451	11	86	70	15	5	3	7
452	15	93	58	28	9	2	3
454	13	56	83	13	2	-	2
461	10	88	61	37	2	-	-
462	5	73	69	25	-	6	-
464	12	92	61	20	2	12	5
471	16	85	78	15	4	2	1
474	2	75	75	25	-	-	-

5 Hour Meters

093	17	31	60	10	15	10	5
134	5	93	14	14	-	14	58
191	17	47	71	17	10	2	-
222	13	64	58	13	23	3	3
234	14	68	45	21	24	10	-
332	12	88	39	18	14	14	15
372	15	82	51	26	14	2	7
384	13	91	42	30	21	7	-

10 Hour Meters

331	10	100	15	-	8	8	69
382	7	95	-	-	64	9	27
383	15	100	15	5	5	10	65
394	16	95	26	11	18	4	41
432	14	95	7	-	-	7	86
433	14	33	50	21	14	7	8
443	13	89	40	5	5	5	45
444	12	69	23	35	-	12	30
453	9	100	25	8	-	-	67
462	10	88	9	-	-	-	91
463	14	96	19	14	-	5	62
472	10	98	31	-	19	-	50
473	13	92	30	10	5	-	55
474	10	90	8	-	8	8	76
481	12	100	22	11	-	11	56

10 Hour Meters, Continued

Block Face	No. of Spaces	% of Occupancy	% of Vehicles Staying 0-1 Hr.	1-2 Hrs.	2-3 Hrs.	3-4 Hrs.	Over 4 Hrs.
482	12	100	19	6	-	6	69
483	12	96	18	18	-	12	52
484	14	94	6	18	6	-	70
494	9	100	9	9	-	9	73
531	13	12	88	12	-	-	-
541	17	94	12	20	8	12	48
551	16	99	10	-	10	-	80
552	13	97	18	9	27	14	32
561	18	94	24	24	18	3	31
562	4	92	17	17	17	-	49
564	3	100	-	-	-	-	100
571	9	87	27	13	20	-	40
581	19	90	26	14	14	3	43
584	3	94	-	-	-	-	100
Lot	27	60	4	17	9	-	70
Unmetered							
011	14	93	24	10	-	-	66
013	18	74	36	18	23	9	14
014	9	50	25	25	-	12	38
015	6	64	20	-	-	-	80
016	11	100	-	-	-	-	100
021	13	67	43	4	7	4	42
022	9	26	50	25	13	-	12
023	25	70	33	-	17	8	42
024	10	82	17	8	17	-	58
034	7	48	67	-	25	-	8
094	6	64	25	12	25	12	26
102	14	64	-	-	-	-	100
103	17	46	35	18	18	-	29
104	6	64	29	14	14	-	43
105	13	54	29	7	21	14	29
111	17	53	22	7	7	14	50
113	14	41	60	15	5	10	10
115	13	74	8	15	8	8	61
121	18	67	-	25	-	-	75
124	12	63	40	15	20	5	20
192	13	53	27	12	14	17	30
201	11	32	88	-	-	6	6
202	12	35	54	23	15	-	8

Unmetered, Continued

Block Face	No. of Spaces	% of Occupancy	% of Vehicles Staying 0-1 Hr.	1-2 Hrs.	2-3 Hrs.	3-4 Hrs.	Over 4 Hrs.
203	16	55	64	11	4	-	21
204	12	52	44	19	13	4	20
205	14	30	43	21	7	7	22
211	12	51	73	23	-	-	4
212	16	49	38	12	12	6	32
213	21	21	27	27	18	18	10
214	24	43	30	50	-	10	10
215	22	60	14	43	29	-	14
223	20	51	27	32	9	9	23
224	11	47	47	20	13	-	20
292	5	97	65	20	10	-	5
301	16	66	40	24	4	4	28
302	16	44	41	18	12	6	23
304	17	54	64	18	6	3	9
305	19	51	31	12	6	-	51
311	21	6	63	37	-	-	-
312	17	16	40	20	-	-	40
321	16	23	57	22	7	-	14
322	15	58	44	24	8	8	16
323	15	26	72	17	6	5	-
324	17	20	33	17	-	-	50
333	15	42	60	20	17	3	-
334	6	72	28	27	9	18	18
391	14	26	62	33	5	-	-
392	17	39	52	30	13	-	5
393	17	59	22	26	26	9	17
404	8	38	49	33	13	5	-
412	19	15	50	17	-	-	33
421	20	45	31	35	19	-	15
422	17	30	42	37	16	-	5
423	20	25	54	8	8	15	15
424	18	12	-	33	-	-	67
431	15	59	58	24	12	-	6
434	16	41	55	15	5	15	10
491	17	85	56	7	16	2	19
492	18	57	30	15	15	5	35
493	20	54	32	4	36	12	16
504	12	53	42	8	-	8	42
512	8	67	-	14	14	-	72
521	13	31	29	-	29	14	28
522	6	22	67	-	-	-	33

Unmetered, Continued

Block Face	No of Spaces	% of Occupancy	% of Vehicles Staying 0-1 Hr.	1-2 Hrs.	2-3 Hrs.	3-4 Hrs.	Over 4 Hrs.
524	7	55	-	-	-	-	100
532	4	67	55	27	9	-	9
534	8	31	33	17	17	-	33
544	7	50	54	23	8	8	7
582	4	87	-	-	-	-	100
591	20	38	57	26	4	4	9
592	19	100	-	-	-	-	100
594	8	92	-	20	-	-	80
604	20	100	-	-	-	-	100

TABLE 4A

SATURDAY OCCUPANCY AND DURATIONS

1 Hour Meters

Block Face	No. of Spaces	% of Occupancy	% of Vehicles Staying 0-1 Hr.	1-2 Hrs.	2-3 Hrs.	3-4 Hrs.	Over 4 Hrs.
153	11	99	71	23	4	2	-
251	7	98	81	13	4	2	-
252	9	93	78	11	5	2	4
253	15	92	83	16	-	1	-
264	10	99	64	23	11	2	-
342	8	82	83	15	2	-	-
442	4	23	100	-	-	-	-

2 Hour Meters

042	7	98	67	33	-	-	-
052	9	96	58	29	10	3	-
053	16	100	74	21	1	1	3
054	10	97	79	17	4	-	-
062	10	100	60	23	15	2	-
063	15	100	72	13	10	2	3
064	14	99	70	22	3	-	5
074	17	98	69	26	4	1	-
142	5	100	79	21	-	-	-
151	10	97	64	26	5	5	-
154	11	96	67	17	11	2	3

TABLE 4A - continued

2 Hour Meters

Block Face	No. of Spaces	% of Occupancy	% of Vehicles Staying 0-1 Hr.	1-2 Hrs.	2-3 Hrs.	3-4 Hrs.	Over 4 Hrs.
161	9	98	67	23	5	-	5
162	7	100	76	16	8	-	-
174	12	100	54	31	15	-	-
232	15	88	71	20	5	-	4
242	3	100	75	19	6	-	-
244	24	81	55	31	8	3	3
254	3	100	64	22	14	-	-
263	5	100	73	19	8	-	-
271	12	100	61	30	9	-	-
272	12	96	76	17	3	2	2
273	13	92	73	20	5	2	-
284	12	99	80	15	3	-	2
294	11	80	72	23	5	-	-
332	2	92	42	29	29	-	-
341	15	81	71	26	2	1	-
343	12	54	64	20	8	8	-
352	7	98	53	37	7	3	-
353	8	92	76	16	5	3	-
354	6	81	77	15	4	4	-
361	12	96	78	10	7	2	3
362	14	94	72	22	6	-	-
363	6	89	76	17	7	-	-
364	13	97	68	19	7	3	3
371	16	92	67	25	8	-	-
374	12	96	80	19	1	-	-
381	15	44	87	13	-	-	-
441	12	72	74	18	3	-	5
442	2	67	75	25	-	-	-
451	11	79	76	22	2	-	-
452	15	91	73	16	9	2	-
454	13	62	68	20	12	-	-
461	10	78	82	12	3	3	-
462	5	67	85	10	5	-	-
464	12	93	69	9	9	6	7
474	2	67	89	11	-	-	-

TABLE 4A, Continued

Block Face	No. of Spaces	% of Occupancy	% of Vehicles Staying 0-1 Hr.	1-2 Hrs.	2-3 Hrs.	3-4 Hrs.	Over 4 Hrs.
5 Hour Meters							
332	12	75	50	31	19	-	-
10 Hour Meters							
331	10	93	39	22	4	13	22
432	14	61	34	11	22	11	22
433	14	6	34	33	33	-	-
443	13	40	56	13	13	6	12
444	12	35	27	37	18	-	18
453	9	93	19	13	31	6	31
462	10	65	52	4	35	4	5
463	14	87	32	24	29	6	9
474	10	87	21	21	21	16	21
531	13	23	67	33	-	-	-
541	17	31	53	12	23	6	6
551	16	84	45	21	9	3	22
552	13	91	33	19	18	11	19
561	18	88	25	17	22	22	14
562	4	63	15	57	14	-	14
564	3	94	17	17	33	17	16

TABLE 5

SUMMARY OF OCCUPANCY AND DURATION BY METER TYPE

Meter Type	No. of Spaces	% of Occupancy	% of Vehicles Staying 0-12 Min.	12-24 Min.	24-36 Min.	36-48 Min.	48-60 Min.
12 Min.	20	91	84	10	1	-	5
18 Min.	2	65	90	10	-	-	-
24 Min.	9	64	33	22	45	-	-

Meter Type	No. of Spaces	% of Occupancy	% of Vehicles Staying 0-15 Min.	15-30 Min.	30-45 Min.	45-60 Min	Over 60 Mi
30 Min.	52	84	72	17	5	3	3

Meter Type	No. of Spaces	% of Occupancy	% of Vehicles Staying 0-1 Hr.	1-2 Hrs.	2-3 Hrs.	3-4 Hrs.	Over 4 Hrs.
1 Hr.	116	88	80	15	3	1	1
2 Hr.	771	79	74	18	4	2	2
5 Hr.	106	67	51	20	16	7	6
10 Hr.	368	86	20	12	10	5	53
Unmetered	1023	50	42	17	10	5	26

TABLE 6

COMPARISON OF WEEKDAY WITH SATURDAY OCCUPANCY AND DURATION

Meter Type	% of Occupancy Weekday	Sat.	% of Vehicles Staying 0-1 Hr. Weekday	Sat.	1-2 Hrs. Weekday	Sat.	2-3 Hrs. Weekday	Sat.	3-4 Hrs. Weekday	Sat.	Over 4 Hrs. Weekday	Sat.
1 Hr.	88	90	80	77	15	17	3	4	1	1	1	1
2 Hr.	79	89	74	71	18	21	4	6	2	1	2	1
5 Hr.	67	75	51	50	20	31	16	19	7	-	6	-
10 Hr.	86	61	20	36	12	19	10	20	5	9	53	16

this meter group is lower. Durations of weekday parkers display a marked desire for short-time space; the Saturday durations show slightly longer durations both in the 1-2 hour and 2-3 hour groups.

Results of the survey of the unmetered, 2 hour limit spaces show that with very few exceptions, occupancies are uniformly low and that durations are more-or-less evenly distributed. In view of the 2 hour time limit, the relatively high percentages of over 2-hour parkers seems rather incongruous.

Attention is called to the few, yet relatively important, groups of parkers who park varying amounts of time past meter time periods as seen in TABLE 5. For example, 20 per cent of the vehicles parked at the 116 one hour metered spaces remained parked over one hour, yet this relatively small percentage consumed 37 per cent of the theoretical number of spaces which were available. Put another way, one vehicle parked at a one hour metered space for eight hours deprives space to seven other parkers who desire to park for one hour each. In light of the apparent high demand for one hour space in the core area, it is easily seen how just a few "meter-feeders" can prevent a substantial number of potential parkers (and customers) from obtaining space.

USE OF OFF-STREET PARKING SPACES

As mentioned above there are nine open-to-the-public off-street parking facilities located within the business district which are attendent operated or supervised. The remaining off-street pay facilities are used primarily for weekly or monthly customers and hence are not considered here as currently available space. Of the nine facilities, occupancy and duration data have been determined for five representative facilities, this data being obtained either from the facility operators or from field inspection of the facilities. TABLE 7 presents this information. The facilities are not identified, however the designation shown in the table is the same as found in TABLE 2, "Comparative Parking Rates".

TABLE 7

OCCUPANCY AND DURATION IN SELECTED OFF-STREET PARKING FACILITIES

Facility	% of Occupancy	% of Vehicles Staying			
		0-1 Hr.	1-2 Hrs.	2-3 Hrs.	Over 3 Hrs.
C	48	45	31	16	8
D	60	42	28	7	23
E	27	32	32	14	22
F	72	31	29	9	31
G	78	32	30	20	18

It immediately becomes apparent that the off-street facilities show a lower occupancy rate than might be expected, especially when it is considered that all of the facilities are either in, or very close to, the retail core. Attention is called to the fact, however, that the occupancy rates shown above represent the average occupancy over a period of several hours and, in two cases, over a period of several days. During peak demand hours, some of the facilities show occupancies approaching 100 per cent, or full. The off-street durations, it will be noted, differ from the on-street durations in that short time parking percentages are much lower in off-street facilities.

In addition to the determination of the above data, several lot operators were interviewed in an effort to determine their opinions on the parking situation. The concensus of the operators is that short-term parkers - mostly shoppers - seek curb space, that the longer term and most all day parkers (and weekly and monthly parkers) patronize off-street facilities. Several operators stated that they felt most parkers, even some long-term parkers, sought curb space first and went into off-street facilities only when curb space was not available. Operators of two parking structures reported that the bulk of their business was monthly rental.

PARKING DEMAND WITHIN THE CENTRAL BUSINESS DISTRICT

In order to determine relatively high, medium and low parking demand areas within the business district, a detailed land use survey was conducted which determined for every lot within that area, the type and intensity of use. From the survey it was then determined the amount of space, both horizontal and vertical, which is devoted to uses which create a parking demand. The resulting demand is shown graphically on MAP 2.

It is seen from the map that the highest demand areas occur within the retail business area with the extremes in or close to the retail care. This is the area where multiple-story buildings create parking demands in inverse ratio to the amount of ground area occupied. This also is the area where land is the most valuable and thus is most intensively used. As seen on the map the areas of medium and low parking demand occur respectively where single and two-story business structures prevail and where business and warehousing or business and residential uses are mixed.

POTENTIAL OFF-STREET PARKING FACILITY SITES

From the land use survey mentioned above and from a detailed field inspection of the business district, which included determination of the general existing and probable future character of all parts of the area, several potential off-street parking facility sites were located. The sites were chosen on the basis of present type and intensity of use, structural condition and physical appearance of buildings and proximity to present and probable future high parking demand areas. MAP 2 shows the locations of these sites, which can be viewed in relation to present parking demand areas. The sites on the map are numbered and the site numbers refer to TABLE 8 which shows for each, the area in square feet, the number of vehicles which can be accommodated (at one vehicle per 300 square feet), the assessed valuation and the valuation increased to 100 per cent, and the per vehicle cost based upon 100 per cent value. The data shown in the table are presented here for comparative purposes and may vary from actual figures to some degree.

TABLE 8

COMPARATIVE DATA - POTENTIAL OFF-STREET PARKING FACILITY SITES

Site No. (See Map 2)	Area Sq.Ft.	Capacity 300 S.F./Veh.	Assessed Valuation*	Valuation Increased to 100%	Cost Per Vehicle
1	58,800	196	$119,010	$216,380	$1104
2	42,000	140	166,100	302,000	2157
3	25,600	85	62,690	113,980	1341
4	67,200	224	269,740	490,440	2189
5	44,000	147	130,720	237,670	1617
6	84,000	280	345,960	629,020	2247
7	66,000	220	200,160	363,930	1654
8	65,400	218	161,060	292,840	1343
9	66,000	220	129,370	235,220	1069
10	36,000	120	87,940	159,890	1332
11	60,000	200	158,570	288,310	1442
12	72,000	240	206,030	374,610	1561
13	84,000	280	149,460	271,750	971
14	48,000	160	113,590	206,530	1291
15	58,800	196	113,140	205,710	1050
16A	58,800	196	102,680	186,690	953
16B	58,800	196	51,450	93,550	477
16A, 16B Plus 30'St	130,200	434	154,130	280,240	646
17	24,000	80	187,110	340,200	4253

* Valuations of tax exempt properties such as fraternal organizations and churches are not available and hence one not included here.

CONCLUSIONS

Reviewing some of the high points brought out in the foregoing sections, it was seen that Huntington is the principal shopping, wholesale distribution and transportation center for a large area and, due to the city's physical setting, the central business district is a focal point for this activity. The business district, covering an area of approximately 20 blocks, has available 1,444 on-street metered spaces and an effective supply of 1,178 off-street spaces, making a total effective supply of 2,622 spaces available to transient parkers.* In a comparison of the cost of parking at curb metered spaces as opposed to parking in off-street facilities it was found that curb parking is considerably less expensive even, in some cases, for long-term (8 hour) parking.

Occupancy and duration data for on-street spaces show that on weekdays occupancies are fairly high with a large percentage of parkers desiring space up to two hours. The same data for Saturdays indicate that occupancies are considerably higher especially in and near the retail core and that durations are longer with higher percentages of vehicles staying in the 1-2 and 2-3 hour brackets. Data for off-street facilities show that occupancies range from full (100%) to low during peak hours and that longer term parkers tend to patronize these facilities. Regarding the location of parking demand, it was found that demand is highest in the retail core, becoming less at the edges of the retail business area as the density of business uses becomes less. The geographical distribution of occupancy rates shows basically the same; that occupancies are highest at the core and diminish at the periphery. Occupancies at unmetered block faces are almost all uniformly low.

From these survey results, the following conclusions are reached:

> Huntington, <u>during the time the survey was conducted</u>, is not deficient in the <u>overall</u> number of parking spaces.
>
> There is a deficiency of space in the high parking demand areas with a surplus in most other areas.
>
> Average durations are longer on Saturdays than on weekdays.
>
> The cost differential between on-and off-street space favors the use of curb space.
>
> Meter timing in some cases does not conform with the demand evidenced by parkers.
>
> A substantial amount of curb space is being inefficiently used by all-day parkers.

Stated another way, downtown Huntington does have a parking problem, in that during peak parking demand periods, there is not enough space to accommodate all of the parkers at or near their destinations. During high demand periods, practically all curb space is occupied, and most surface lot facilities are full, in the high demand areas. The overflow parkers then cruise

*Parkers who do not live or work within the central business district.

the downtown area searching for space, adding to street congestion, and, when finding none available, then seek space at the outskirts of the business area. An exception to this apparent pattern is indicated by a rather low occupancy rate, even during peak periods, at a large off-street facility structure located at the edge of the retail core. A possible explanation to this incongruity is that motorists seem to strongly prefer ground level parking whenever possible and that Huntington's surface space deficiency is not yet acute enough to alter this pattern. Possibly, also, parking costs may have a bearing in this case.

In order to illustrate some of the foregoing conclusions, a sample of Saturday occupancies is presented here. These data show the actual hourly number of vehicles occupying a selected group of 201 metered 1 and 2 hour spaces located in and adjacent to the retail core area.

Meter Type	No. of Spaces	Number of Vehicles Parked At						
		9:30	10:30	11:30	12:30	1:30	2:30	3:30
2 Hr.	164	133	162	162	160	163	162	162
1 Hr.	37	37	36	37	37	37	36	36
All	201	170	198	199	197	200	198	198
No. of Vacent Spaces		31	3	2	4	1	3	3

Applying this sampling to all of the metered curb spaces in and near the retail core, it is readily seen that very little space is available in terms of the hundreds of motorists seeking space.

In addition to the above statements, there are certain other more intangible considerations which must be included in this analysis of Huntington's parking situarion. Among these are seasonable variations in parking habits, the general economy of the area, parking standards in relation to the amount of retail business, and future parking demands.

It is a well established fact that shopping habits in any given city follow a certain seasonal pattern; the maximum retail sales volume occurs during the Christmas season and the minimum volume occurs in the two months following this peak. From this it is seen that during the time the parking survey was conducted (January-February, 1959), retail sales in the city were at their lowest ebb. Coupled with this fact it is pointed out that, during the time of the survey, Huntington experienced unusually severe weather even for the time of year. Thus it is seen that parking volumes, which are a coefficient of sales volumes, were observed during a period of minimum seasonal business activity. In addition to the seasonal variation in business activity and parking volumes, the general economy of the area during the time of the survey would have a direct bearing upon these volumes. Although recent statistics are not readily available for the Huntington area, it is generally conceeded that the city as well as the state and nation has experienced a decline in general business activity as a result of the so-called recession which caused a large amount of unemployment. This in turn would alter the normal picture of parking volumes in downtown Huntington. The statement that parking volumes are "off", was heard several times by members of the Consultants' staff during the course of the survey.

Another manner in which to view the amount of parking space available in downtown Huntington is to relate the number of spaces to the area occupied by business uses in the business district. Within the area shown on MAP 1 it is determined that there is approximately 2,246,275 square feet of ground-floor area devoted to business uses of all kinds. Using a standard of 1 square foot of parking area to 1 square foot of business area, and using an average of 250 square feet per parking space (the average size of one off-street space including aisle space), Huntington's business area would require 8985 parking spaces. Comparing this figure with the 6,818 spaces of all types located within the map's area, it is seen that the available supply equals about 75 per cent of the apparent demand as determined by this method. However, if the total amount of space devoted to business use, which considers the area in multi-story business structures, is used to determine the parking space demand, it is then found that the business use area is 3,898,175 square feet which would require some 15,592 parking spaces using the above formula. In this light, the number of existing spaces equals only about 44 per cent of the demand. It is pointed out that this method considers all of the spaces shown on the map, a great number of which are located beyond practical walking distance of the high-demand areas. If only the retail business area were considered, the deficiency would be much greater for that area.

The ratio of 1 square foot of parking area to 1 square foot of business area might appear to some as being excessive, however, when it is considered that outlying shopping centers (which recently have been seriously sapping retail sales from central business districts in many areas) use a minimum formula of 3 square feet of parking area to 1 of business, then the 1 to 1 ratio becomes a bare minimum if "downtown" is going to compete with outlying centers for business.

Turning now from the present parking situation in Huntington, attention is directed to what the future situation may be. It is realized, of course, that no one is able to predict accurately future parking demands, however some indication may be determined by viewing past and probable future motor vehicle registrations, which, in the final analysis, are the source of parking demands. According to figures obtained from the Cabell County Assessor's Office, the average rate of increase of passenger and miscellaneous* vehicles in the county, is 12.3 per cent per year since 1954. Applying this rate of increase it is determined that by 1965 there should be about 74,790 vehicles registered in the county, the bulk of which will be passenger cars. At the present time there are about 12.7 vehicles in the county per each daily available space in Huntington's central business district, which, if applied to the 1965 registration prediction, would indicate an increased demand of 3,268 spaces required by the registration increase alone. This prediction is based upon the recent past and it also does not consider vehicles entering the business district from neighboring cities, counties and states. If the economy of the area should undergo a "boom", which it very well could do in light of the rapid development of the Ohio River Valley at several points, the above prediction would be low.

In light of the preceding conclusions and statements, it is fairly obvious that, although the City of Huntington during the time which the parking survey was conducted did not have a serious parking problem, under more normal circumstances the shortage of adequate parking facilities in the business district is much more serious, and that in the future the problem could

* Includes older autos, trucks and other types of vehicles not previously assessed.

assume acute proportions. Huntington's problem, then, is to create additional parking space when and where it is needed or else accept a decentralized shopping center type of business development.

PARKING DEVELOPMENT PLAN

The parking development plan for Huntington consists of changes in the present curb space metering plan and of proposals for development of off-street parking facilities. The curb space changes, most of which are minor in nature, are shown on MAP 3.

As seen on the map, the recommended changes consist chiefly of providing additional 1 hour meters and the changing of meter times in several locations so as to provide more uniformity to the system. It will be noted that the additional 1 hour meters are proposed for several 2 hour metered block faces which are adjacent to the retail core. This will provide the shorter time space, the demand for which was evidenced by parker durations, in and close to the area of highest parking demand. About 158 meters are involved in the change including the addition of approximately 15 1 hour meters at block face 351 in front of the new Federal Building. If it is desired to have a no parking zone in front of the Federal Building then the number of meters involved would be reduced accordingly.

Changes to 2 hour meters are proposed at block faces 342, 441, 442, 462 and 474, and about 8 additional 2 hour meters are proposed to be installed at block face 354 at the west side of the Federal Building. The changes involve about 37 existing meters.

Proposed to be changed to 5 hour meters are 3-2 hour meters at block face 134, 2-2 hour meters at block face 332 and 15-2 hour meters at block face 381. The two former changes are proposed in order to create uniformity among meters and the latter change is proposed because of the low occupancy rate at that block face despite high occupancies at adjacent block faces.

Other changes shown on the map involve short-time meters as follows:

Block face 253 - remove 30 minute meters at east end and replace at west end of block face in front of City Hall; replace 30 minute meters with 1 hour meters leaving sufficient space at east end so that the drive-in mail box may be relocated there; install 1 hour meters at spaces formerly occupied by mail box.

Block face 263 - change existing 24 minute meter to 30 minute meter.

Block face 351 - remove sufficient 12 minute meters at east end of block face so that mid-block drive-in mail box may be relocated there; replace relocated mail box with 1 hour meters.

Block face 352 - change 2 existing 18 minute meters to 30 minute meters.

Block face 441 - change 2 existing 24 minute meters to 2 hour meters as noted above.

GTON
INIA
DISTRICT
ENT PLAN

PROPOSED METER CHANGES SHOW

LEGEND

ONE WAY STREETS
- DIRECTION OF TRAFFIC

UNMETERED PARKING SPACE

METERED PARKING SPACE
- 12 - MINUTE TIME LIMIT
- 30- MINUTE TIME LIMIT
- 1 - HOUR TIME LIMIT
- 2 - HOUR TIME LIMIT
- 5 - HOUR TIME LIMIT
- 10- HOUR TIME LIMIT

OFF-STREET PARKING LOTS
- PAY LOT
- CUSTOMER LOT
- PRIVATE LOT (club member, employee, etc.)
- NUMBERS IN LOTS SHOW CAPACITY

EXISTING STREET SURFACE WIDTH

24 BLOCK NUMBER

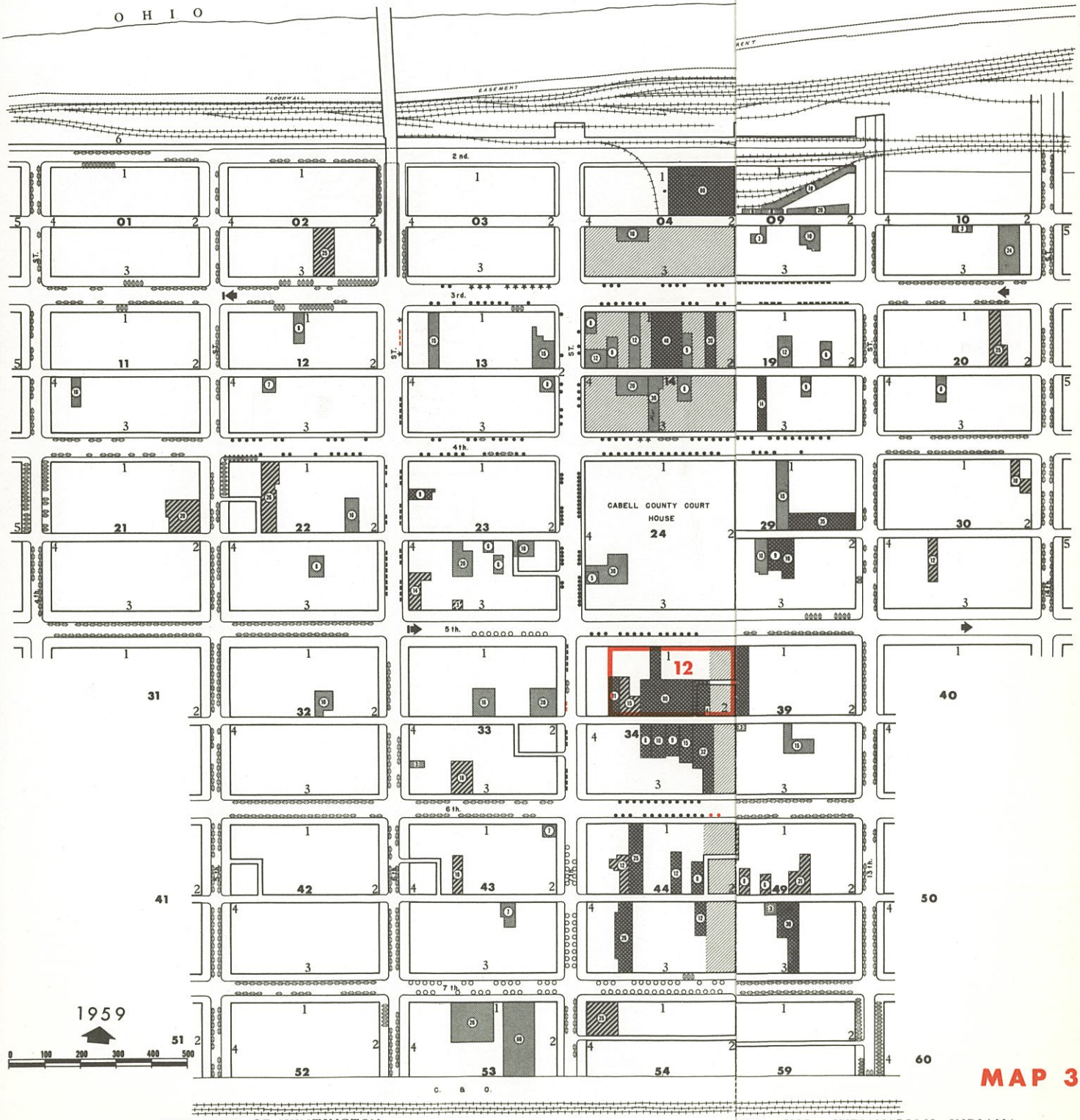
1 BLOCK FACE NUMBER

NOTE: THESE NUMBERS COMBINED REFER TO OCCUPANCY & DURATION TABLES

3 RECOMMENDED MUNICIPAL PA (NUMBER REFERS TO TEXT)

GENERALIZED RETAIL AREA

RETAIL CORE



MAP 3

PREPARED FOR THE CITY OF HUNTINGTON

NERS, INC. ,INDIANAPOLIS, INDIANA

Block face 442 - change 3 existing 24 minute meters to 2 hour meters as noted above and change 3 existing 24 minute meters to 30 minute meters.

Block face 481 - change 5 existing 1 hour meters to 30 minute meters.

The above recommendations are designed to reinforce the present metering plan; that is to provide shorter term space in the retail core with progressively longer times allowed as the distance from the core increases. It also provides for more uniformity to the system and it standardizes meter types, thus simplifying its use and its enforcement.

In conjunction with the above changes, several other recommendations are offered which are not shown on the map. These are discussed below.

As a result of the inventory survey, it was noted that at many block faces valuable curb space is being wasted by one or another of the following items:

Excessively long curb cuts and bus loading zones.

Curb cuts which are not used at all or else used for private parking.

Spaces labeled "Customer Parking Only", obtained by city franchise.

Reserved spaces for public and semi-public institutions.

No parking zones for no apparent reason.

It is recommended that a careful, <u>objective</u> examination be made of the locations where one or more of the above items are found and if it can be shown that a genuine public purpose does not exist, then these spaces should be used for public parking. This is especially true for spaces which are obtained for private use by city franchise. Serious doubt exists as to the legality of the practice not to mention the fact that it undermines, in the eyes of the motorist, the whole purpose of metering space.

Observation of automobile parking along 2nd Avenue at space labled "truck loading" and "fire zones" appears to warrant the application of additional enforcement. Several cases were noted where all-day auto parking was blocking loading docks and fire department sprinkler connections. It is obvious that the latter could have serious consequences. The former should be resolved either by the prohibition of auto parking or else by the metering of space. The same treatment should be given to the one-block section of 7th Street between 2nd and 3rd Avenues upon which the city market fronts.

Double parking, especially by trucks, is another practice which was noticed to some degree. It is recommended that this practice absolutely be prohibited as Huntington's streets can ill-afford the congestion and loss of traffic carrying capacity which it creates. Truck loading zones should be provided where genuine need exists and all other loading and unloading operations should be conducted in alleys or in off-street truck bays. Consideration might be given to an ordinance requiring truck loading operations in the central business district be conducted during certain hours of the day.

In order to deal with the problem of "meter feeding" it is recommended that parking beyond meter time limits be prohibited. By preventing parkers in high demand areas from occupying space for long periods of time, the number of parkers in the limited number of curb spaces which are available can be increased substantially. Enforcement of the various meter time limits should not present any problem as the present motorcycle patrols could adopt the use of tire chalking devices which are now used to enforce the 2 hour time limit in unmetered areas. In order to aid motorists in locating the various time zones, appropriate signs should be erected and a more distinctive color code should be used to distinguish between 1, 2 and 5 hour meters.

No recommendations are made regarding no parking zones, however, it is urged that the provisions of the Model Traffic Ordinance be adopted which state that parking should be prohibited on one side of all streets which have pavements of 30 feet or less in width and on both sides of streets which have pavements of 20 feet or less.

Although beyond the scope of this report, it is suggested that certain minor revisions be made to the automatic traffic signal system in operation in downtown Huntington. The system, which appears to create only a minimum delay to through traffic, has a special pedestrian phase, during which no turning movements are permitted, causing some delay at intersections having a large number of turning movements. It is suggested that this phase be omitted, or reduced in length, at intersections where pedestrian volumes are light and where turning movements cause delays. Also, wherever the phase is in operation it should be accompanied by pedestrian walk-wait indications. The proposals for development of off-street facilities are for the City of Huntington to purchase and develop three off-street sites. These sites are designated on MAP 2 as facilities 5, 12 and 17.

Site 5 is located between 5th Avenue and the first alley north and between 11th Street and the church in the middle of the block, and is proposed to be developed as a surface lot with a capacity of 152 vehicles. Site 12 is between 5th Avenue and the first alley south and between 8th Street and the church on the last lot on the west end of the block, to be developed as a 210 vehicle surface lot. Site 17 is between 4th Avenue and the first alley north and occupies a site presently occupied by a privately-owned off-street parking lot and by a business building to the west. This site is proposed to be developed first as a 64 vehicle surface lot and later, when demand warrents, as a multiple story, open deck type, parking garage with a capacity of 450 vehicles. The three surface lot facilities will provide Huntington with 426 additional parking spaces and upon completion of the garage facility, with 812 spaces. It will be noted that the capacities shown here differ slightly from those shown in

TABLE 8. This difference is created by practical design standards as opposed to theoretical capacities, the latter being shown in the table.

The three surface lots, the need for which having been demonstrated earlier in this report, should serve effectively to provide for the present and near-future parking demands of downtown Huntington.

Site 17, being located strategically in the retail core, will serve to decrease the space deficiency in that area. It will be noted that this site includes an area which is being used presently as an off-street parking lot. By acquiring this property the city will insure that its use as a parking area will be continued in the future, and will not, as is sometimes the case under private ownership, be converted to some other use.

Site 5 is designed to serve the existing adjacent retail areas and is located in the area where the business district appears to be expanding. Acquisition and development of this site will provide for near-future parking requirements in this area.

In order to serve patrons of the city building and court house, and of the new federal building which will be in use in the near future, as well as the adjacent retail areas, site 12 is proposed to be acquired. Although parking demand in the area at present is not too high, the completion of the federal building is expected to create a considerable shortage of space both from employees and from patrons of the various offices in the building. Completion of the structure is expected also to stimulate general business activity throughout the area.

The remainder of the sites shown on MAP 2 as potential off-street parking facility locations are not recommended for acquisition at this time, although the city may wish to consider some of them in terms of a long range development program. For example, it may be considered desirable for the city to acquire one or more sites which might become available through fire or other natural disaster, redevelopment programs, major reconstruction and realignment of street, bridge or other public facilities, etc. The sites thus acquired could be held and used by the city or leased for private use until such time as they become needed for parking purposes. A program of this type, of course, would not be limited to just those sites appearing on MAP 2 but to any site which might become available.

PART II PARKING DEVELOPMENT PROGRAM

As noted in Part I of this report it is recommended that the city of Huntington acquire and develop three off-street parking facilities; specifically, a 72,000 square foot area located on 5th Avenue at 8th Street, a 24,000 square foot area on 4th Avenue between 8th and 9th Streets, and a 44,000 square foot area on 5th Avenue at 11th Street. These sites are referred to herein as sites 12, 17 and 5, respectively, and are shown on MAP 3. This part of the report deals with the financing and economic feasibility of the proposed facilities.

FACILITY TYPE, CAPACITY AND ARRANGEMENT

Each of the three facilities are recommended to be surface parking lots, with one of the lots,(site 17) eventually when demand warrants, to be used as the site for a multi-story parking garage. The capacities given are 152 spaces in site 5, 210 spaces in site 12, and 64 spaces in site 17. The garage capacity, when built will provide approximately 450 spaces. All three lots are proposed to be metered, with 2 hour meters at site 17 and 5 hour meters at sites 5 and 12. The proposed meter fee is 10¢ per hour. Recommended diagramatic arrangements of the lots are shown in FIGURE 1.

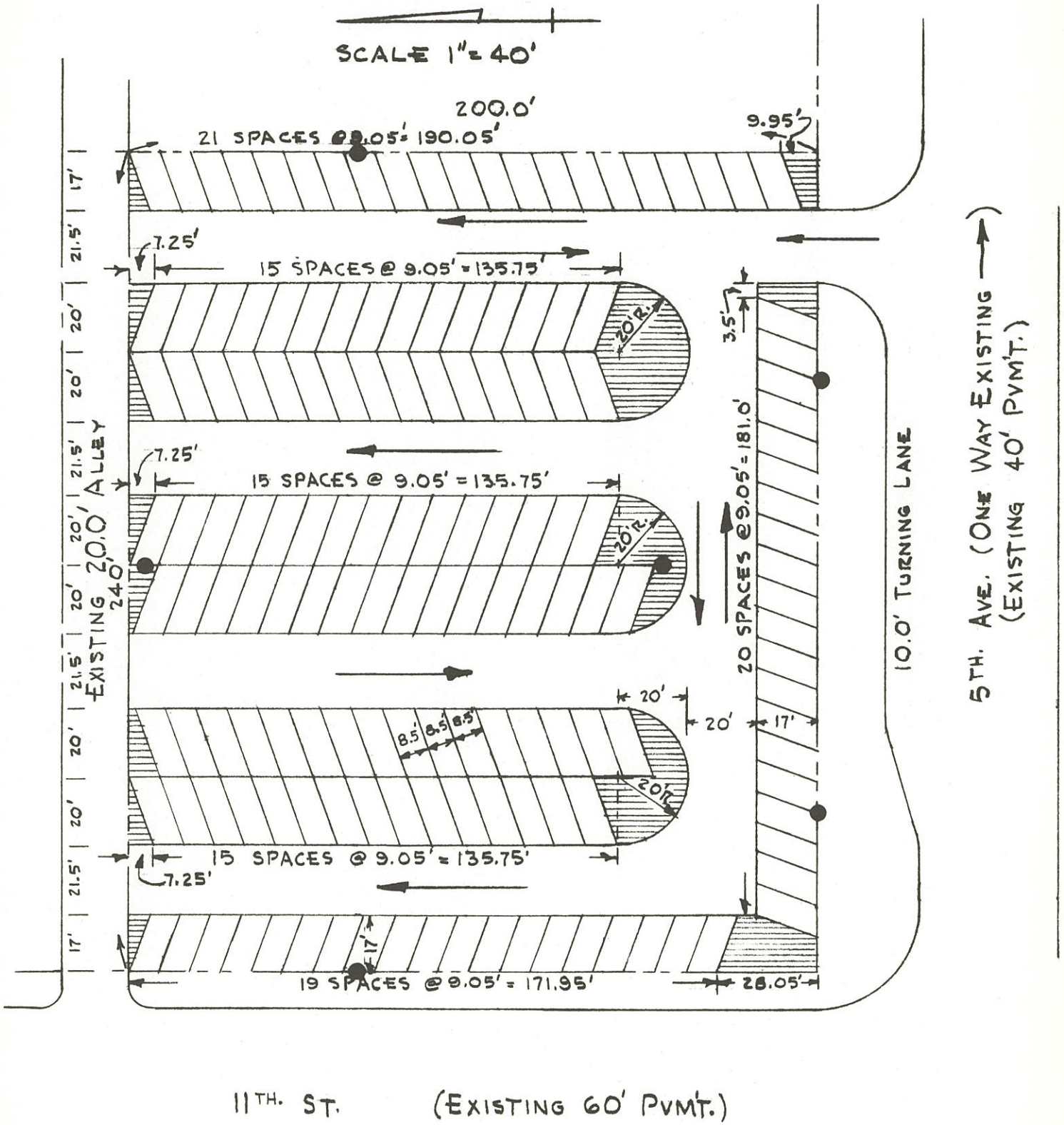
It will be noted in FIGURE 1, that the lots are designed to accommodate a maximum number of vehicles while still retaining features which will make their use by motorists most attractive. It is possible, by using 90 degree angle vehicle stalls and by different alignment of stall rows, to accomodate a greater number of vehicles; however, this loss in capacity is more than offset by increased convenience to lot patrons through the use of 70 degree angle stalls and by provision of an intra-lot traffic circulation system which has been designed in regard to the existing and proposed street traffic system.

ACQUISITION AND INSTALLATION COSTS

In an effort to determine the cost of acquiring the proposed lot sites, TABLE 8, which presents the assessed valuations as determined from records in our County Assessor's Office, is referred to here. As seen in the table, the assessed valuation for site 5 is $130,720, $206,036 for site 12 and $187,110 for site 17. According to officials in the Assessor's Office, all property in the city and county has recently undergone a

SITE 5

CAPACITY 152 CARS



● ILLUMINATION FIXTURES

FIGURE 1A

MAY 1959

SITE 12
CAPACITY 210 CARS

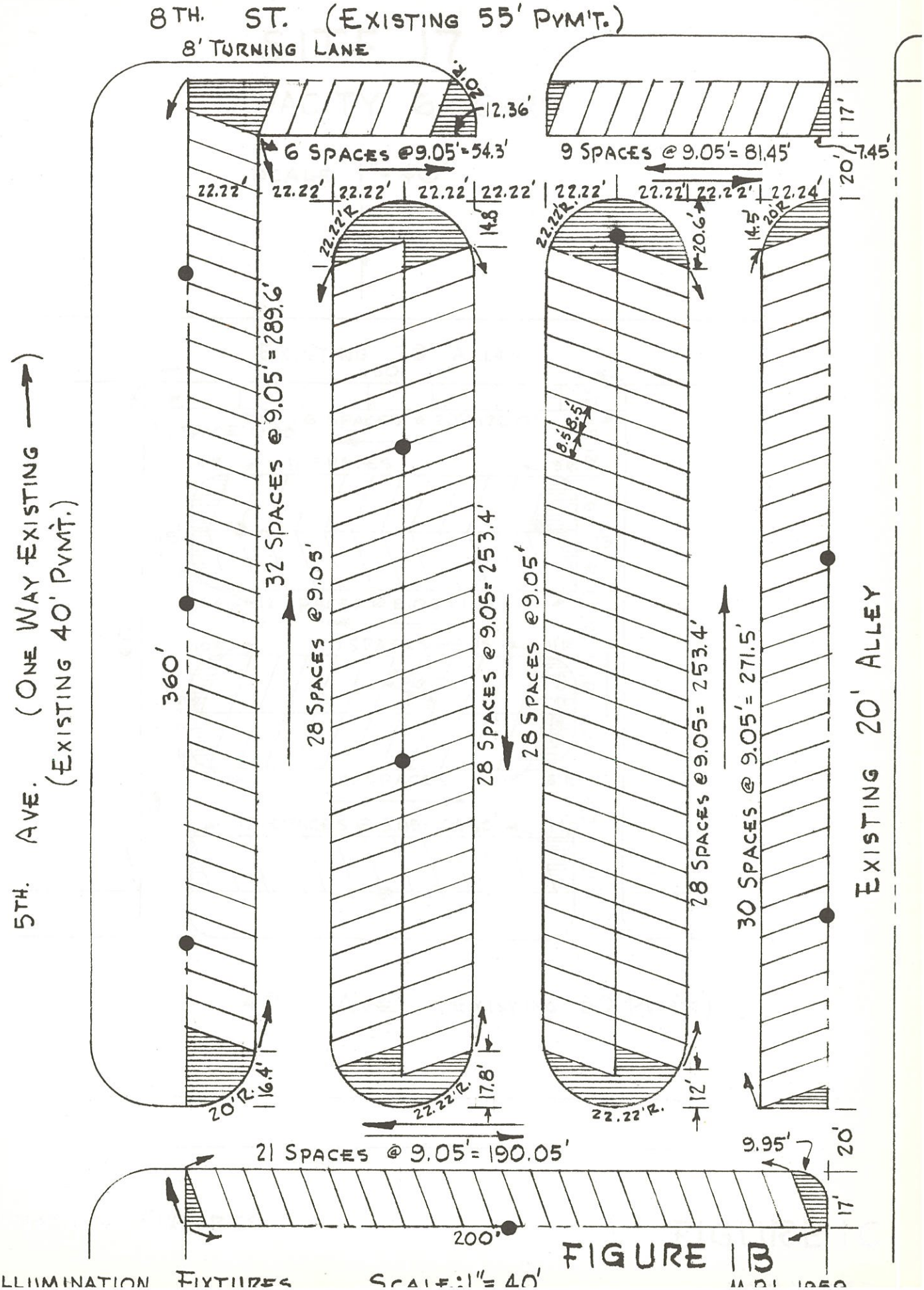
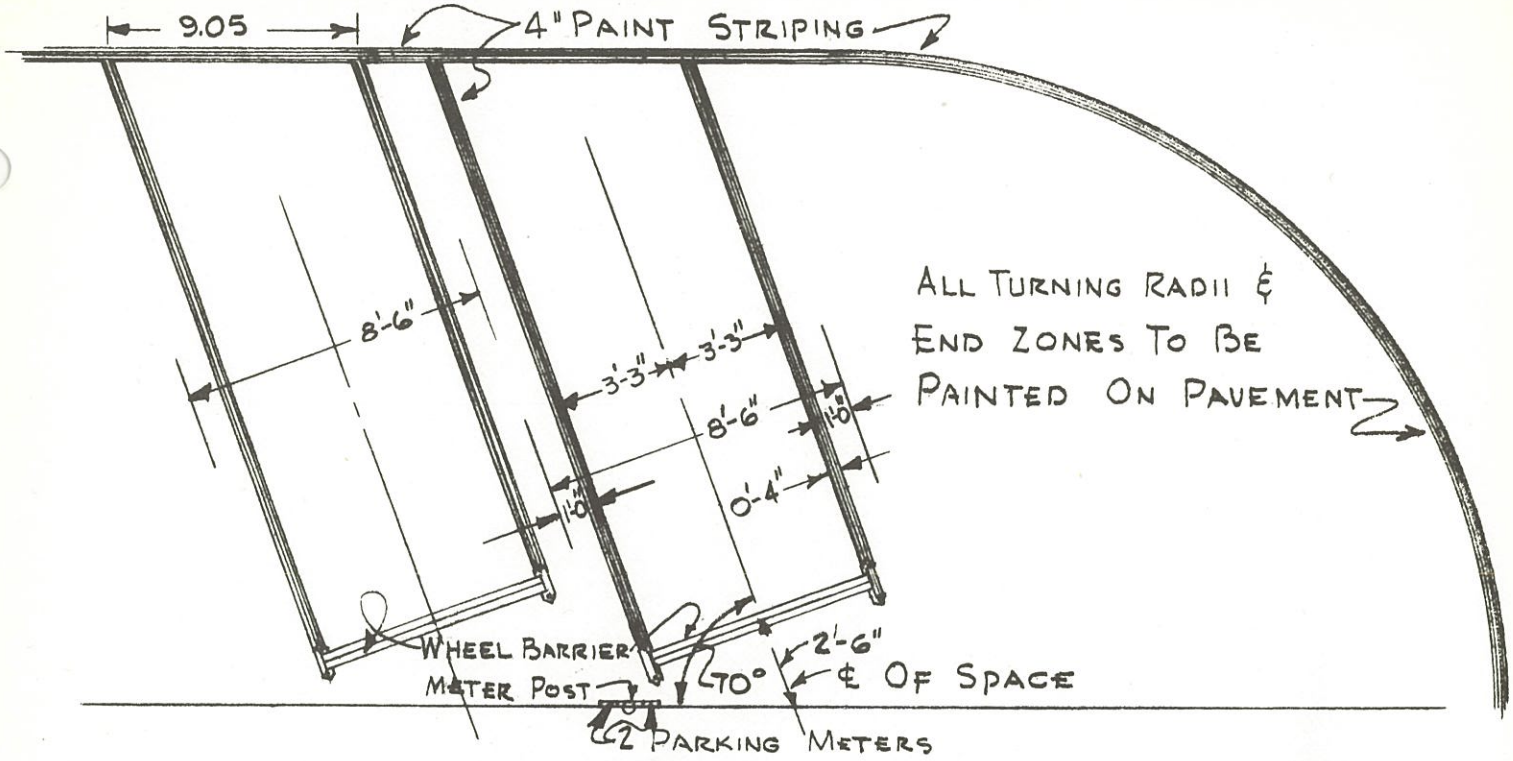
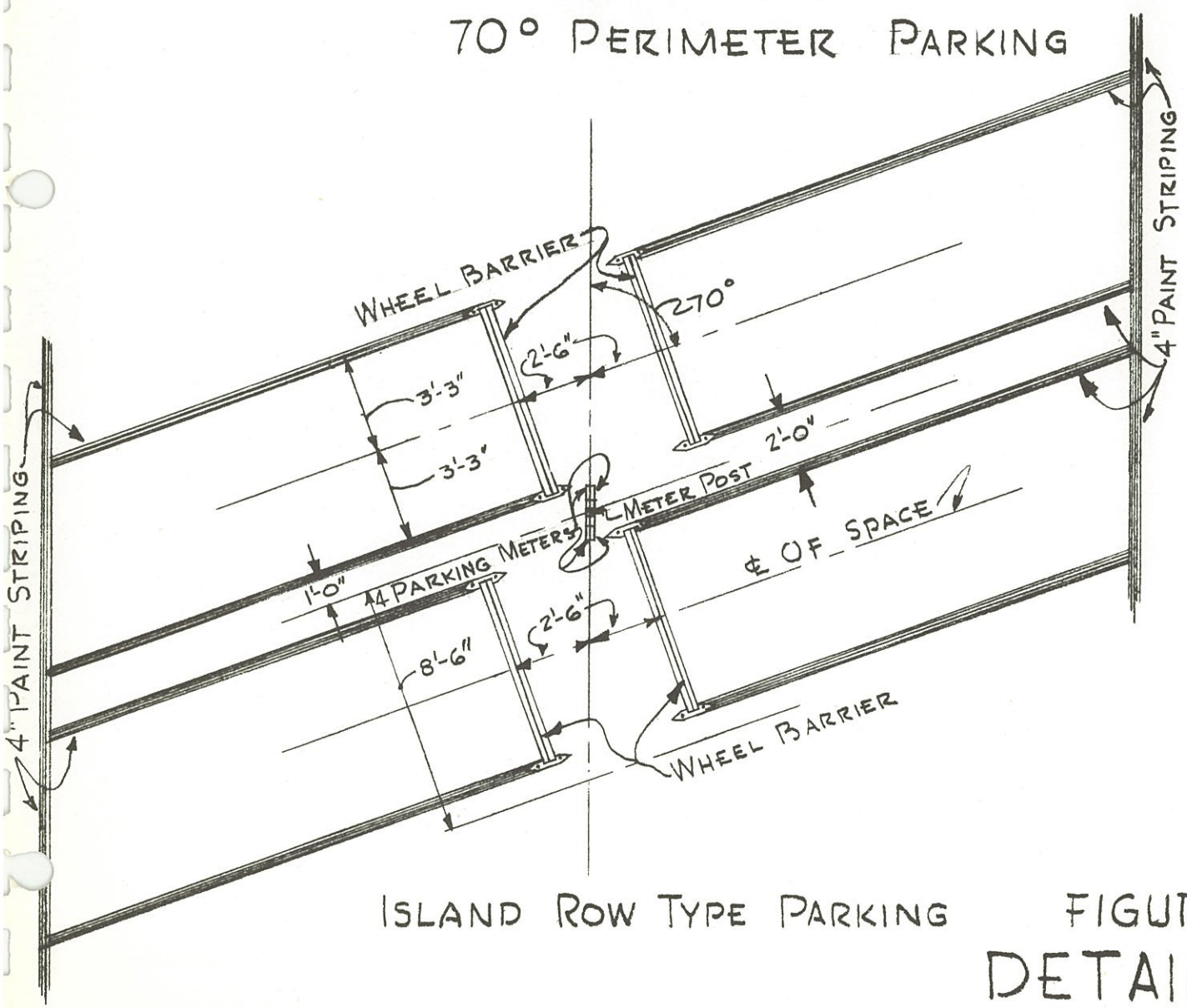


FIGURE 1B

● ILLUMINATION FIXTURES SCALE: 1"= 40'



70° PERIMETER PARKING



ISLAND ROW TYPE PARKING

FIGURE 1D

DETAILS

SCALE: 3/16" = 1'

M.P.I. 1959

re-valuation, the valuation being placed at 55 per cent of the actual cash value of property, and hence the figures shown here, when increased to 100 per cent, should represent closely the actual cost for acquision of land and structures. A breakdown of acquisition costs follows:

	Capacity	Area(Sq.Ft)	Assessed Value	Actual Value	Cost per space	Cost per Sq. Ft.
Site 12	210	72,000	206,030	374,610	$1784	$5.20
Site 17	64	24,000	187,110	340,200	5316	14.20
Site 5	152	44,000	130,720	237,670	1564	5.40
All	426	140,000	523,860	952,480	2236	6.80

It will be noted that acquisition costs for site 17 are inordinately high when compared with the other two sites, however it is pointed out that site 17 is located in the core area where land costs are highest and the parking demand is greatest, thus making this site the most valuable for serving parking purposes. Basing the acquisition costs of this lot upon a potiential facility capacity of 450 vehicles, the per space acquisition cost drops to $756, and the acquisition cost per square foot, when considering a six story garage facility, drops to $2.36. This calculation does not include, however, the cost of the structure itself.

Demolition, clearing and rough grading costs are difficult to estimate: It may be possible that this work might be done using city equipment and employees at little or no extra cost; or contractors may demolish and clear structures for the value of salvagable materials. In order to provide for this cost in event it is encountered, an average figure of $1500 for each structure to be removed is used here. Applying this to the 9 structures on site 5 and the 14 structures on site 12, demolition costs are $13,500 and $21,000 respectively. Demolition of the structures on site 17 is estimated to cost $8000.

Determination of the costs of installing the three lots is based upon unit prices using local figures where possible. Specific types of products and manufacturers shown here are used for illustrative purposes only; products of a similar quality may be used. Also these figures may vary according to local practices and standards. Lot surfacing costs are determined at $3.50 per square yard for bituminous concrete in place, using an 8 inch stone base and a 1½ inch hot mix surface. Meter prices are $60 per meter plus $8 per meter post in place. As indicated in FIGURE 1, one meter post will serve four meters in double stalls, with one post required per two meters in single stalls. This scheme will require 57 posts in site 5, 80 posts in site 12 and 25 posts in site 17. These prices are applied to each lot according to its area and capacity.

The spacing of illumination fixtures is shown in FIGURE 1 and the cost is estimated at $500 per fixture, including installation. This cost has been determined for the Westinghouse S# 1568517 OV-20 luminaire, 21,000 lumen Westinghouse Type E-H 1 lamp, Westinghouse S#1760049 pole top mounting ballast, mounted on a Union Metal Manufacturing Company Design 401-H300-131 lighting standard. The cost of identification and traffic control signs is estimated at $10 per sign in place and the amount per lot has been determined for 4 signs at site 5, 5 signs at site 12 and 4 at site 17. It is recommended that the "Har-Bar" model number 44SU, manufactured by the Harris-barrier Company or any product of similar quality, be used as barriers (front wheel stops) in the proposed lots. The Har-Bar barrier is installed at a cost of $8 per space and paint striping is provided at 4¢ per lineal foot. Curb cuts required for lot entrances and exits are estimated at an average of $300 each, with 1 being required at site 5, 2 at site 12 and 1 at site 17. Figure 1 also shows a turn lane at site 5 and street widening at site 12, however no costs are shown for these items as these improvements, although desirable, are not vital to operation of the lots. Added to the above lot acquisition and installation costs is an amount equal to 5 per cent of the individual lot costs to cover administrative and contingency costs. A summary of these above costs is presented in TABLE 9.

TABLE 9

FACILITY ACQUISITION AND INSTALLATION COSTS

	Site 12	Site 17	Site 5
Acquisition	$374,610	$340,200	$237.670
Demolition	21,000	8,000	13,500
Surfacing	28,000	9,330	17,110
Meters	12,600	3,840	9,120
Meter Posts	640	200	456
Illumination	4,500	1,500	2,500
Signs	50	40	40
Barriers	1,680	512	1216
Striping	393	120	240
Curb Cuts	600	300	300
Contingency	22,230	18,210	14,130
Total	466,303	382,252	296,282

USE REVENUES AND OPERATING COSTS

In order to estimate expected revenues from the proposed lots it is assumed that the lot meters will be in operation ten hours a day for 280 days in an average year. The 280 day figure excludes Sundays and Holidays and makes allowance for an average number of days of inclement weather. Occupancy rates are expected

(according to computations based upon the survey) to be 70 per cent for eight hours of the 10-hour day and 35 per cent for the remaining two hours. These rates appear to be conservative in light of the occupancy rates found in TABLES 5 and 6, which indicate higher per cents of occupancy. It will be remembered that the rates shown in the tables are averages for all meters, both in high and low demand areas, and that they also represent data obtained during a low demand period.

Translating the use figures into lot revenues is accomplished by taking 70 per cent of a figure determined by multiplying an 8-hour day times 280 days and adding 35 per cent of 2 hours times 280 days. (70% of 8 hours times 280 days plus 35% of 2 hours times 280 days.) This figure is then applied to the number of meters in each lot times the meter fee. Thus, one meter in operation 280 days a year would produce 1764 occupied space hours, which at 10¢ per hour, would produce $176.40 annually in revenue. Using this formula, the following revenues occur:

	No. of Meters	Annual Revenue
Site 12	210	$37,044
Site 17	64	11,289
Site 5	152	26,813
All	426	75,146

Costs for operation and maintenance of the lots include costs for maintenance and enforcement personnel, meter replacement and spare parts, electricity for night time illumination, and maintenance of the pavement surfaces. Maintenance costs for items such as painting, servicing light fixtures and signs, etc, are expected to be negligible however an annual cost of $100 per lot is added for these items.

Personnel costs are determined to be approximately $20 per meter per year for enforcement, maintenance and collection, which produces a cost of $3040 for site 5, $4200 for site 12 and $1280 for site 17. The cost of providing meter spare parts is estimated to be $5 per meter per year, creating an annual cost of $760 for site 5, $1050 for site 12 and $320 for site 17. It is expected that all meters will require replacement every 10 years which will create an annual cost of $6 per meter. Using this figure the annual replacement costs total $912, $1260 and $384 for sites 5, 12 and 17, respectively. Estimates of the cost of electricity for lighting fixtures, at $20 per fixture per year, creates a cost of $100, $180 and $60 for sites 5, 12 and 17 respectively.

The cost for maintaining the lot surface is estimated to be 10¢ per square yard per year, which, when applied to each of the lots, produces an annual cost of $489 for site 5, $800 for site 12 and $267 for site 17. This cost has been determined on the assumption that each lot will require resurfacing every 10 years at a cost of $1.00 per square yard; the per year figure is the total resurfacing cost divided by 10 years. A summary of the annual operating and maintenance costs follows:

	Site 12	Site 17	Site 5
Personnel	$4200	$1280	$3040
Meter Parts	1050	320	760
Meter Rep .	1260	384	912
Electricity	180	60	100
Pavement	800	267	489
Paint etc.	100	100	100
Total	$7590	$2411	$5401

Summarizing the above capital investment (rounded off) and operating costs in relation to expected revenues, the following data result:

	Acquisition & Development	Annual Operating	Annual Revenue
Site 12	$466,300	$7,590	$37,044
Site 17	382,250	2,411	11,289
Site 5	296,280	5,401	26,813
All	$1,144,830	$15,402	$75,146

In order to finance the proposed lot capital improvement costs, it is recommended that the city sell mortgage revenue bonds which would be amortized over a 30 year period at an expected annual interest rate of 4 per cent. The bonds would be retired from lot revenues and where necessary, from on-street meter revenues.

According to bond experts, in order to make a bond issue attractive to investors, an income equal to 2½ times the required annual principal and interest payments should be made available, or pledged. As will be shown below, this will require that a portion of the city's on-street meter income will need to be pledged for this purpose.

The latest current revenue figures show that, for the six months period between July 1, 1958 and December 31, 1958,

the city obtained a total of $105,180 from existing on-street meters. Doubling this figure, so that an approximate total for an entire year is obtained, produces an annual meter income of $210,360.

PRIORITY AND FINANCING PROGRAM

Two different development programs are suggested here. The first, which is deemed to be the most desirable, proposes that site 12 be developed first, site 17 be developed the following year, with site 5 to be developed sometime during the third or fourth year following initiation of the development program. The second program, which may be considered an alternate to the first, proposes that all three of the lots be developed at the same time. The first program requires three smaller, separate bond issues while the second requires one large issue which might reduce advertising, legal and administrative costs somewhat.

The two programs are shown in detail below.

Financing Program Number 1. This program, as noted above, provides the three proposed lots on a step-by-step basis. Site 12 is proposed to be developed immediately, as the city requires these spaces at the present time, with the other two sites proposed for development later as indicated above.

This program, even though not providing all of the proposed space immediately as indicated should be done, does spread the costs over a period of time and provides an opportunity to periodically evaluate the development program as should be done in any capital improvements program.

The financial data, on an annual basis, for each lot is shown below. The capital costs represent the annual principal and interest payment (30 equal payments assumed) required to amortize the indicated cost of acquisition and development. Shown also is the amount of on-street meter income required to be pledged. This figure is determined by multiplying the annual capital costs by 2½ and then subtracting the anticipated annual lot revenue.

Site 12: (To be developed immediately)

Total capital costs	$466,300
Annual revenue	(+) 37,044
Annual capital costs	(-) 26,966
Annual operating costs	(-) 7,590
Balance- revenue less capital and operating costs	(+) 2,488

Amount required to be pledged from on-street meters $30,371

Site 17: (To be developed one year following development of Site 12)

Total capital costs	$382,250
Annual revenue	(+) 11,289
Annual capital costs	(-) 22,106
Annual operating costs	(-) 2,411
Balance - revenue less capital and operating costs	(-) 13,228

Amount from on-street meters to meet deficit $13,228
Amount required to be pledged from on-street meters $43,976

Site 5: (To be developed during 3rd or 4th year following development of Site 12)

Total capital costs	$296,280
Annual revenue	(+) 26,813
Annual capital costs	(-) 17,134
Annual operating costs	(-) 5,401
Balance - revenue less capital and operating costs	(+) 4,278

Amount required to be pledged from on-street meters $16,022

It will be noted that sites 12 and 5 show small net surpluses, with site 17 showing an annual operating loss which will be met from on-street meter income. In effect, sites 12 and 5 are expected to operate at a profit and site 17 at a loss.

Financing Program Number 2. This program, an alternate to program number 1, proposes that all three sites be developed concurrently at the present time. The program would be financed by one large bond issue which would be amortized at 4 per cent over a 30 year period.

Sites 12, 17 and 5: (To be developed concurrently)

Total capital costs	$1,150,000 *
Annual revenue	(+) 75,146
Annual capital costs	(-) 66,504
Annual operating costs	(-) 15,402
Balance - revenue less capital and operating costs	(-) 6,760

Amount from on-street meters to meet deficit $6,760
Amount required to be pledged from on-street meters $91,114

The above figures show that development of all three lots would produce an annual net loss of $6,760, which deficit would be met from on-street meter funds. The amount of on-street meter revenues required to be pledged, after expected lot revenues are subtracted, totals $91,114. Subtracting these figures from the total annual on-street meter income leaves an unencumbered balance of $112,486

* Total capital costs actually total $1,144,830. This figure has been rounded off and the difference pro-rated among the three lots.

In order to administer the city's off-street parking program,it is recommended that thought be given to the creation of a parking authority. An authority, which would be composed of several persons, could then develop and administer parking programs, make continuous studies and analyses of both on and off-street parking facilities, and periodically evaluate existing and proposed parking facilities in terms of changing parking demands. It is possible that this could be accomplished by an existing branch of government; however, it is felt that the preservation of downtown property values, through provision of adequate parking facilities, is important enough to warrant thorough and continuing study by a body which can devote full attention to the task.

As a final recommendation, it is urged that a complete evaluation of the program, regardless of which one is effectuated, be conducted after sufficient time has elapsed to provide significient data. The evaluation would be made by the parking authority, or if an authority is not created, by the planning commission. Again, it is felt that the provision of adequate parking facilities is vital to Huntington's well-being, and that if down-

town Huntington is to continue to be the principal shopping district, cooperative action must be taken on the part of the municipal administration and the downtown businessmen.

SUMMARY OF RECOMMENDATIONS.

1. Provide additional 1 hour meters in the business district core.

2. Create more uniformity in the present metering system.

3. Establish maximum time limits at metered spaces.

4. Establish signs and a color code so that meter time limits are more easily recognized.

5. Strict and impartial enforcement of all parking regulations.

6. Abolish all "customer only" curb space and review present curb "no parking" areas, installing meters where possible.

7. Development of three municipal off-street parking lots.

HUNTINGTON, WEST VIRGINIA

PARKING REPORT
September, 1959

ADDENDA

Following presentation of Huntington's Parking Survey Report, a public hearing was held upon the same and during the hearing, a few questions arose regarding items brought out in the Report. This addenda has been prepared to answer those questions and to clarify certain other items in the Report.

One of the major points brought up was the possibility of developing an off-street parking facility on the north side of 3rd Avenue somewhere between 7th and 11th Streets. All present at the hearing concurred that the matter should be explored further and since that time the Consultant has made an investigation. In the interim, however, it has been announced that private interests have acquired a 100 x 140 foot site on the north side of the 300 block of 3rd Avenue upon which an 30 space parking facility is to be developed. In view of this situation, the Consultant feels that no additional facilities at this time would be warrented other than those proposed. As a matter of information, demolition of structures at the 3rd Avenue site recently has been commenced.

Another point which arose concerned removal of the three bus pedestrian islands in the 8, 9 and 10 hundred blocks of 3rd Avenue. It was generally agreed that the islands served no effective purpose, created confusion to motorists, and that they should be removed. Study by the Consultant reveals that these islands occupy approximately 440 lineal feet of curb space, including islands and approaches, and that about 22 curb parking spaces (at 20 feet per space) could be added if the islands were removed. On the other hand, however, there probably would be required a certain amount of curb space on the north side of 3rd Avenue for bus loading and unloading. The Consultant recommends removal of the islands in the interest of promoting smooth traffic flow, with the qualification that local transit authorities be consulted regarding replacement with suitable bus loading facilities.

An error in the factual information presented in the Report was pointed out at the hearing and is corrected here. Table 3, following page 5, lists an erroneous assessed valuation for Site 17; the correct valuation for this site is $209,280,

producing a true value (valuation increased to 100%) of $330,510, and a per vehicle cost of $4756. This has the effect of increasing the 100 per cent value as shown in the Table by $40,310 and this correction is applicable wherever Site 17 data appear throughout the remainder of the Report.

As a final note, reference is made to page 20 of the Report which recommends creation of some form of a parking authority which would study and administer all matters pertaining to parking in the central business district. The Consultant again urges that serious thought be given to this matter.

Meter Type	Present No.	Proposed No.	Change
12 Minute Meters	20	17	-3
18 " "	2	0	-2
24 " "	9	0	-9
30 " "	52	64	+12
1 Hour "	116	259	+143
2 " "	771	650	-121
5 " "	106	126	+20
10 " "	368	348	-20
All	1,444	1,464	+20

III pm.

FROM: R. M. Heisington DATE: January 11, 1960

TO: City Council

SUBJECT: Proposed Off-Street Parking Facilities - Sites 4,5,&6.

Gentlemen:

At its meeting on January 4, Council requested the preparation on Sites 4,5,& 6 of figures similar to those submitted on Sites 12 and 12A in my report dated December 24. These figures are submitted on the following page.

Site 4 constitutes all that property constituting the ½ block lying along the north side of 4th Avenue between 11th St. and 12th St.

Site 5 consists of the quarter-block extending ½ block east of 11th St. and ½ block north of Fifth Ave.

Site 6 consists of the ½ block area lying along the north side of Fifth Ave. between 10th St. and 11th St.

Comments:

Site 4 has a very high cost and involves a correspondingly high rate of revenue requirements. More particularly, it should be pointed out that this area already parks 127 cars, so the high cost of acquisition and development becomes still more questionable when it is considered that it would increase the present parking capacity by only 137 cars.

By omitting the two corner properties, unit costs could be substantially reduced, but such a move would also reduce substantially the net increase in the number of vehicles which could be parked.

This site, therefore, is not recommended.

Site 5 works out about the same as Site 12 insofar as costs and necessary revenues are concerned.

At the present time, some 32 cars are already parked in this site, so development thereof would increase total downtown capacity by 188 spaces.

Site 6 also works out about the same as Site 12. Since this area already parks 78 cars, this site, having a total capacity of 322 cars, would provide a net increase of 244 spaces

It should be pointed out, however, that by omitting the two corner properties, which have a high value, we could provide a lot which would park 156 vehicles (for a net increase of 121 spaces) at a capital cost of $2,028 per space, requiring a revenue of 11.6¢ per hour. These figures are shown as Site 6A.

Index Figure.

As the number of sites under consideration increases, it becomes more difficult to compare the relative desirability of each one. I have, therefore, endeavored to develop an index figure based on two factors: (a) The net increase in the number of parking spaces made available by the development of the particular site; and (b) the cost to the City of each such added space, based on a revenue of 10¢ per hour. I do, however, feel that, as a practical matter, we should consider a 12½¢ per hour rate, which would permit us to have meters set for 25¢ for two hours, 50¢ for four hours.

Under such an index figure, the sites appear to rank as follows:

Site No.	Net Incr. In Parking	Annual Cost	Cost per Added Space
12A	118	$890	$7.54
6A	121	5,188	42.88
5	116	8,041	69.23
6	264	23,200	87.87
12	100	14,619	146.19
4	137	25,220	184.09

Respectfully submitted,

RMH:hd

R. M. Hoisington

Enc.

	Site 4	Site 5	Site 6	Site 6A
Capital Cost:				
Site acquisition	$731,300	$315,900	$804,300	$300,190
Development	94,000	51,000	184,000	56,760
Total	$825,300	$366,900	$988,300	$356,950
No. Parking Spaces	264	140	322	156
Capital cost per space	$3,126	$2,621	$2,830	$2,028
Annual Revenue Required				
Debt service	$61,050	$27,200	$67,200	$26,440
Operation & Maint.	9,250	4,908	11,300	5,460
Total	$70,300	$32,100	$78,500	$31,900
Rates Required				
No. "Revenue Hours"	463,696	246,960	568,008	275,184
Rate per hour	$0.151	$0.13	$0.138	$0.116
Cost To City Under 10¢ per hr. Rate.				
Subsidy from parking meters	$23,750	$7,409	$21,584	$4,403
Tax loss - City only	1,470	632	1,616	785
Total	$25,220	$8,041	$23,200	$5,188
Net Increase in Parking Capacity				
	137	116	264	121

No. 4 NORTH SIDE FOURTH AVENUE FROM 11TH ST. TO 12TH ST. SOUTH ½ BLOCK 143 440' on 4th Ave x 160' deep.

CARD No.		LOT No.	BL. No.	SUB-DIVISION	NAME	STREET No.	SIZE W D	LAND VALUATION	IMPROVEMENTS	TOTAL VALUATION	
115	W	19-20-21-22	143		Avenue Incorporated	1116-20 4th Av.	160' x 160'	185,490.00	32,590.00	218,080.00	
114		18	"		I. R. Titus	1424 - 4 Ave	40' x 160'	33,600.00	250.00	33,850.00	* 165,950
113		17	"		Appalachian Life Insurance Co	1122-24 4th Ave.	40' x 160'	32,760.00	44,040.00	76,800.00	49,785
112		16	"		James A. Gwinn		40' x 160'	31,920.00	0.00	31,920.00	* 215,735
111		W. 30' Lot 15	"		Elizabeth Gwinn Stillman		30' x 160'	23,380.00	0.00	23,380.00	
110	F	12-13-14 & E. 10' Lot 15	"		D. B. Gwinn	1136-40 4th Ave	30' x 160'	104,540.00	74,150.00	178,690.00	
							440	* 411,690.00	* 151,030.00	* 562,720.00	
							440			30	
										16881.60	
										562720	
										* 731,536	

No. 5 NORTH SIDE FIFTH AVENUE BETWEEN ELEVENTH ST. & TWELFTH ST. SOUTHWEST 1/4 BLOCK '42

220' on 5th x 200'

MAP	CARD No.	LOT No.	BL. No.	SUB-DIVISION	NAME	STREET No.	SIZE W D	LAND VALUATION	IMPROVEMENTS	TOTAL VALUATION
18	219	22 S. 40' x 110'	142 W		Zilphia Irene Hicks	1102-5 Ave	40' x 110'	18,500.00	27,950.00	46,450.00
"	218	21 W. 30' x 110'	"		Jean Kathleen E. Roberts & M. Wild	1104-5 Ave	30' x 110'	7800.00	11,490.00	19,290.00
"	217	20-21 W. 20' Lot 20, E. 10' Lot 21	"		Grover C. & Stella A. Morrison	1106-5 Ave.	30' x 110'	7800.00	9970.00	17,770.00
"	237	20-19 E. 20' Lot 20, W. 20' Lot 19	"		Ernest G. Tuck et al	1112-5 Ave.	40' x 200'	12,200.00	25,320.00	37,520.00
"	236	19-18 E. 20' Lot 19, W. 20' Lot 18	"		Rebecca Ann King Evans	1116-5 Ave.	40' x 200'	12,200.00	12,820.00	25,020.00
"	235	18-17 E. 20' Lot 18, W. 20' Lot 17	" E		Sidney Schmidt	1118-20 5 Ave.	40' x 200'	12,200.00	11,020.00	23,220.00
"	220	Pt. Lots 20, 21, 22			Bertha I. Murray	424 11 St.	29.43 x 100'	11,850.00	5,500.00	17,350.00
"	221	Pt. Lots 20-21 & 22			Foster Foundation Corporation	422 11 St.	30.37 x 100'	12,150.00	14,450.00	26,600.00
"	222	Pt. Lots 20-21 & 22			Foster Foundation Corporation	420 11 St.	30' x 100'	13,000.00	16,780.00	29,780.00
								$107,700.00	$135,300.00	$243,000.00

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7290000

443000

3 15900

No. 6 NORTH SIDE FIFTH AVENUE FROM TENTH ST. TO ELEVENTH ST. SOUTH 1/2 BLOCK 121 430' on 5th x 200' deep.

No.	CARD No.	LOT No.	BLOCK No.	SUB-DIVISION	NAME	STREET No.	SIZE	LAND VALUATION	IMPROVEMENTS	TOTAL VALUATION	
7	282	10'x80' PT. LOT 26	121		M. Brah & Horb Corporation	444-46 10 St.	on Alley 10'x80'	1820.00	0	1820.00	(omit)
2	283	Pt. 26, 27, 28	121		E.J. & Maxine M. Adams	Cor 4½ Alley 10 St	30'x80'	40,610.00	22700.00	63,310.00	(omit)
2	284	Pt. 26, 27, 28	121		Horb Corporation	444-46 10 St	50'x80'	61,200.00	20,490.00	81,690.00	(omit)
2	285	Pt. 26, 27, 28	121		Elda Brah and First Huntington Nat. Bank, Executive Trustee	1000 - 5 Ave.	90'x120'	70,450.00	15,520.00	85,970.00	* (omit) 90
2	216	Pt. 24, 25	121		K. C. Remmelle Estate (Lida T. Blair Life)	1014-16 - 5 Ave.	40'x200'	28,690.00	15,140.00	43,830.00	
2	215	Pt. 23, 24, 25.	121		Louise S. Thompson	1018 - 5 Ave.	45'x200'	30,850.00	11,110.00	41,960.00	
2	214	Pt. 21, 22, 23	121		John R. Witten	1020 - 5 Ave.	45'x200'	26,160.00	17,470.00	43,630.00	
2	213	Pt. 20, 21	121		L. J. Moore	1024 - 5 Ave.	30'x200'	18,850.00	13,240.00	32,090.00	230920
2	212	Pt. 19, 20	121		C. S. & Kathleen A. Duncan	1034 - 5 Ave.	30'x200'	18,190.00	8,290.00	26,480.00	69270
2	211	Pt. 19	121		Al-An Incorporated	1038 - 5 Ave.	22.5'x200'	13,200.00	8,370.00	21,570.00	300190
2	210	Pt. 18, 19	121		Karl R. & Nina Carroll Finch	1040 - 5 Ave.	22.5'x200'	12,820.00	8,540.00	21,360.00	
2	209	Pt. 15, 16, 17, 18	121		Daisy S. Holswade estate	1050 - 5 Ave.	[illegible]	73,090.00	38,000.00	111,090.00	* (omit) 100
2	208	Pt. 15, 16, 17, 18	121		Huntington Realty Corporation	421-23-25 11 St.	45'x100'	23,000.00	20,850.00	43,850.00	(omit)
								$418,930.00	$199,720.00	$618,650.00	

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18559500

618650

804245

FROM: R. H. Heisington DATE: December 24, 1959

TO: City Council

SUBJECT: Proposed Off-Street Parking Facility - Site 12

Gentlemen:

Upon recent presentation of the revised "Parking Plan" by Metropolitan Planners, I assume Council is now ready to consider implementation of the recommended off-street parking facilities.

The subject "Parking Plan" recommends that the first move be to install a parking lot in "Site 12", being the north half of the block abutting the south side of Fifth Avenue between 7th and 8th Streets.

At this point, mention should be made of the fact that this report was well along toward completion when the matter of parking for Federal cars came up. Just how the facilities desired by the Federal Government will effect the details of the proposed parking lot is not known at the moment. The economics of the facilities, however, can hardly be affected to any substantial degree. For this reason, I am presenting this report as originallyplanned, for such action as Council may desire to take.

Concerning the parking facility as originally proposed, I submit the following comments:

Law

Section 510 of the State Code grants cities the authority to acquire property for off-street parking purposes (by condemnation if necessary), to improve this property by paving or erecting a garage, etc. The law also authorizes Council to issue revenue bonds for the financing of such facilities provided these bonds pledge only parking lot and parking meter revenues. Such bonds need not be subjected to a referendum.

One interesting feature of this law is found in Section 510 (20) which states that, when parking rates are established, "the municipality shall be subject to the same charge- - -". In other words, parking facilities which may be used by the City

Special attention should also be given to Section 510 (2) which states that the City may not construct facilities "which would render a service already being adequately rendered within such municipality." This one could give trouble, since there is probably no unanimity of opinion that additional parking facilities are needed, or that private facilities are not already "adequately rendering" such service.

Finally, attention should be directed to Section 510 (3) which states that "The construction - - - operation, and maintenance of any parking facility - - - shall be under the control of Council or of a board - - -".

It is recommended, however, that no such board be established.

Section 510 (21) also authorizes the City to lease such facilities.

The Proposed Site.

I. Acquisition Cost

Council will recall that, in presenting its financial material concerning Site 12, Metropolitan Planners used appraised values established by the County, and on this basis estimated(on page 14) the "true" value of the properties to be acquired for Site 12 at $374,610. Actually, when the new appraisals are totaled, this figure amounts to $378,070.

As a practical matter, however, question whether these properties could be acquired, even through condemnation for these prices. In two cases, I have heard about the asking price is nearly 50% above the appraised price. Of course, under condemnation the asking price is seldom granted since it is usually exaggerated. On the other hand, condemnation juries are frequently very liberal, particularly with public funds, as the State is finding out.

Under these circumstances, I feel it is inadvisable to plan on acquiring these properties for the appraised prices, and recommend that we add 30% to these figures as being a more realistic estimate of what they will actually cost. In summary, I suggest we count on a figure of $491,500.

II. Development Cost.

Time has not permitted a detailed review of the cost of clearing, paving, and otherwise improving this area as shown on page 15 of the "Parking Report", but a couple of items appear at a casual glance to be over-estimated, so it is suggested that, instead of $91,693, we use a figure of $82,500.

III. Total Capital Cost and Cost of Financing.

Adding acquisition cost to development cost gives us an estimated total of $574,000 capital cost to be financed with revenue bonds.

Our consultant has used figures based on 30year bonds bearing 4%. Since the report was prepared, however, interest rates have materially increased, and 30-year bonds are pretty high. Besides, 30 years seems like a long time to mortgage our facilities. It is, therefore, recommended that we issue 20-year bonds, which we can probably sell for around 4%.

To finance $574,000 at such terms will require annual debt service expenditures (principal and interest) of $42,500.

IV. Annual Revenues Required & Resulting Parking Rates.

On page 17 of the "Parking Report", operating and maintenance costs on Site 12 are estimated at $7,500. Here again, no detailed review of these estimates has been made, but a casual review indicates they are liberal and could safely be rounded off at $7,500 per year.

Adding the operating costs to the debt service costs gives us a total of $50,000 per year which Site 12 must produce in revenues if it is to be entirely self-supporting. Since this site has 210 parking spaces, each space should produce $238.10 per year.

Following the formula developed by the consultants on page 16 of the "Parking Report", we find that each parking space can be expected to develop a total of 1,764 revenue hours per year. To produce $238.10, then, a rate of $0.135 per hour would be required. (See Financial Summary appended hereto).

As an alternate, of course, we could charge 25¢ for each 2 hours or use our street meter rate of 10¢ per hour. In such a case, however, we would have to use meter revenues to the tune of $3,704 per year (at 12½¢) or $12,936 per year (at 10¢).

Such a subsidy, of course, would mean that some other municipal service would be deprived of this revenue.

Alternate Site "12A"

Without boring Council with the details, I have assumed that we would acquire all of this ½ block except the westerly 90' which contains some five structures, three of which are pretty high value. (Actually, the 54 spaces which could be added in this 90' would cost, for acquisition alone, $2,260 per space as compared with $1,370 per space for the remainder of the block).

This area would take care of 192 cars and, as shown, on the attached Table, could be operated for a rate of 10¢ per hr. without any subsidy if it received as much patronage as the north half.

Comparison of Two Sites.

In reviewing these alternatives, the advantage of Site 12 would appear to be limited to its closer proximity to the "heart" of the shopping area which would, in turn, promote convenience and greater patronage.

On the other hand, the advantages of Site 12A appear to be as follows:

1. Lower cost, resulting in a lower parking fee. In this connection, the debt service and the operating costs are not the only elements involved. The tax losses to all levels of government would be considerably less if Site 12A were taken.

2. Greater parking resources. It should be pointed out that, at the present time, parking for 110 cars is already available in Site 12, and 74 in Site 12A. Therefore, if Site 12 (north half) is developed, the entire block will accomodate 284 cars. If Site 12A is developed, the block will accomodate 302 cars, of which 192 would be public, 110 would be private.

Where Do We Go From Here?

It would, therefore, appear that Council has before it two questions for immediate consideration:

1. Shall the staff initiate proceedings to install a parking facility in the area under consideration?

	Site 12	Site 12A
Capital Cost:		
Site Acquisition	$491,500	$263,000
Development	82,500	78,000
Total	$574,000	$341,000
No. of Spaces	210	192
Cost per Space	$2,733	$1,776
Annual Revenues Required		
Debt Service	$42,500	$25,300
Operation & Maintenance	7,500	7,500
Total	$50,000	$32,800
Rates Required		
No. "Revenue Hours"	370,440	338,688
Rate per Hour	$0.135	$0.097
Cost to City if 10¢ per hour rate is established.		
Subsidy from parking meters	$12,956	$ - -
Est. tax loss to City only	1,663	890
Total Cost to City	$14,619	$ 890

PRELIMINARY REPORT

STREETS AND HIGHWAYS PLAN

A Part of the Comprehensive Plan

HUNTINGTON, WEST VIRGINIA

1960

Prepared for the Huntington City Planning Commission
By Metropolitan Planners, Inc., Indianapolis, Indiana

MAJOR THOROUGHFARE PLAN
HUNTINGTON, WEST VIRGINIA

FOREWORD

The primary purpose of the Mjor Thoroughfare Plan is to establish a pattern of existing and proposed streets which will have the capacity to move expeditiously and safely all of the traffic which travels through the City.

It is well understood that there is a mixture of local, regional and inter-regional traffic composed of passenger and commercial vehicles of varying sizes and weights which must be accomodated upon the existing streets of the City.

The Major Thoroughfare Plan has within its scope the purpose of providing means whereby purely local traffic may be separated insofar as possible from that which comes from, or is destined to, points beyond the City and its environs.

The adequacy of the system of Major Thoroughfares determines the efficiency and convenience of motor transportation throughout the City.

Huntington, which extends along the Ohio River for nearly nine miles, and which is less than two miles in width at its widest part, must accommodate on a few streets a large and increasing amount of east and west traffic, much of which is of an inter-regional character.

While the City is narrow from north to south, interregional traffic has but one bridge over the Ohio River for its use and this situation concentrates large volumes of vehicles on only one street.

The streets of Huntington, especially in the central area, are unusually wide and serve present traffic volumes in a generally acceptable manner, but as traffic increases the existing street pattern will become less and less capable of moving the load of vehicles in a convenient and efficient manner.

U.S. Highway 60 from east to west and U.S. Highway 52 from north to south provide the routes at present for most of the inter-regional traffic which passes through or has destinations within the City.

BASIC CONCEPT

The Basic Concept of the Major Thoroughfare Plan involves primarily the separation of inter-regional traffic from intra city movement and, within the City, the provision of routes whereby city traffic may pass around congested areas when it does not need to enter such areas.

The Basic Concept of the traffic problem is directly associated with the proposed plans of the West Virginia and Ohio State Highway authorities and involves the intergration of the local street pattern with the broader provisions of State, Federal and Interstate Routes.

Plate I is a map of the Huntington region which shows the territory extending from the Big Sandy River to Barboursville, and for a distance of about five miles south of the Ohio River and including U.S. Highway 52 and Ohio Highway 7 north of the River.

Interstate Route 64 is to be so located that it will promote the development of Huntington to the south and be a great factor in overcoming the traffic problems caused by the long and narrow conformation of the existing city. The Interstate Route will divert all east and west inter-regional traffic from the city street system, except those passenger and commercial vehicles which have destinations within the city. The advantages of this separation of characteristically different elements of traffic is obvious.

The relief of the traffic situation engendered by the necessity for all north and south inter-regional traffic to utilize the single bridge over the Ohio River has not been embraced in any announced plans of the Ohio or West Virginia Highway Departments. The Basic Concept of the Thoroughfare Plan, however, forsees the construction of two bridges over the Ohio River, one east of the city and another about two miles west of the present bridge. These would divert the inter-regional traffic from existing city streets and afford efficient connections with Interstate Route 64, U.S. Highway 60 and other State Routes.

The Basic Concept visualizes the utilization of the existing city streets together with the Interstate Route 64 and the proposed bridges through a series of interlocking Belt Routes, which would be supplemented by an Outer Belt Route, which would be an important factor leading to the further rounding-out of Huntington in Wayne and Cabell Counties.

BELT ROUTES

The belts circumscribing the city and the eventual suburban area are indicated on Plate I and are described as follows:

Inter-regional Belt. This would consist of Interstate Route 64, the interchange with the road between 16th and 17th Streets West leading to the proposed bridge, U.S. Highway 52 and Ohio Highway 7, the proposed eastern bridge and the road passing under Interstate Route 64 to a connection with U.S. Highway 60 and through its interchange to access with Interstate 64. This route would create an efficient by-pass entirely around Huntington and provide not only routes for traffic, but also access to potential industrial area north of the Ohio River.

Outer Belt. This route is entirely beyond the present urban area but will circumscribe the territory which will be absorbed primarily for residential use as the city expands. The route follows Spring Valley Road from a proposed interchange with Interstate Route 64 at the east edge of Ceredo, Sherwood Drive, and State Highways 10 and 10A to U.S. Highway 60 and thence to the U.S. 60 Interstate 64 interchange This route would also utilize Interstate 64 from the interchange leading to the western bridge west to the origin of the Outer Belt.

Plate II shows at larger scale various Belt Routes which are related to the Inter-regional Belt or serve the interior of the City.

Commercial Belt. This belt route passes around the commercial center of Huntington and would serve as a circulatory route to relieve the streets within the central business district. In reality it is composed of a clockwise and a counter clockwise system of streets which supplement each other. The clockwise system is composed of 5th Avenue; 15th Street, including a new underpass under the Chesapeake and Ohio Railroad and requiring the opening of 15th Street south to 9th Avenue; 8th Avenue; 5th Street, including a new underpass under the Chesapeake and Ohio Railroad; 7th Avenue to 6th Street; and 6th Street to 3rd Avenue. The reverse, or counter clockwise belt, would follow 3rd Avenue; 5th Street and the new underpass; 9th Avenue; and 16th Street. This belt is also shown on Plate I.

Central Belt. This belt is really an extension of the Commercial Belt to the Interstate Route 64, utilizing the combination of 5th and 6th Streets and the new underpass under the Chesapeake and Ohio Railroad on 5th Street; and the extension of 5th Street to the interchange with Interstate Route 64; along Route 64 to the interchange with the new location of State Highway 10A; along the new route of Highway 10A and utilizing the one way pair of 16th Street and the new and existing locations of 15th Street and the new underpass under the Chesapeake and Ohio Railroad; and along 3rd and 5th Avenues.

Western Belt. The Western Belt would consist of the U.S. 52 Bridge over the Ohio River; the 5th and 6th Street combination to the new 5th Street underpass and 5th Street to the Interstate Route 64 at the interchange; the Interstate Route 64 to the interchange with the new route between 16th and 17th Streets west; thence across the new Ohio River bridge to the new location of Routes 52 and 7 north of the river and along this route to the existing U.S. 52 bridge.

Eastern Belt. This route would follow West Virginia Road 10A along 15th and 16th Streets and the new location; thence along a frontage road paralleling Interstate Route 64 to S. Norwood Road; along S. Norwood Road to Norway Avenue and Saltwell Road to U.S. Highway 60; thence along U.S. Highway 60 and 29th Street to 3rd and 5th Avenues, operated as a one-way pair to 15th and 16th Streets.

This arrangement of streets forming Belt Routes would serve the circulatory needs of Huntington. They should be designated by appropriate signs as indicated on Plates I and II.

The belt routes should also be extended to the outer belt as indicated on Plate I. The following systems would then be formed south of Interstate Route 64.

Southwestern Belt. This would be composed of U.S. Highway 52; the Outer Belt and Interstate Route 64.

South Central Belt. This route would follow U.S. Highway 52; the Outer Belt; West Virginia Highway 10A; and Interstate Route 64.

Eastern Belt Extension. This belt would be extended south of Interstate 64 to Norwood Road; thence north under Interstate 64 to Saltwell Road.

Southeastern Belt. This route would include the outer belt to U.S. Highway 60; thence along U.S. Highway 60 to Washington Boulevard through the interchange with Interstate Route 64, thence to Washington Boulevard; thence to Saltwell Road and along Saltwell Road, Norway Avenue and Norwood Road to State Highway 10A and the outer belt.

MAJOR THOROUGHFARES

The streets comprising the Belt Routes consist of Primary Arterial Thoroughfares. In addition there are a number of other thoroughfares which are of major importance.

U.S. Highway 60. This route is a major cross city thoroughfare carrying at present a great volume of inter-regional traffic. It will become of less importance when Interstate Route 64 is completed but will always be of primary importance for internal traffic and for inter-regional traffic destined for points in Huntington. It utilizes 3rd Avenue West and 5th Avenue East as a one-way pair from 29th Street to 5th Street. West of 1st Street it utilizes Adams and Washington Avenues as a one-way pair to 15th and 16th Streets west where it would have an interchange with the new route between Interstate Route 64 and the proposed new bridge. West of the bridge route, it would follow Adams Avenue and Waverly Avenue, its present route. This thoroughfare would connect the Belt Routes heretofore described and will become increasingly important as the city grows.

20th Street - Norway Avenue. This is an important route serving the eastern part of the city and which forms an auxiliary belt with U.S. Highway 64. It should be widened as indicated hereinafter.

8th Avenue - 9th Avenue. This pair of Streets, which form part of the Commercial Belt should be considered Major Thoroughfares from 1st Street to 26th Street, beyond which 9th Avenue should be connected with 8th Avenue and follow 8th Avenue to U.S. Highway 60.

Madison Avenue - 6th and 7th Avenues. Madison Avenue which connects with Spring Valley Road and the James River-Kanawha Turnpike by a bridge over the Chesapeake and Ohio Railroad is a major thoroughfare from the overpass to 5th Street west; thence 6th and 7th Avenues should operate as a one-way pair to 20th Street. (Madison Ave. is known as Piedmont Ave. west of Fourpole Creek).

CLASSIFICATION OF THOROUGHFARES

Plates I and II indicate various thoroughfares which are classified as:

Primary Arterial Thoroughfares
Secondary Arterial Thoroughfares
Feeder Streets
Parkways

The following tabulation of major thoroughfares shows the existing right-of-way and roadway widths and in the next column the recommended widths. Rather than listing the streets for their entire lengths, the portions which are parts of the various Belt Routes are listed together in order that the existing and eventual capacities of the Belt Routes may be comprehended. All streets in the Belt System are classified as Primary Arterial Thoroughfares.

Inter-regional Belt.

Street	Existing Roadway	ROW	Proposed Roadway	ROW
Interstate 64 U.S. 60 Interchange to 16th-17th St. West Interchange	NE	NE	Interstate Standard	300'
16th-17th Street West (New Road between 16th & 17th Streets) Interstate 64 to Ohio River	NE	NE	Dual Lane	200'
Ohio River Bridge			50'	60'
16th-17th Streets West Interstate 64 to Jackson Ave. with connection to 16th & 17th Streets	NE	NE	Dual Lane	174'
Virginia Avenue to New Bridge	NE	NE	Dual Lane	174'
Interchange with Adams and Washington Avenues	NE	NE	By design	Various
16th Street Jackson Ave. to Virginia Ave. (One-way north)	*	60'	36'	60'
17th Street Jackson Ave. to 1st Alley North	*	40.9'	36'	60'
1st Alley N. to Virginia Ave. (One-way south)	*	60'	36'	60'
16th-17th Streets West Bridge to U.S. 52	NE	NE	Dual Lane	174'
U.S. 52 - Ohio 7 Between Bridges	Various	Various	Dual Lane	174+'

Inter-regional Belt - continued

Street	Existing Roadway	ROW	Proposed Roadway	ROW
East Bridge	NE	NE	50'	60'
New Road Ohio River to U.S. 60 Interchange	NE	NE	Dual Lane	174'
Outer Belt				
Interstate 64 16th-17th Streets West to proposed interchange at Twelvepole Creek	NE	NE	Interstate Standard	300'
Spring Valley Road Interstate 64 to W. Va. Primary 7	*	*	40'	80'
West Virginia Primaries 7, 6 to U.S. Highway 52	*	*	40'	80'
West Virginia Primaries 37/1, 50, 48, 35 to State Highway 10A	*	*	40'	80'
State Highway 10A W. Va. Primary to State Highway 10	*	*	40'	80'
State Highway 10 State Hwy. 10A to U.S. 60	*	*	40'	80'
U.S. Highway 60 State Hwy. 10 to Interstate 64	*	*	*	*
Commercial Belt				
Clockwise Section				
5th Avenue				
6th to 8th St.	40'	100'	80' Dual	100'
8th to 9th St.	89'	100'	80' Dual	100'
9th to 10th St.	68.5'	100'	80' Dual	100'
10th to 15th st.	40'	100'	80' Dual	100'

Commercial Belt - continued

Street	Existing Roadway	ROW	Proposed Roadway	ROW
15th Street				
3rd Ave. to C. &O. RR	*	80'	44'	80'
C. &O. RR to 9th Ave	NE	NE	44'	80'
(New Underpass	NE	NE	44'	54'
8th Avenue				
15th to 10th St.	40.5'	80'	66'	80'
10th to 8th St.	*	80'	66'	80'
8th to 5th St.	30.3'	80'	66'	80'
5th Street				
9th Ave. to C. &O. RR	*	80'	66'	80'
5th Street				
New Underpass	NE	NE	50'	62'
C&O. RR to 7th Ave.	*	80'	66'	80'
7th Avenue				
5th to 6th Street	40.5'	80'	66'	80'
6th Street				
7th to 3rd. Ave.	50.5'	80'	66'	80'
Counterclockwise Section				
3rd Avenue				
16th to 13th St.	68'	100'	68'	100'
13th to 7th St.	66.5'	100'	66.5'	100'
7th to 5th St.	62.5'	100'	62.5'	100'
5th Street (See above)				
9th Avenue				
5th to 16th St.	30'	80'	66'	80'
16th Street				
9th to 3rd Ave.	53'	80'	53'	80'
(Underpass)	*	*	50'	62'
Western Belt				
U.S. 52 Bridge and approaches	*	*	*	*

During the mid-1960's, the Huntington Urban Renewal Authority inaugurated an ambitious redevelopment program for the downtown area. Located in the heart of the Huntington central business district, the renewal project area emcompassed approximately 20 square blocks extending from 6th to 15th streets between Second and Fifth Avenues.

The basic objectives of urban renewal action in the Downtown Urban Renewal Area were to eliminate severe conditions of blight, deterioration, obsolescence, traffic congestion, poor pedestrian circulation and incompatible land uses which were present to a degree that the area's important role in the community was being jeopardized, and to install new streets, curbs, and sidewalks and construct new infrastructure for the Downtown Urban Renewal Area. The Urban Renewal Plan facilitated orderly growth, achieved commercial, institutional, and light industrial stability, and provided the opportunity for maintaining the central business district as the commercial, cultural, and civic heart of Huntington. Specifically, the objectives were to:

(Taken from Urban Renewal Plan)

Western Belt - continued

Street	Existing Roadway	ROW	Proposed Roadway	ROW
5th-6th Streets				
3rd Ave. to 9th Ave.				
(See above)				
9th Ave. to Washington Blvd.	30'	80'	66'	80'
Bridge to Berry Street	36'	80'	66'	80'
Berry Street to Interstate 64	24'	120'	44'+	120'
Interstate 64 (See above)				
16th-17th St. W. (See above)				
U.S. 52-Ohio 7 (See above)				
Eastern Belt				
15th-16th Streets				
3rd Ave. to 9th Ave. (See above)				
16th Street				
9th Ave. to 10th Ave.	*	80'	44'	80'
10th Ave. to Charleston Ave.	*	70'	44'	70'
Charleston Ave. to Washington Blvd.	*	60'	44'	60'
Washington Blvd. to Military Rd.	*	50'+	44'	60'
15th Street				
3rd Ave. to C. &O. RR	*	80'	44'	80'
C. &O. RR to 1st Ave.				
S. of 9th Ave.	NE	NE	44'	80'
(New Underpass)	NE	NE	44'	54'
Douglass Street (15th St.)				
1st Alley south of 9th Ave. to 1st Alley south of 10th Ave.	*	50'	44'	64'
15th Street				
1st Alley south of 10th Ave. to Charleston Ave.	NE	NE	44'	64'
Charleston Avenue to Grove St.	*	60'	44'	64'

Eastern Belt - continued

Street	Existing Roadway	Row	Proposed Roadway	ROW
Grove St. to connection with 16th St. at Military Road	NE	NE	44'	64'
16th Street Military Road to Crestwood Drive	*	30-40'	66'	80'
State Highway 10A Crestwood Drive to Interstate 64 - New Location	NE	NE	66'	80'
Frontage Road - North side of Interstate 64 State Highway 10A to S. Norwood Road	NE	NE	24'	50'
S. Norwood Road Interstate 64 to Norway Ave.	*	33'	44'	66'
Norway Avenue S. Norwood Road to Saltwell Road	*	50'	44'	66'
Saltwell Road Norway Ave. to U.S. 60	18'	40'	44'	66'
U.S. 60 Saltwell Road to 29th St.	*	70-125'	58'	70-125'
29th Street 6th Ave. to 3rd. Ave.	58'	80'	58'	80'
3rd Avenue				
29th St. to 24th St.	50'	100'	66'	100'
24th St. to 16th St.	68'	100'	68'	100'
5th Avenue				
29th St. to 24th St.	40'	80'	66'	100'
24th St. to 16th St.	40'	100'	66'	100'

Street	Existing Roadway	ROW	Proposed Roadway	ROW
Central Belt				
(See 15th & 16th Sts. under Eastern Belt; 5th & 6th Sts. and U.S. 52 under Western Belt; 3rd & 5th Avenues under Commercial Belt).				
Southwestern Belt				
U.S. Highway 52 Interstate 64 to W. Va. Highway 6	*	*	Dual	100'min.
Outer Belt Highway U.S. 52 to Interstate 64 at Twelvepole Creek	18'+	33'+	40'	80'
Interstate 64 Twelvepole Creek to U.S. 52	NE	NE	Dual	300'
South Central Belt				
(See listings hereinbefore for U.S. 52, Outer Belt and Interstate 64).				
State Highway 10A Interstate 64 to Outer Belt	*	*	66'	80'
Eastern Belt Extension				
Norwood Road St. Hwy. 10A to Frontage Road North of Interstate 64 passing under Interstate 64	*	33'	44'	66'
Southeastern Belt				
State Highway 10A Along Outer Belt to St. Hwy. 10	*	*	66'	80'
State Highway 10 State Hwy. 10A to U.S. 60	*	*	66'	80'
U.S. Highway 60 State Hwy. 10 to Washington Blvd.	*	80-125'	58'	80-125'

Street	Existing Roadway	ROW	Proposed Roadway	ROW
Southeastern Belt - continued				
Washington Blvd.				
U.S. 60 to Saltwell Rd.	*	50'	44'	66'
Saltwell Road, Norway Ave.				
Norwood Rd. (See Eastern Belt)				
U. S. Highway 60				
State Highway 10				
to 29th St.	*	70-125'	58'	70-125'
29th St. Section				
6th Ave. to 3rd Ave.	58'	80'	58'	80'
3rd Ave. Section				
(West bound one-way 29th St. to 18th St. W.)				
29th St. to 24th St.	40'	80'	66'	100'
24th St. to 16th St.	40'	100'	66'	100'
16th St. to 13th St.	68'	100'	68'	100'
13th St. to 7th St.	66.5'	100'	66.5'	100'
7th St. to 5th St.	62.5'	100'	62.5'	100'
5th St. to 4th St.				
Eliminate jog with Washington Ave.	NE	NE	66'	100'
Washington Avenue				
5th St. to 16th St. W.	42'	66'	42'	66'
Construct Interchange with expressway connecting Interstate 64 and new Ohio River Bridge	NE	NE	42'	66'
Waverly Road				
West corporation line to Camden Road	Dual 24'-32'	76'+	Dual 24'-32'	76'
Camden Road				
Waverly Rd. to Adams Ave.	Varied	Varied	44'	70'+
Adams Avenue				
Camden Ave. to 24th St. W.	47'	60'	47'	60'
24th St. W. to 23rd St. W.	47'	70'	47'	70'
23rd. St. W. to 18th St. W.	42.5'	60'	44'	60'

Street	Existing Roadway	ROW	Proposed Roadway	ROW
Southeastern Belt - continued				
(New Interchange 18th St. to 16th St. W. East Bound one-way 18th. St. W to 1st. St.)				
18th St. W. to 15th S. W.	30.5'	60'	44'	60'
15th St. W. to 12th St. W.	41'	60'	44'	60'
12th St. W. to 5th St. W.	31'	60'	44'	60'
5th St. W. to 1st. St. Eliminate jog with 3rd, Ave.)	31'	50'	44'	60'
5th Avenue (One-way east bound 1st St. to 29th St.)				
1st St. to 8th St.	40'	100'	66'	100'
8th St. to 9th St.	89'	100'	89'	100'
9th St. to 10th St.	68.5'	100'	68.5'	100'
10th St. to 24th St.	40'	100'	66'	100'
24th St. to 29th St.	40'	80'	66'	80'
20th Street- Norway Avenue-				
20th Street				
3rd Ave. to 8th Ave.	53'	80'	66'	80'
8th Ave. to Norway Ave.	41'	80'	66'	80'
Norway Avenue				
20th St. to 21st. St.	17'	40'	44'	66'
21st St. to Washington Blvd.	29'	40'	44'	66'
Washington Blvd. to Jackson St.	*	40'	44'	66'
Jackson St. to Ferguson Blvd.	18'	40'	44'	66'
Ferguson Blvd. to U.S. 60	18'	50'	44'	66'
(Realign so as to connect with 5th St. Bridge over Guyandot River)	NE	NE	44'	66'
8th Avenue - 9th Avenue				
8th Avenue (One-way west bound from east of 28th St. to 1st. St.)				
U.S. 60 - 28th St.	30'	40-50'	44'	66'
28th St. to 26th St.	33.5'	50'	44'	66'
26th St. to 20th St.	40'	80'	44'	80'
20th St. to 16th St.	53.5'	80'	53.5'	80'
16th St. to 8th St.	40.5'	80'	44'	80'
8th St. to 1st St.	30.3'	80'	44'	80'

Street	Existing Roadway	ROW	Proposed Roadway	ROW
Southeastern Belt - continued				
9th Avenue				
(One-way east bound 1st St. to connection with 8th Ave. east of 28th St.)				
1st St. to 14th St.	30'+	80'	44'	80'
14th St. to 16th St.	*	45-50'	44'	80'
16th St. to 26th St.	*	80'	44'	80'
Connection to 8th Ave.	NE	NE	44'	80'
Piedmont Avenue -				
Madison Avenue - 6th & 7th Avenues				
Piedmont Avenue				
Carson St. to Camden St.	31.5'	60'	44'	70'
Camden St. to Fourpole Creek	25'	60'	44'	70'
Madison Avenue				
Fourpole Creek to 22nd St. W.	25'	60'	44'	70'
22nd St. W. to 5th St. W.	30'	60'	44'	70'
6th Avenue				
(One-way west bound)				
5th St. W. to 1st St.	30.5'	60' *	40'	60'
1st St. to 8th St.	50.5'	80'	50.5'	80'
8th St. to 18th St.	53'	80'	53'	80'
18th St. to 20th St.	*	50'	44'	66'
7th Avenue				
(One-way east bound)				
20th St. to 19th St.	25.5'	50'	44'	66'
19th St. to 16th St.	30'	50'	44'	66'
16th St. to 11th St.	40.5'	80'	44'	80'
11th St. to 8th St.	53'	80'	53'	80'
8th St. to 3rd St.	40.5'	80'	44'	80'
3rd St. to 1st St.	30'	80'	44'	80'
1st St. to 5th St. W.	30'	60'	44'	66'

* Information to be supplied.

Secondary Arterial Thoroughfares supplement the pattern of Primary Arterials and are of nearly equal importance with them. Their existing and recommended widths follow brief descriptions of the routes.

Spring Valley Drive - Buena Vista - Woodland Lane - Moss Drive - State Road and West Gimlet Road provide access to the Spring Valley Country Club area and other potentially good residential territory. The over pass over the Chesapeake and Ohio Railroad should be widened, the road should pass over the new Interstate 64 near the overpass and either over or under Interstate 64 at West Gimlet Road. The entire route is now a narrow road but it should have a right-of-way of at least 66 feet and a roadway of at least 36 feet. Curves should be eased and some eiliniated following detailed surveys of the alignment.

James River-Kanawha Turnpike is a useful road which will serve as a frontage road paralleling Interstate 64. It should have a minimum roadway of 44 feet eventually. There should be no difficulty in securing land for widening the right-of-way to at least 66 feet. It extends west from Memorial Parkway.

Camden Road extends north from the James River-Kanawha Turnpike to U.S. 60 and has a roadway width of from 25 to 32 feet. It should have a roadway of 36 feet which can be accomplished on its 50 foot right-of-way.

Fifth Street West. This street has potential value as a thoroughfare between Washington Avenue and Memorial Boulevard. It should have the following widths and revisions:

Section	Existing Roadway	ROW	Proposed Roadway	ROW
Washington Ave. to Adams Ave.	*	30'	44'	60'
Adams Ave. to Jefferson Ave. (Develop crossing of B.&O. RR.)	*	60'+	44'	60'
Jefferson Ave. to Monroe St.	30'	80'	44'	80'
Monroe St. to C. & O. RR. (Develop crossing over C.&O. RR)	55'	80'	55'	80'
C. & O. RR. to 9th Avenue	43.5'	70'	43.5'	70'
9th Ave. to Memorial Blvd.	30'	80'	44'	80'

First Street extends from Third Avenue to Memorial Parkway and forms a valuable connection for internal traffic. Its existing and proposed widths are as follows:

Section	Existing Roadway	ROW	Proposed Roadway	ROW
3rd. Ave. to 4th Ave.	15'	80'	44'	80'
4th Ave. to 7th Ave.	30'	80'	44'	80'
7th Ave. to 8th Ave. Underpass	40'	80'+	40'	80'+
8th Ave. to Memorial Parkway	30'	80'	44'	80'

Eight Street. While this street is classed as a Secondary Arterial Street, it actually serves as a primary thoroughfare, but does not connect with through highways. It now serves as the route of U.S. 52 passing under the C. & O. RR, but when a new underpass is constructed, as proposed by the State Road Commission at 5th Street, it will serve local rather than regional needs.

Section	Existing Roadway	ROW	Proposed Roadway	ROW
3rd. to 5th Avenue	53.5'	80'	53.5'	80'
5th to 8th Avenue	53.5'	80'	53.5'	80'
8th to 9th Avenue	54'	80'	54'	80'
9th Ave. to Memorial Blvd.	54'	80'	54'	80'

This street should eventually be operated one-way south, paired with one-way north traffic on 10th Street.

Tenth Street. This street serves in the same manner as Eighth Street and should be operated one-way north bound after the proposed underpass at 5th Street is built.

Section	Existing Roadway	ROW	Proposed Roadway	ROW
3rd. to 7th Avenue	53'	80'	53'	80'
7th. to 8th Avenue (Underpass should be reconstructed and jogs eliminated)	*	*	44'	60'
8th Ave. to 11th Ave.	40'	80'	54'	80'
11th Ave. to 13th Ave.	Dual-18.5'	80'	Dual-24'	80'

Third Avenue - Fifth Avenue Extension to State Highway 2. This is an important development which will permit all State Highway 2 traffic to enter and utilize the 3rd-5th Avenue one-way pair across the city. Widths and provisions are as follows:

Street	Existing Roadway	ROW	Proposed Roadway	ROW
3rd. Avenue -				
29th to 31st. St.	50'	100'	50'	100'
31st St. to Guyandot Bridge	50'	80'	50'	80'
Bridge	29'	-	44'	-
Bridge to Guyan St.	*	80'	44'	80'
Guyan St. to Alley east of Prospect St.	38'	60'	44'	66'
Alley e. of Prospect St. to 39th St.	30.5'	40-60'	44'	66'
39th St. to City Limits	25'	40'	44'	66'

Street	Existing Roadway	ROW	Proposed Roadway	ROW
5th Avenue -				
29th St. to 31st St.	*	80'	44'	80'
31st St. to Guyandot River	*	90'	44'	90'
New bridge over Guyandot River	NE	NE	44'	52'
Guyan Street to Hill St.	*	49.5-50'	44'	66'
Hill St. to B. & O. RR.	*	50'+	44'	66'
Along north side of B. &O. RR from just west of Staunton Ave. to City Limits	NE	NE	44'	66'
State Highway 2	*	*	44'	100'

FEEDER STREETS

Plates I and II indicate streets which have been classified as Feeder Streets. They are generally those streets and roads which attract considerable local traffic and lead it to the Primary and Secondary Arterial Thoroughfares. Plate II indicates the following streets as Feeders. They do not require widening of either rights-of-way or roadways:

14th Street from Washington Avenue to Memorial Blvd.
13th Avenue from 5th Street to 12th Street.
12th Street from 13th Avenue to Enslow Boulevard.
18th Street from 12th Avenue to Wilshire Blvd.
12th Avenue from 18th Street to 20th Street.
Woodland Drive from Washington Blvd. to Chestnut Drive.
Chestnut Drive from Woodland Drive to Fairview Drive.
Fairview Drive from Roland Park Drive to Norway Ave.
Park Road from Fairview Drive to Gallaher Drive.
Gallaher Drive from Park Road to Marne Drive.
Kings Highway from Marne Drive to Grand Forest Road.
Grand Forest Road from Kings Highway to Norway Avenue.
Olive Street -, Roby Road from Norway Avenue to Riverside Drive.
Sycamore Street from Norway Ave. to Springdale Ave.
Springdale Ave. from Sycamore St. to Davis St.
Davis St. from Springdale Ave. to 28th St.
Cedar Street from Norway Ave. to Oney Street.
Oney St. from Cedar St. to Davis St.
25th -26th Street, operated as a one-way pair from 8th Ave. to Davis Street.
28th St. from Olive St. to 8th Avenue.
Riverside Drive - Guyan St. from 3rd. Ave. along the Guyandot River to 5th St. at east edge of City north of the Guyandot River.
5th St. from U.S. 60 to Riverside Drive.

There are other roads which serve as Feeder Streets and divide the suburban area into neighborhoods. They are constructed on narrow rights-of-way, but when land alongside is platted they should be widened so as to have rights-of-way of not less than 66 feet and preferably 80 feet. They include:

- Harveytown Road
- Johnstown Road
- Miller Road
- 8th Street (McCoy Road)
- S. Norwood Road
- The several roads designated as West Virginia Primary and Secondary Roads on Plate I.

PARKWAYS

Huntington has a very attractive parkway along Fourpole Creek designated as Memorial Boulevard. This parkway extends into Washington Boulevard, passes through Ritter Park and continues as Washington Boulevard which extends to Norway Avenue. It then extends again from Norway Avenue to U.S. Highway 60.

Another boulevard is designated as Wilshire Boulevard and extends from 16th Street to Washington Boulevard near Edison Drive.

South Boulevard runs south of Fourpole Creek from 8th Street almost to City Park.

These boulevards, or parkways, should be connected with the segment running from east of 13th Street to Harveytown Road.

ACCOMPLISHMENT

The gradual accomplishment of the proposed widenings and extensions of thoroughfares will provide an efficient thoroughfare system for Huntington as it expands. Many of the streets have not been designated as either major thoroughfares or feeder streets, but in reality all the streets provide ways in which traffic may enter the principal thoroughfares.

The State of West Virginia is charged with the responsibility of constructing Interstate Route 64 and for the 15th-16th Street revisions; the 16th-17th west expressway and the new bridge over the Ohio River; and the new bridge east of the City.

Internal corrections are the responsibility of the City of Huntington, except along the route of U.S. Highways 60 and 52 and State Highways 2, 10 and 10A, which are also the responsibility of the State.

Those projects which are the responsibility of the City will be reflected in the Capital Improvement Program now under preparation.

Supervision of subdivision design in areas beyond the City limits by Cabell County and Wayne County may accomplish the widening of rights-of-way of arterial and feeder streets in the suburban area.

RESEARCH · REPORT ·

HUNTINGTON

WEST VIRGINIA

1959

RESEARCH REPORT

A PART OF THE COMPREHENSIVE PLAN
FOR
HUNTINGTON, WEST VIRGINIA
JULY, 1959

History, General Character and Regional Aspects and Influences
Physiographic and Environmental Influences
Population Characteristics
Economic Base Characteristics

Prepared For:
THE HUNTINGTON CITY PLANNING COMMISSION

Prepared By:
Metropolitan Planners, Inc., Consultants
Indianapolis, Indiana

Map of Power and Natural Resources provided through the courtesy of the American Gas and Electric System. Map on front cover from brochure of the Central Ohio Valley Industrial Council.

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Huntington City Planning Commission
City Hall
Huntington, West Virginia

Dear Members of the Commission:

We appreciate the opportunity to present this report to you in accordance with the requirements of our Agreement, dated September 8, 1958.

Some of the information contained in this report will be familiar to you, but it is edited in a manner which provides a consolidation of the research material which gives a complete picture of the various aspects which have influenced the development of Huntington. It is our hope that this report will enable all of us to gain a better understanding of what has happened in Huntington and what its development trends are.

The cooperation by city officials and the Huntington Chamber of Commerce in the development of basic information has been very helpful. Mr. Wayne C. Depew, Jr., our associate, was in charge of preparing this report.

Very sincerely yours,

Harry C. Sheridan

Harry C. Sheridan, II
President

HCS/b

RESEARCH REPORT
HUNTINGTON, WEST VIRGINIA
TABLE OF CONTENTS

	Page
INTRODUCTION	1
HISTORY, GENERAL CHARACTER AND REGIONAL ASPECTS AND INFLUENCES	1
MAP 1 - Huntington's Setting in the Ohio River Valley	3
TABLE 1 - Distribution of Population by Urban-Rural Residence 1940 and 1950 - For Selected Counties	4
PHYSIOGRAPHIC AND ENVIRONMENTAL INFLUENCES	6
PHYSIOGRAPHY	6
ENVIRONMENT	7
POPULATION CHARACTERISTICS	8
HISTORICAL GROWTH PATTERNS	8
CITY, COUNTY AND STATE	8
TABLE 2 - Population Growth of Huntington, Cabell County and West Virginia, 1880-1950	9
TABLE 3 - Population Changes in Huntington and Magisterial Districts, 1930-1950	10
TABLE 4 - Population Changes in Huntington, By Wards, 1930-1950	11
THE METROPOLITAN "DISTRICT"	9
TABLE 5 - Population Changes in the Huntington-Ashland Metropolitan District, 1930-1950	12
THE STANDARD METROPOLITAN AREA	13
TABLE 6 - Huntington-Ashland S.M.A. Component Counties, 1930-1950	14
PRESENT POPULATION CHARACTERISTICS	14
GENERAL	14
AGE-SEX COMPOSITION	15
FIGURE 1 - Age-Sex Composition of Huntington, the S.M.A. and Urban West Virginia - 1950	
FUTURE POPULATION	15
PROJECTIONS - NUMBERS OF PERSONS	15
FIGURE 2 - Projection of Population for Huntington and Related Areas - to 1985	15

TABLE OF CONTENTS - continued

	Page
PROJECTIONS - AGE GROUPS	16
TABLE 7 - Population Distribution by Age Groups, for Huntington, 1930-1950	18
TABLE 8 - Projections of Population by Age Groups for Huntington, 1960-1985	18
:ONOMIC BASE CHARACTERISTICS	19
HISTORICAL DEVELOPMENT	19
RETAIL TRADE	19
TABLE 9 - Retail Trade Statistics for Huntington & S.M.A 1948 and 1954	20
INCOME	21
LABOR FORCE	22
OCCUPATIONAL DISTRIBUTION	22
TABLE 10 - Occupational Distribution of Huntington Employed Persons, 1950	23
INDUSTRY GROUP	22
TABLE 11 - Employed Persons in Huntington by Major Industry Group, 1950	24
BUSINESS VOLUME	22
TABLE 12 - Business Volume and Income and Expenditures for Huntington Area and Selected Areas of the State 1939-1958	26
MANUFACTURE AND BASIC EMPLOYMENT	25
NEW INDUSTRY	28
MS OF THE PLANNING PROGRAM	28

RESEARCH REPORT
A PART OF THE COMPREHENSIVE PLAN FOR
HUNTINGTON, WEST VIRGINIA

INTRODUCTION

The city is, for the most part, the product of its social, physical and economic history. An understanding of these influences is deemed necessary in order that a foundation be established upon which to build a long-range comprehensive plan. This research phase of the planning program consists of a summary analysis of these factors which not only serves in explaining the city's current situation, but also in determining appropriate objectives of the plan for future growth and development.

HISTORY, GENERAL CHARACTER AND REGIONAL ASPECTS AND INFLUENCES

The Ohio River has served since its discovery as one of the primary avenues for man's progress in this country. Man has used the river in three outstanding phases; first, as a means for pioneering his westward progress, second, for transporting his raw materials and goods, and third, in his industrialization of the great Ohio River Valley. Billions of dollars have been expended in recent years in the construction of manufacturing and power producing industries.

Huntington's potential for continued success in the heart of the industrial "valley" is shown in a review of a locational map of power and natural resources produced by American Gas and Electric System, of which Huntington's Appalachian Electric Power Company is an important part. This map is included herewith and shows the wealth of raw materials, power and transportation system in the Ohio River valley.

Cabell County, as originally formed in 1809, included Wayne and Mingo Counties and parts of Logan, Boone, Putnam and Lincoln Counties. The present area of the county is approximately 260 square miles. The county government was organized in 1809 with the county court located in Guyandotte. The court was moved to Barboursville in 1814, and to Huntington in 1887.

Early attractions to settlement centered around the fur trade, the crossroads of which was found at the confluence of the Guyandotte and Ohio Rivers. The town of Brownsville, which formed the nucleus of Huntington, was incorporated by the General Assembly of Virginia in 1831 and was laid out north of 4th Street between 5th and 6th Avenues. West Virginia became a State in the Union in 1863, and the City of Huntington was incorporated eight years later in 1871.

The site for Huntington was considered conducive to successful commerce and industry because of the excellent advantages offered for river and rail transportation of fuel, raw materials and products and because of the extensive supplies of liquid, gas and solid fuels

in the area. As a result the original platting of the city accommodated the Chesapeake and Ohio Railroad which has proved a boon to Huntington and neighboring communities. The C. and O. maintains offices for Industrial and Coal Development and operating offices for the Central Region. Another result of this "locational planning" in selecting the site of Huntington is that Port Huntington handles more coal tonnage than any other port on the Ohio River because of the C. & O. Railroad and the ready availability of this resource.

Some of the dates and activities which stand out in Huntington's history are given below:

1786 - Virginia State Road extended to the site of Huntington from Richmond. By 1832 this important road became the James River and Kanawha Turnpike opening to Lexington, Kentucky.

1837 - Founding of Marshall Academy. In 1858 this school became Marshall College and has contributed substantially to the culture of the city and metropolitan area through the years. The influence of this institution obviously extends beyond the city and metropolitan area; however, its assistance to these areas in research, administration and teaching is of importance here.

1872 - Chesapeake and Ohio Railroad became the city's first major industrial enterprise. The Ensign Manufacturing Company was founded in this year and produced chilled-tread railroad car wheels.

1911 - Huntington had grown and annexed the Town of Guyandotte.

1923 - Huntington annexed Westmoreland.

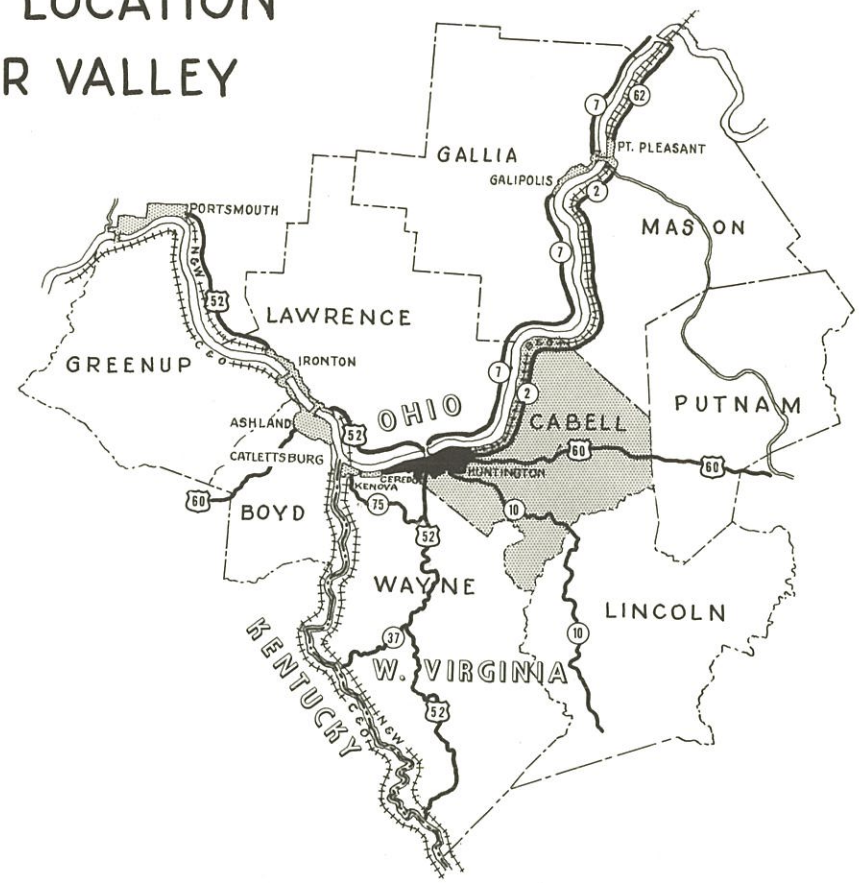
1926 - The Huntington-Chesapeake Bridge constructed over the Ohio River between Huntington and Chesapeake providing greater freedom of access to the north. Planning considerations assume the necessity for additional bridge access from Huntington across the Ohio River to the east and west of the present bridge.

1943 - Eleven-mile flood wall completed to give adequate protection to Huntington.

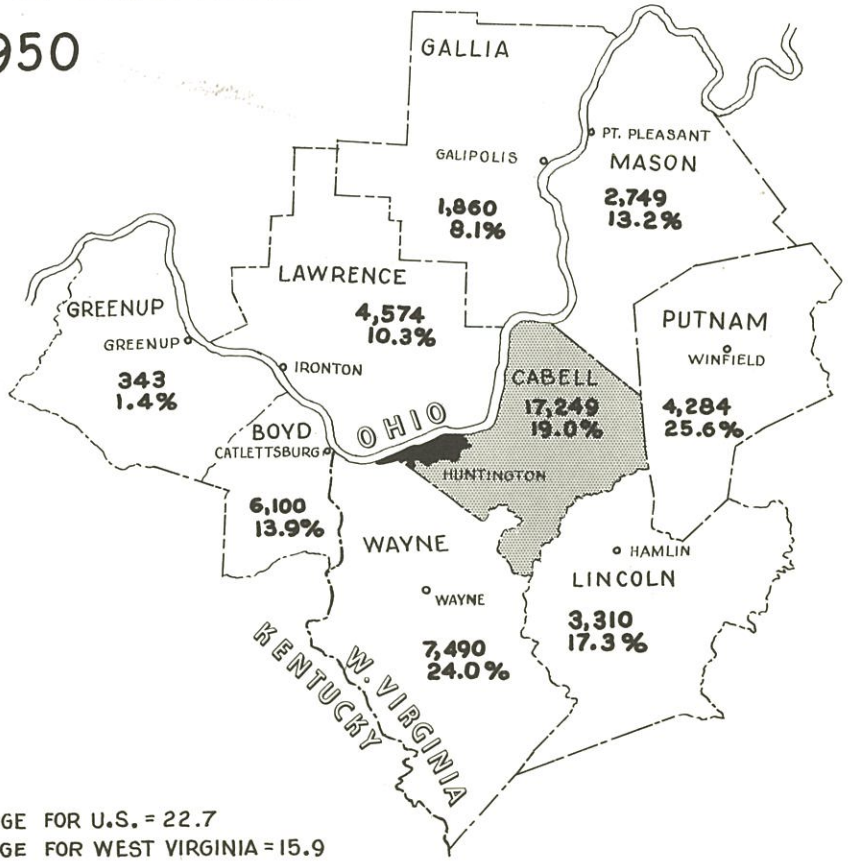
An indication of the city's economic growth is found in the Huntington Chamber of Commerce "Industrial Directory" which lists the city's prominent industries and dates of inception. A listing of a few of these early establishments is indicative of the general type of economy which has developed in the community.

MAP 1

HUNTINGTON'S LOCATION IN THE OHIO RIVER VALLEY



CHANGE IN COUNTY POPULATIONS 1930 - 1950



% CHANGE FOR U.S. = 22.7
% CHANGE FOR WEST VIRGINIA = 15.9

M.P.I. '59

1839 Railway Express Agency
1872 A.C.F. Industries (metal products)
1873 Chesapeake and Ohio Railroad
1880 F.C. McColm Granite Company
1886 Thomas O'Neill Machine Co., Inc.
1888 Baltimore and Ohio Railroad
1888 Noah Sheets Granite Co.
1888 Ohio Bus Company
1889 Gwinn Bros. & Co. (Foods)
1890 Huntington Water Corporation
1899 United Fuel Gas Co.
1912 Standard Ultramarine & Color Co.
1921 International Nickel Co.

The resultant character of the city and the "Central Ohio Valley" today is one of dynamic growth with extensive capital improvements in the existing plants and in new heavy industries. In fact, the total valley of the Ohio River from Wheeling to Portsmouth has been developing rapidly in recent years. A few of the new industries along the River include:

American Cyanamid Co.
Atomic Energy Commission installations
Bakelite Co.
Borg-Warner Corp.
Carborundum Metals Co.
Kaiser Aluminum and Chemical Corp.
Ohio Power Co.

A few of the larger industries locating in Huntington in recent years include Houdaille Industries, Maiden Form Brassiere Company, American Container Corp. and General Metals Corp.

Although planning considerations are centered around Huntington, the potential effects on the city of changes in the remaining metropolitan area must be recognized. For example, were a large industrial plant to be constructed in Ashland or nearby in Ohio, Huntington would realize direct benefits to its transportation facilities, brokerage services and similar facilities. The influx of new people would also bring additional needs for highway construction, schools, business services and other service facilities.

Growth and development in an area can be measured in many ways. One of the most clearly understood, and perhaps most indicative in the short-run view, is found in a study of population trends. Map 1 is such a presentation showing changes in the numbers of persons and rates of change in Cabell, Wayne and surrounding counties. These counties gained 15.2 per cent in numbers of persons between 1930 and 1950, which was approximately the same rate as that of the state (15.9%) during that period. However, in the 1940-50 decade Lincoln, Gallia and

Greenup Counties lost in population by minor numbers, while Cabell, Wayne and Boyd Counties showed the strongest gains of 10.9, 8.8 and 8.7 per cent, respectively. The increase for West Virginia amounted to 5.4 per cent from 1940 to 1950.

Another interesting measure of general character in the area is found in the percentage of persons by urban and rural residence. These figures are shown in TABLE 1 for the nine county area for 1940 and 1950.

TABLE 1

DISTRIBUTION OF POPULATION BY URBAN-RURAL RESIDENCE 1940 and 1950 - FOR SELECTED COUNTIES

		1950			
	1940	Total	% of Total		
County	% Urban	Population	Urban	Rural Nonfarm	Rural Farm
In West Virginia:					
Cabell	77.5	108,035	75.6	15.6	8.8
Wayne	20.2	38,696	28.9	29.4	41.7
Lincoln	-	22,466	-	40.5	59.5
Mason	15.9	23,537	19.5	40.3	40.2
Putnam	5.0	21,021	6.6	52.2	41.2
In Ohio:					
Gallia	31.4	24,910	31.6	23.1	45.3
Lawrence	33.9	49,115	41.6	36.1	22.3
In Kentucky:					
Boyd	74.1	49,949	78.7	13.0	8.3
Greenup	-	24,887	14.8	49.3	35.9
Total Area	-	362,616	46.9	27.6	25.5

The Table shows that Cabell, Lawrence and Boyd Counties contain very small rural farm populations with large percentages of rural nonfarm persons living in the peripheral counties of Lincoln, Mason, Putnam and Greenup. In 1950 there were over 100,000 rural nonfarm inhabitants in this 9-county area, which points up the importance of the highway system in handling commutation. Another important feature of this Table is that the percentage of urban population increased between 1940 and 1950 for the majority of these counties which appears to be the pattern in areas surrounding large cities. Cabell County lost in its urban standing by almost two percent while gaining in actual numbers of urban residents, which points up the movement to the suburbs.

The City of Huntington and the Huntington-Ashland Standard Metropolitan Area demonstrate

other general characteristics which are compared below with urban West Virginia for 1950 (Source: U.S. Bureau of the Census).

Characteristic	Huntington	S.M.A.	Urban W. Virginia
Median Age	30.6	27.8	30.2
% Nonwhite	5.2	2.9	6.8
Number of Persons per Household	3.23	3.56	3.32
Persons 14 years and older in Labor Force:			
% Male	75.4	73.6	77.1
% Female	30.8	23.1	29.8

In the figures given above for general characteristics the Standard Metropolitan Area stands out as being composed of younger persons with larger families, and a lower percentage of females in the labor force than the city which tends to approximate the average of urban areas throughout the state.

In conclusion -

These brief measures of the city's general character illustrate that Huntington is an important part of an industrially based community which has been growing rapidly in numbers of persons and in urbanization, although this particular Standard Metropolitan Area contained only 175 persons per square mile in 1950. The highest concentration of population as reflected in population per square mile is centered in Cabell County (387) and Boyd County (314). The Charleston Standard Metropolitan Area for comparison contains 206 persons per square mile.

The meaningful picture for the planner from a review of the preceding is that over a period of years the city has continued to grow, and that for the purposes of future planning it will likely continue to follow the pattern of recent growth based upon the intensification of industrial development in the Ohio Valley.

PHYSIOGRAPHIC AND ENVIRONMENTAL INFLUENCES

PHYSIOGRAPHY

The City of Huntington occupies a site on the south bank of the Ohio River, which, during pre-historic time was a glacial spillway, carrying meltwaters of the great northern glaciers. As these meltwaters rushed southwestward carving a relatively narrow valley through the Appalachian Plateau, sands, gravels and silts were deposited which form the present valley floor. This valley floor, which is noticeably terraced, forms the flood plain of the river and is subject to periodic inundation.

The valley floor in the vicinity of Huntington varies in width from about one-half mile at the western edge of the city to about one and one-half miles at its widest point near the center of the city. For this reason the physical city has developed chiefly along an east-west axis paralleling the Ohio River.

Cabell County lies between the midwestern glacial till plain and the Appalachian Mountain System. Much of the county's area is extremely rough and hilly as a result of severe stream dissection of generally horizontal rocks composed of sandstones, shales and thin coals. The Ohio and Big Sandy River Valleys, which provide most of the county's level areas, provide large supplies of potable water from underground gravel beds. The Gyandot River and Four-pole Creek serve as the principal drainage ways.

Coal, oil, gas and salt brine all occur at various levels of underground rock strata, most of which is locally used. Adjacent counties contain a leading gas producing area operated by the United Fuel Gas Company.

The physiography of this area has caused some of the towns and cities along the Ohio River to grow longitudinally in the narrow valley, resulting in the creation of problems in extended municipal services and facilities and like factors which would not be the case were these cities free to concentrate around their centers.

It appears, then, that the physiography causes some problems as well as benefits. An example of this is seen in the proposed routes of the relocation of Highway 52 and the Interstate Highway which are forced to locate through the hill sections abutting the river valley.

Planning proposals will include an analysis of the present uses of land in the hill sections with suggested future development providing appropriate land uses served by a functional street and highway system and additional bridge access across the Ohio River.

Climatology from the U.S. Weather Bureau indicate that average annual rainfall is 41.8 inches with an average winter snowfall of 15.5 inches. Mean annual temperature is 57.4 degrees with the highest and lowest temperatures recorded at 108° and -14°.

ENVIRONMENT

Huntington enjoys a favorable position with regard to regional location being situated in the rapidly-growing Ohio River Valley, and with excellent relation to distribution of goods to and from the Eastern Seaboard. Several factors have contributed to growth in this area, among which good water and rail transportation, a large labor supply, accessibility of raw materials, proximity to markets and the availability of fuels, power and water all are important.

An index to the past and probable future growth of this region is provided by the sizeable increase in the amount of freight carried on the Ohio River. Between 1940 and 1950 there was an increase of 128 percent in the number of ton-miles of freight carried and an 82 percent increase from 1950 to 1956, with an overall increase of 315 per cent between 1940 and 1956.

A modernization program of the Ohio River dams by the U.S. Corps of Engineers will result in the operation of 21 dams (with 110 feet by 1200 feet lock chambers) increasing pool stage from an average of 9 feet to 12 feet. The deeper channels will permit heavier loading of barge tows and greatly facilitate navigation. These higher dams will provide important benefits by creating greater pools of water for industry, recreation and general public use.

Transportation facilities available to Huntington include all forms. The Ohio River with its extensive navigational facilities provides low cost bulk transportation of raw materials and finished products. Three railroads - the Chesapeake and Ohio, the Baltimore and Ohio and the Norfolk and Western (connection at Kenova) provide freight service, and the C. and O. provides passenger service. Sixteen motor freight carriers occupy terminals in Huntington, and the Ohio Valley Bus Company, Consolidated Trailways and Greyhound Bus System serve passenger travel needs. The Tri-state Airport located southwest of Huntington is a modern, night-lighted airport with hard surfaced runway and instrument landing system (I.L.S.), offering regularly scheduled air freight and passenger service by one major and two regional carriers with approximately twenty flights daily. The Huntington-Chesapeake Airport in Ohio is a private secondary airfield which accommodates small aircraft and offers ease of access from its close proximity to downtown Huntington. This was the original airport serving the city.

State and Federal Highways routed through Huntington include U.S. 52 (which is being relocated from its location on the Ohio State side of the river to a better position above the urbanized area), U.S. 60 and State Highways 2, 4, 10 alternate and 75. Both U.S. 52 and 60 have been vastly improved in recent years. The surrounding area is interconnected with county-maintained roads. Under the Federal Interstate Freeways Program, which is now in the early stages of construction, a modern transcontinental limited-access highway will pass near the city connecting Lexington, Kentucky and Norfolk, Virginia

Because of the high mobility created by the widespread use of automobiles and the existence of good, all weather roads, Huntington is easily reached by a large potential labor supply. Because many persons are choosing to travel relatively long distances from their homes to their places of employment, there is little doubt that commuting more and more is having an impact upon many facets of the social and economic pattern of the industrial community, and creating parking, traffic and thoroughfare problems with which the city must deal.

In summary, most physiographic and environmental factors appear to be favorable to Huntington's growth, however, some adjustments are necessary in the physical environment. The planner's part in achieving this and other goals is found in proposals for redesigning and reorienting the community's physical features such as commercial and industrial use of land, housing areas and other organizational plans to provide efficient and attractive growth.

POPULATION

Having examined those parts of the history, general character, physiography and environment which are meaningful in establishing planning proposals, attention is now turned to the population of the city and surrounding area with regard to historical growth patterns, estimated present distribution and characteristics of the population and projected trends.

HISTORICAL GROWTH PATTERNS

CITY, COUNTY AND STATE

Since Huntington's beginning as a village in the early 1800's, it has enjoyed a steady population growth, often growing at a much faster rate than that of the state and counties of which it is a part. TABLE 2 compares its growth by decades with Cabell and Wayne Counties, and West Virginia since 1880, and shows that between 1900 and 1930 the city grew at a faster rate than the counties or state. In the 1930-40 decade the state exceeded Cabell County and the city in rate of increase, but this trend was reversed in the 1940-50 decade with the counties and city once more taking the lead in growth. Current indications are that this trend is continuing with the total state population stabilizing and the city and county continuing to grow at a substantial rate.

A closer view of Huntington's growth is provided by TABLE 3, which compares the populations of the city, the magisterial districts as a whole and those parts of the magisterial districts outside Huntington. If various disannexations and annexations are considered to have little or no effect upon total population figures the Table is indicative that although the city enjoyed a substantial increase in population from 1930 to 1950 the area outside the city showed very high gains percentage wise growing at a much faster rate.

Geographical distribution of the population growth within the city is shown in TABLE 4 which gives the number and per cent changes in population for each of the city's wards between 1930 and 1950. This TABLE shows that generally the first, seventh and tenth wards have gained in position as shown in percent of total population and have shown substantial gains in numbers, while the fourth, eighthand ninth wards held position and showed substantial gain. The third ward was the only one to show a loss.

THE HUNTINGTON-ASHLAND METROPOLITAN DISTRICT

The trend of greater growth in the unincorporated areas held true also for the Huntington-Ashland Metropolitan District. TABLE 5 shows population figures for the Metropolitan District (which differs considerably from the Standard Metropolitan Area established in 1950) for the 1930, 1940 and 1950 decades. The meaningful feature of this Table is seen in the strong increase in population in the unincorporated areas which grew at a faster rate and in numbers more than all of the incorporated parts of the District in the 1930-50 period. Huntington showed a substantial increase in this period also.

TABLE 2

POPULATION GROWTH OF HUNTINGTON COMPARED WITH CABELL AND WAYNE COUNTIES & WEST VIRGINIA, 1890 - 1950

	Huntington		Cabell County		Wayne County		West Virginia	
Year	Number	% Change	Number	% Change	Number	% Change	Number	% Change
1950	86,353	9.5	108,035	10.9	38,696	8.8	2,005,552	5.4
1940	78,836	4.3	97,459	7.4	35,566	14.0	1,901,974	10.0
1930	75,572	50.6	90,786	38.1	31,206	19.9	1,729,205	18.1
1920	50,177	61.0	65,746	40.8	26,021	8.1	1,463,701	19.9
1910	31,161	161.4	46,685	59.6	24,081	2.0	1,221,119	27.4
1900	11,923	18.0	29,252	24.0	23,619	26.6	958,800	25.7
1890	10,108	-	23,595	-	18,652	-	762,794	-
1890 - 1950	--	754.3	----	357.8	-----	107.5	-----	162.9

Source: U. S. Bureau of the Census.

TABLE 3

HUNTINGTON, WEST VIRGINIA
POPULATION CHANGES IN HUNTINGTON
AND MAGISTERIAL DISTRICTS - COMPARISON
1930 - 1950

Area	Population (1)			% of Change		
	1930	1940	1950	1930-40	1940-50	1930-50
Huntington	75,572	78,836	86,353	4.3	9.5	14.3
Magisterial Districts(2)	89,207	83,971	94,158	6.0	12.1	18.9
Magisterial Dist. outside Huntington	3,635	5,135	7,805	41.3	52.0	114.7

(1) Parts of Huntington City reverted to Guyandotte and Westmoreland Districts in 1933 and part of Guyandotte District was annexed to Huntington City in 1949.

(2) Includes total population in Gideon, Guyandotte and Kyle Districts in Cabell County and Westmoreland District in Wayne County.

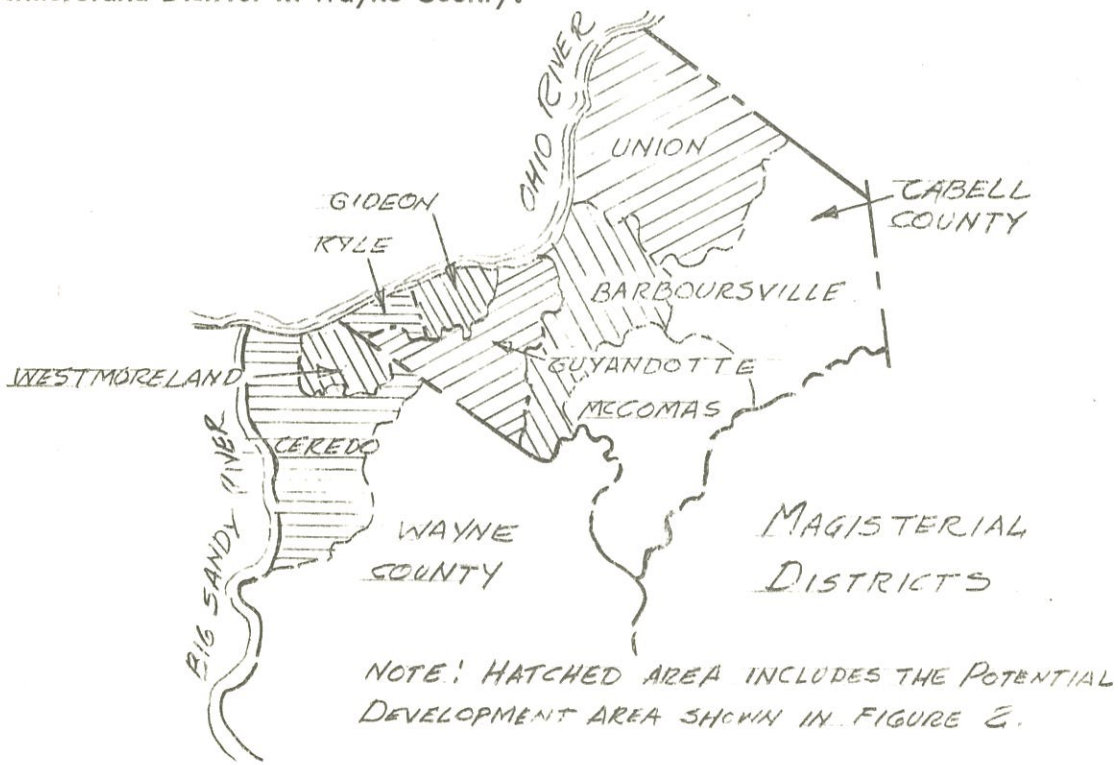


TABLE 4

HUNTINGTON, WEST VIRGINIA
POPULATION CHANGE BY WARDS, 1930 - 1950

	Population						Change in Population	
	1930		1940		1950		1930 - 1950	
Ward No.	Number	%Total	Number	%Total	Number	%Total	Number	%
1	9,730	12.9	10,107	12.8	11,366	13.2	1,636	16.8
2	6,015	8.0	6,306	8.0	6,509	7.5	494	8.2
3	5,222	6.9	5,460	6.9	5,100	5.9	122	2.3
4	5,621	7.4	5,939	7.5	6,390	7.4	769	13.7
5	9,624	12.7	10,267	13.0	9,735	11.3	111	1.2
6	9,274	12.3	9,497	12.0	10.054	11.6	780	8.4
7	8,254	10.9	8,945	11.4	10,339	12.0	2,085	25.3
8	10,004	13.3	10,125	12.9	11,807	13.7	1,803	18.0
9	8,868	11.7	8,920	11.3	10,146	11.7	1,278	14.4
10	2,960	3.9	3,270	4.2	4,907	5.7	1,947	65.8
	75,572	100.0	78,836	100.0	86,353	100.0	10,781	14.2

Source: U.S. Bureau of the Census.

TABLE 5

HUNTINGTON, WEST VIRGINIA
POPULATION CHANGES IN
HUNTINGTON-ASHLAND "METROPOLITAN
DISTRICT"*, 1930 - 1950

Area	Population			Change 1930 - 1950	
	1930	1940	1950	Number	%
The Metropolitan District	168,317	176,951	196,611	28,294	16.8
Central Cities:					
Huntington	75,572	78,836	86,353	10,781	14.2
Ashland	29,074	29,537	31,131	2,057	7.1
Outside Central Cities:					
Incorporated Places	34,954	34,052	35,497	543	1.6
Unincorporated Areas	23,767	28,554	43,630	19,863	83.6

* The U. S. Bureau of the Census included selected Districts of Boyd County in the 1930 and 1940 censuses. Boyd County was redistricted in 1941 and therefore precluded a census of a congruent area in 1950. For this reason the figures given above for all decades include all of Boyd County and add 5,972 persons to the original 1940 count which has little effect upon this analysis.

THE HUNTINGTON-ASHLAND STANDARD METROPOLITAN AREA

The delineation of entire populations in and around major cities for purposes of social and economic analyses and for purposes of comparability among research agencies led to the examination of all urbanized areas in the states and the subsequent establishment of the "Standard Metropolitan Area". Counties are the basic components of these Areas and offer a greater variety of statistics than minor civil divisions which were the former units of measurement in the Metropolitan Districts.

Among the criteria used in qualifying a county for inclusion in an SMA are these:

1. The county or counties must contain at least one central city of 50,000 inhabitants or more.

2. Each county must (a) contain 10,000 non-agricultural workers, or (b) contain 10 percent of the nonagricultural workers working in the SMA, or (c) have at least one-half of its population residing in minor civil divisions with a population density of 150 or more per square mile and contiguous to the central city.

3. Nonagricultural workers must constitute at least two-thirds of the total number of persons employed in the county.

The extent of economic and social integration among the counties and central city or cities is also measured in the determination of these areas. Therefore the Huntington-Ashland SMA is a very important unit for broad economic and social study. Unfortunately this particular unit was not measured prior to 1950 relative to detailed characteristics which would be indicative of growth and progress factors other than total numbers of persons.

It is reported that recent readjustments of boundaries has placed the Huntington-Ashland Standard Metropolitan Area as the largest among Huntington, Charleston (which lost one county) and Wheeling (Ohio section removed).

For purposes of this planning study relative to Huntington, the SMA is discussed only briefly. TABLE 6 analyses the rates of growth and relative standings among the component counties in this SMA for the 1930 through 1950 decades. It can be seen that in these decades both Cabell and Wayne Counties increased in numbers at faster rates than did Boyd and Lawrence. This is partially explained through the fact that the predominance of employment opportunities is found in Cabell County together with a variety of amenities which hold greater attraction for the people. There was, however no apparent rush to the West Virginia section of the SMA as reflected in the relative position of these counties in the area which increased only 1.7 per cent of the total population between 1930 and 1950

TABLE 6

HUNTINGTON - ASHLAND SMA
COMPONENT COUNTIES: 1930-1950

County	Number of Persons			% of Change			% of Total		
	1930	1940	1950	1930-40	1940-50	1930-50	1930	1940	1950
Cabell	90786	97459	108035	7.4	10.9	19.0	43.2	43.2	44.0
Wayne	31206	35566	38696	14.0	8.8	24.0	14.8	15.8	15.7
Subtotals	121992	133025	146731	9.0	10.3	20.3	58.0	59.0	59.7
Lawrence(Oh)	44541	46705	49115	4.9	5.2	10.3	21.2	20.7	20.0
Boyd (Ky)	43849	45938	49949	4.8	8.7	13.9	20.8	20.3	20.3
Totals	210382	225668	245795	7.3	8.9	16.8	100.0	100.0	100.0

PRESENT POPULATION CHARACTERISTICS

GENERAL

Various estimates may be had for the current number of persons residing in the city, but the estimate prepared by the Consultant as a part of the population projections will be used here. This estimate indicates that approximately 94,000 persons reside in the city at this time based upon an historical increase of 9 percent per decade, which compares favorably with a second "check" estimate. The "check" estimate involved a count of 29,325 dwelling units in the city with an assumed vacancy ratio of 0.7% multiplied by the average number of persons per household in 1950 (3.23 persons per household), which revealed an estimated 94,019 persons.

The population in that part of the Planning Area outside the incorporated area and lying in West Virginia amounts to approximately 16,100 persons at this time, based upon a count of dwelling units times an estimated number of persons per dwelling unit.

Other general characteristics for the city and Standard Metropolitan Area compared with urban West Virginia are given in the first part of this report (HISTORY AND GENERAL CHARACTER).

AGE-SEX COMPOSITION

FIGURE 1 graphically presents the age-sex composition of Huntington in 1950 compared with the Standard Metropolitan Area and Urban West Virginia. This figure, called a population pyramid, shows the distribution of population by age group and sex and is indicative of the city's relationship to or deviation from the average of all urban areas in the state and the metropolitan area.

Inspection of the figure reveals some marked differences which are important to considerations for schools, park and recreation facilities, hospitals and like elements of the master plan. The pyramids show that Huntington follows closely the pattern for the urban state except that the city does not (or did not in 1950) have the proportion of children under age 9 that the average urban area of the state has, but that it equals or exceeds the state in the 10-24 age groups and in the 40-69 age groups, suggesting that the city is more mature in its age composition than other urban places. The comparison between the city and the total S.M.A. of which it is a part is even more striking. This pyramid shows that while the city and S.M.A. are comparably urban in character, the remainder of the area outside the city contains a much larger proportion of children and young people through age 19, with the city accommodating larger proportions of both sexes in the age groups over 20 (except for a small portion of males in the 70 and over groups). These comparisons are indicative of the highly industrial city with the younger families establishing residence in the peripheral areas.

Examination of the ratio between numbers of males and females residing in the area reveals that there were 90.0 and 96.8 males per 100 females in the city and S.M.A. respectively in 1950. The ratio for urban West Virginia was 92.4

FUTURE POPULATION

The foregoing considerations of population growth and the economic potential of the Ohio River Valley have positive connotations for future growth. As has been shown, the community has come close to attaining the rate of growth of the United States in recent years and there is every opportunity for continued growth. The nation as a whole is growing presently at a rate of about 1.7 percent per year, which, if maintained, will lead to a doubling of the population in another forty years, and the Huntington community has the locational and physical advantages to share in this growth.

PROJECTIONS - NUMBERS OF PERSONS

In order to determine what the future population growth of the Hungtington area may be FIGURE 2 has been prepared which shows the past and potential future population trends for Huntington, Cabell County, the Huntington-Ashland Standard Metropolitan Area and the Potential Development Area compared with West Virginia and the nation. For the purposes of definition the Potential Development Area appears to be the site of greatest future growth and includes Gideon, Guyondotte, Kyle, Barboursville and Union Districts in Cabell County

and Westmoreland and Ceredo Districts in Wayne County.

These projections are based upon a variety of data and analyses. The state and U.S. projections were prepared by the U.S. Bureau of the Census to 1970, the city was projected to follow the 1940-50 decade rate of growth, and the county was projected based upon its position as a percentage of the total state population. Projections for the Potential Development Area and the S.M.A. were calculated according to past performance. As the U.S. Bureau of the Census points out, it is not possible to project future population changes with confidence because of the many affective factors, the mobility of the population and changes in the social and economic environment. These projections are valid in a similar manner but are considered sufficiently reliable for planning purposes.

The construction of FIGURE 2 employs appropriate mathematical techniques so that all of the projection lines begin in 1910 from the point of Huntington's actual population (except for the Potential Development Area) and continue to the year 1985, showing the relative numbers of persons and the graphic rates of increase for each of the units. Except for the projection for the Potential Development Area the scale for which is the scale of the Figure, the actual value of each projection line is derived by multiplying the scale of the Figure by the appropriate factor shown on the Figure.

These projections show that if Huntington, the Standard Metropolitan Area and Cabell County follow recent historical patterns, in 1985 each will have approximately 117,000, 373,000 and 163,000 persons respectively. The most important of the projections from the standpoint of planning for Huntington is that of the Potential Development Area, which contains Gideon, Guyandotte, Kyle, Barboursville and Union Districts in Cabell County and Westmoreland and Ceredo in Wayne County. These Districts are river front units and should receive the greatest impetus of growth because of their locational advantages.

The Potential Development Area's projected growth from a 1950 population of 113,000 to that of 170,000 in 1985 represents an increase of 57,000 persons, roughly 1,600 persons per year over the thirty-five year period. This 57,000 persons represents an increase of about 16,000 new households in this area based on 3.5 persons per household. It represents needs in parks (570 additional acres) schools, fire stations, shopping centers, industry to support the population, streets and highways and public transportation, sewers and sewage treatment, potable water supplies, and other elements necessary to meet the needs and desires of the people.

The projections, while not absolute, are indicators of the potential development of these areas and the desirability for establishing an administrative and regulatory framework capable of guiding the increased urbanization and with a view toward providing the necessary services.

PROJECTIONS - AGE GROUPS

It is desirable to consider the growth distribution of the population among selected age groups

for purposes of anticipating future city needs for school facilities, employment and other services to support the population. Changes in numbers of persons in selected age groups for the decennial census periods 1930 through 1950 are given in TABLE 7. Gains in numbers of children under 10 years for 1950 over 1940 (yet below 1930 in percentage of total population) and losses in the 10-44 age groups between 1940 and 1950 both in numbers and as percentages of the total, and increases in numbers and percentages of of total in age groups above 44 is the general picture. This approximates the situation in other urban areas surveyed by the Consultant. Were a larger area including the close periphery to be studied this picture would surely change, because the younger families are apparently moving into the suburbs.

TABLE 8 gives projections of population growth by age groups for 1960, 1970, 1980 and 1985. A number of assumptions had to be made regarding the trend of birth rates, mortality and migration, maintenance of the status quo relative to boundaries of the area of study, economic balance and like factors. It is important to view these projections in this perspective. Even national estimates are subject to errors in judgement, and these estimates for a very much smaller unit, are consequently even more fallible. It is believed, however, that they should be sufficiently reliable for planning purposes in Huntington.

The following statements supplement the TABLE:

1. Under 5 - There are probably over 9,000 children in this age group at this time, but the gain in number of total births has probably leveled off for several years to come. The "deficit" in numbers of yound adults is almost certain to cause some drop in the birth rate or at least stabilize the rate (which is the assumption here).

2. 5-9, 10-14 and 15-19 - Projections for these groups show a substantial gain in 1960 over the 1950 census count, but with some reduction in the weight of the total group as a percentage of the total population in the remaining periods.

3. 20-24 and 25-44 - The 20-24 group is shown to reflect the "deficit" in depression births in 1960 and 1965, with an upswing in numbers and as percent of total population by 1970 and in later years. The 25-44 age group is shown to drop in numbers and as a percent of the total population from 31% in 1950 to 26% in 1960 due principally to out-migration and low "depression" births with a recoup in later years to the 1960 level of numbers by 1980.

4. 45-64, 65-74 and 75 and Over - These groups reflect the aging of the population in projections and the increase in position as a percentage of the total population.

TABLE 7

POPULATION DISTRIBUTION BY AGE GROUPS
CITY OF HUNTINGTON 1930 - 1950

Age Group	1930		1940		1950	
	No.	% of Total	No.	% of Total	No.	% of Total
Under 5	7320	9.7	6136	7.8	8217	9.5
5-9	7931	10.5	5836	7.4	6676	7.7
10-14	6908	9.1	7009	8.9	5979	6.9
15-19	7087	9.4	7641	9.7	6066	7.0
20-24	7376	9.8	7282	9.2	7781	9.0
25-44	24091	31.9	25726	32.6	26730	31.0
45-64	11897	15.7	14774	18.7	18195	21.1
65-74	2124	2.8	3218	4.1	4651	5.4
75 & Over	838*	1.1	1214	1.6	2058	2.4
Totals	75572	100.0	78836	100.0	86353	100.0

*Distribute 30 unknown through 9 groups.

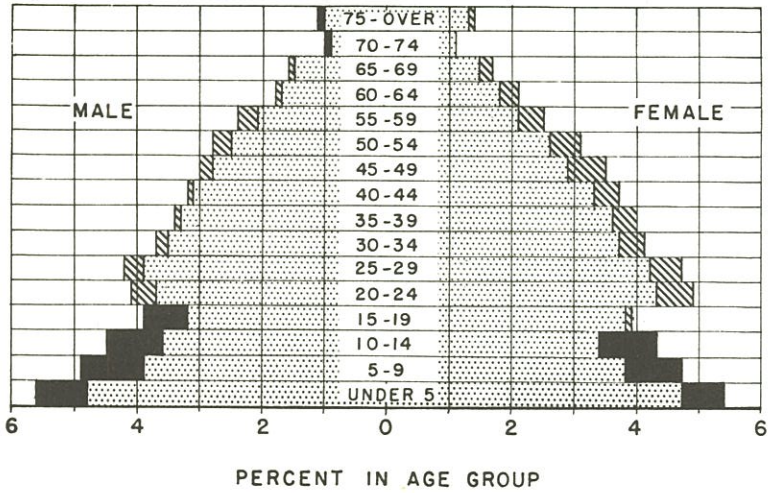
TABLE 8

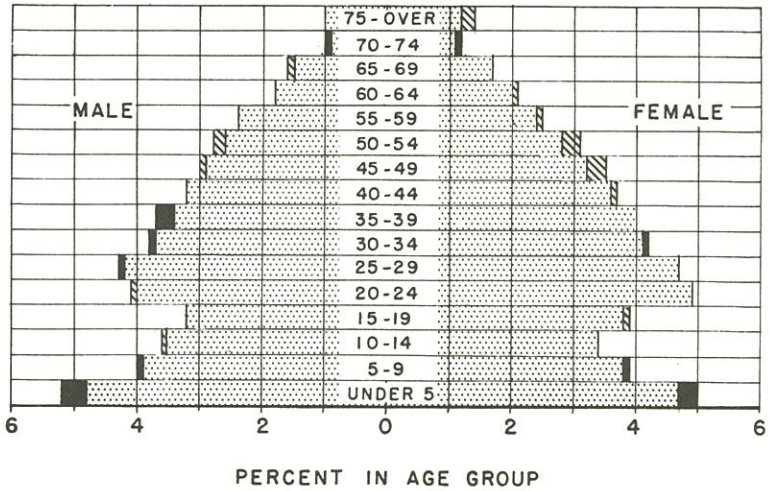
PROJECTIONS OF POPULATION BY AGE GROUPS*
CITY OF HUNTINGTON 1960 - 1985

Age Group	1960	1970	1980	1985
Under 5	9295	10032	11043	11530
5-9	11332	9461	10355	10609
10-14	9563	8775	9456	9921
15-19	5748	10812	8885	9022
20-24	5051	9043	8199	8451
25-44	24572	20710	27310	29818
45-64	19217	20938	20184	17629
65-74	5703	7742	8863	8214
75 & Over	3619	5087	7504	11606
Totals	94100	102600	111800	116800

*Accuracy to degree shown is not to be assumed. Figures shown within age groups are calculated to add to the total projected population.

AGE-SEX COMPOSITION OF HUNTINGTON COMPARED WITH THE STANDARD METROPOLITAN AREA AND URBAN WEST VIRGINIA — 1950





HUNTINGTON AND S.M.A.
HUNTINGTON MORE THAN S.M.A.
HUNTINGTON LESS THAN S.M.A.

HUNTINGTON AND URBAN WEST VIRGINIA
HUNTINGTON MORE THAN WEST VIRGINIA
HUNTINGTON LESS THAN WEST VIRGINIA

ADAPTED FROM U.S. CENSUS DATA

M.P.I. '59

FIGURE 1

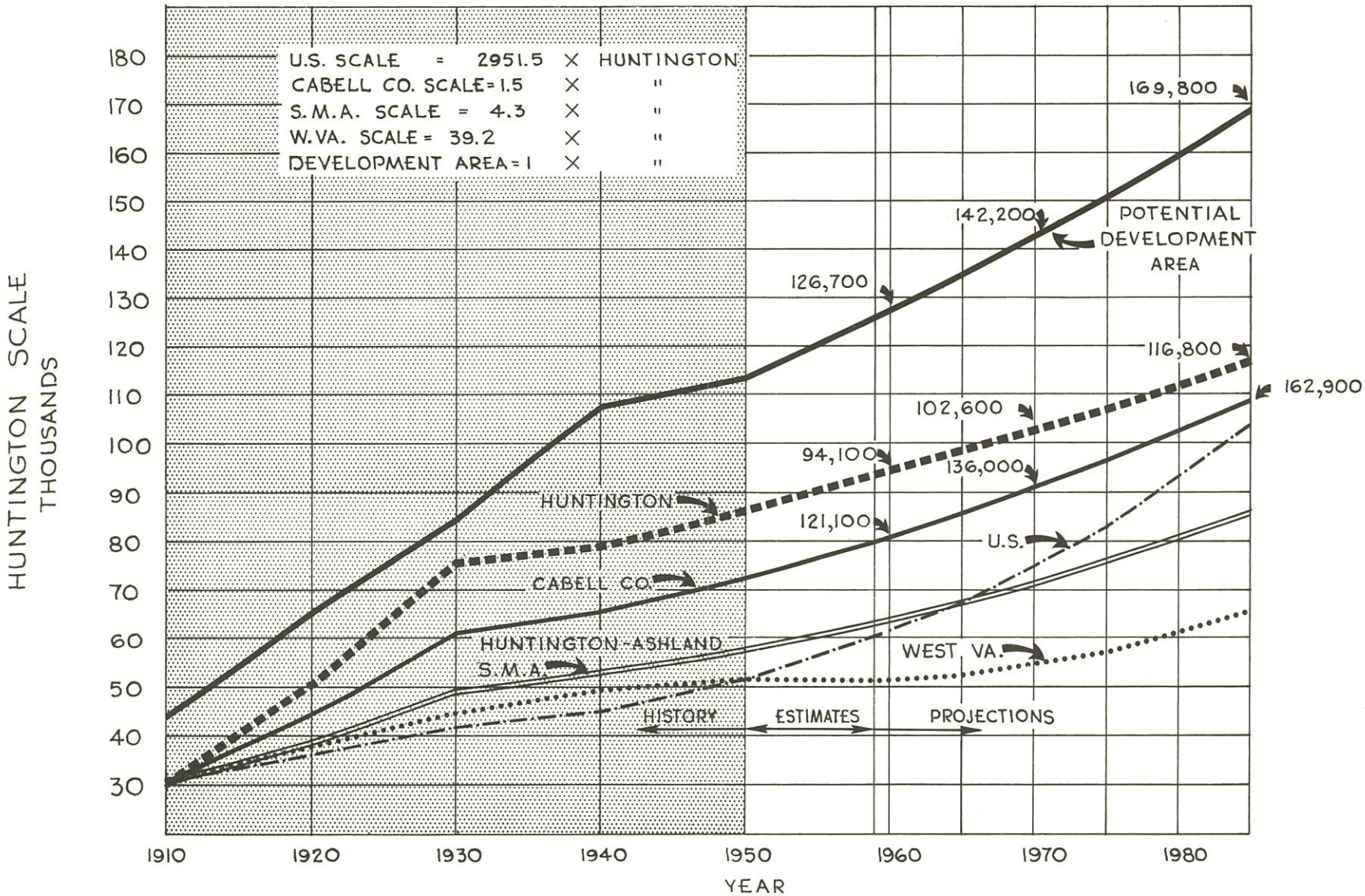


FIGURE 2

PROJECTION OF POPULATION GROWTH FOR HUNTINGTON AND COMPARATIVE AREAS TO 1985

SOURCE OF STATE AND NATIONAL PROJECTIONS — U.S. BUREAU OF THE CENSUS

M.P.I. 1959

ECONOMIC BASE

HISTORICAL DEVELOPMENT

As noted in the section of this report dealing with History and General Character Huntington has had a long and successful period of industrial development. Huntington today might be only a medium-size river town were it not for the relationship in time and at the site of the city of the development of the railroad, river transport and coal mining industry and the even earlier network of trails to the fur trading center of the Guyandotte and Ohio Rivers. Many cities whose economic bases were established upon nearby supplies of fuel for power in production unfortunately lost their hold on prosperity with the depletion of that resource. Huntington's strategic location with regard to transport routes and the tremendous nearby coal reserves has fostered and maintained its position.

As the city has grown its economic base has been further strengthened by its attractiveness as a shopping center for surrounding communities. This characteristic is emphasized even more today because the automobile has provided ease of movement into the city from the many small towns and the rural area around the city.

RETAIL TRADE

Huntington's position as a trading center is found in the U.S. Census statistics on retail trade. The picture of retail trade for the city is given in TABLE 9, which shows numbers of establishments and dollar volume of sales for Huntington and the Huntington S.M.A. for 1948 and 1954 with comparative changes in numbers of establishments and sales between the two.

Figures for numbers of establishments show substantial losses in numbers of food stores for both the city and S.M.A. with relatively lower reductions in the eating and drinking, apparel, drug and proprietary groups. The standing of the numbers of stores in each group in the city as percentages of the total S.M.A. shows that general merchandise, furniture and lumber and hardware sales are moving to the suburbs (probably into shopping centers nearer to their markets). Huntington had gained 23 stores in total in 1954 over 1948 while the S.M.A. lost 196 stores, and the city gained approximately two percent in total numbers of stores in the S.M.A.

Sales figures for the city and S.M.A. show that the apparel group was the only apparent loser in sales volume between 1948 and 1954; however, this may not be the case because figures are not available for all sales groups. In those groups where measurement is possible Huntington city held its position relative to percentage of sales in each group in the S.M.A. and in total. The percentage increase in sales between 1948 and 1954 for the city and S.M.A. were 24.2% and 27.5% respectively, while the increase for all urban areas in

TABLE 9

RETAIL TRADE STATISTICS FOR HUNTINGTON CITY AND
HUNTINGTON - ASHLAND STANDARD METROPOLITAN AREA, 1948 & 1954

	Number of Establishments				Change 48-54		Huntington as % of Each Group in S.M.A.	
	1948		1954					
	Huntington	S.M.A.	Huntington	S.M.A.	Huntington	S.M. A.	1948	1954
1. Food Stores	355	1028	292	747	-63	-281	34.5	39.1
2. Eating & Drinking Places	226	493	221	428	-5	-65	45.8	51.6
3. General Merchandise	23	59	27	99	4	40	39.0	27.3
4. Apparel	84	160	80	153	-4	-7	52.5	52.2
5. Furniture & Home Furnish.	48	120	65	136	17	16	40.0	47.8
6. Automotive	55	116	53	127	2	11	47.4	41.7
7. Gasoline Service Sta.	81	222	92	238	11	16	36.5	38.7
8. Lumber, Bldg. Mat., Hardware	37	81	44	110	7	29	45.7	40.0
9. Drug & Proprietary	46	80	42	71	-4	-9	57.5	59.2
10. Other Retail Stores	102	154	100	226	-2	72	66.2	44.2
11. Non-store Retailers	NA	NA	54	97	NA	NA	-	55.6
12 Totals	1057	2628	1080	2432	23	-196	40.2	44.4

	Sales ($000)				Change 48-54 ($000)		Huntington as % of Each Group in S. M.A.		Estimate 1956 by "Sales Management" ($000)	
	1948		1954							
	Huntington	S.M.A.	Huntington	S.M.A.	Huntington	S.M.A.	1948	1954	Huntington	S.M.A.
1. Food Stores	19406	42163	26311	56131	6905	13968	46.0	46.8	30641	64270
2. Eating & Drinking Places	5956	11378	6447	12670	491	1292	52.3	50.9	7447	14507
3. General Merchandise	14588	16760	14870	27835	282	1075	54.5	53.4	25782	41727
4. Apparel	11829	17610	10271	15366	-1558	-2244	67.0	66.8	12398	18122
5. Furniture & Home Furnish.	5731	10063	7655	13005	1924	2942	56.9	58.9	9462	15771
6. Automotive	NA	31014	NA	40026	NA	9012	NA	NA	24110	47369
7. Gasoline Service Sta.	2890	7301	5583	13811	2693	6510	39.5	40.4	7036	17207
8. Lumber, Gldg. Mat., Hardware	5921	10815	NA	15220	NA	4405	54.7	NA	10463	16828
9. Drug & Proprietary	NA	5623	NA	6339	NA	716	NA	NA	4639	7676
10. Other Retail Stores	NA	7379	8469	15128	NA	7749	NA	56.0	NA	NA
11. Non-store Retailers	NA	NA	6329	7463	NA	NA	NA	84.8	NA	NA
12. Totals	95804	174353	118977	222994	23173	48141	54.8	53.4	142500	NA

NOTES:
N.A. = Information not supplied or not calculated because of incomplete data.

Year	S.M.A. Rank in U.S.	Per Capita Sales
1948	95	$712
1954	100	$907

Some difficulty is encountered in comparisons between 1948 and 1954, as the Bureau of the Census adopted a slightly different sales group classification between these years. The data are similar so far as is possible and do provide relative changes.

West Virginia amounted to only 10.4%. This is indicative of the substantial pay levels in the area and the importance of the city as a trading center for the surrounding area.

SALES MANAGEMENT magazine has provided recent figures estimating retail sales for May, 1959. These are given below comparing Huntington with Charleston and Wheeling to indicate the relative strength and position of each.

City	City Index		City National Avg. Index	Estimated Retail Sales May, 1959
	1959 VS. 1948	1959 VS. 1958	1959 VS. 1958	($000,000)
Huntington	148.6	95.7	92.9	11.83
Charleston	135.4	93.9	91.2	15.48
Wheeling	127.6	95.6	92.8	8.96

It can be seen that while each of these cities have dropped in volume sales between 1958 and 1959 Huntington fares better than Charleston or Wheeling by a small percentage but does not reach the volume of sales attained in the state capitol.

INCOME

The level of family income is another indicator of a community's economic strength. 1950 figures of median income for families for the city and other selected areas are compared below. These figures have changed in nine years but are of interest to this section of the report.

Area	1950 Median Income of Families
Huntington	$ 2,631
Huntington-Ashland S.M.A.	2,460
Cabell County	2,894
Wayne County	2,070
Charleston	3,621
Urban West Virginia	2,778
Urban U.S.	2,970

Refer also to TABLE 12B which provides some indicators of the levels of income and purchasing in the area and elsewhere in the state.

The preceding data give the picture of the city and related areas by retail trade characteristics and income. These data and the following tables and text demonstrate the community's economic make-up with a substantial governmental, retail trade and industrial lease.

THE LABOR FORCE

OCCUPATIONAL DISTRIBUTION

Certain census data give an insight into the characteristics of the labor force in the community. TABLE 10, Occupational Distribution, emphasizes these characteristics. This TABLE compares the employed labor force of the city with Urban West Virginia and shows that the city exceeded the average of all urban communities in the state in 1950 in Professionals, Managers, Clerical, Sales and Craftsmen for males, and in Clerical, Craftsmen and Operatives in the Female group, while demonstrating a sharp deficiency in male operatives. The city otherwise exhibits the pattern of the total urban areas. These figures reflect the business and sales aspect of the city, substantial industry and with good opportunities for skilled female labor.

A general picture of the present labor force in the Metropolitan Area has been provided by the West Virginia State Employment Service. These figures are as follows for January 1957, 1958 and 1959.

	For the Month of January in:		
	1957	1958	1959
Total Civilian Labor Force	90850	92000	91950
Unemployed	5300	10250	13350
Employed	85550	81750	78600
Non-Agriculture, Wage & Salary	70700	67200	63300
Manufacture	25400	23800	22550
Non-Manufacture	45300	43350	40750
Other	14850	14550	15300

The latest available figures from the Huntington City Library publications reported by the State Employment Service in February of 1959 for the S.M.A. estimated a surplus labor force in mid-January of 13,350 persons which was one-third greater than 1958. Volume of unemployment in February amounted to 14.5% of the civilian labor force.

EMPLOYED PERSONS BY INDUSTRY GROUP

TABLE 11 represents another measure of employment characteristics. This TABLE shows the numbers of employed persons in Huntington by industry group in 1950 compared with other urban areas of the state. The data in this Table illustrate the city's position as a railroad, trade, industrial and public administration center, and the relative lack of mining activity. The importance of Finance and Business services is also noteworthy.

BUSINESS VOLUME

TABLE 12 is introduced to provide a general picture of growth in Huntington and West Virginia by urban and non-urban classifications. Huntington's progress is illustrated in

TABLE 10

OCCUPATIONAL DISTRIBUTION OF HUNTINGTON
EMPLOYED PERSONS COMPARED WITH URBAN WEST VIRGINIA
1950

Occupation Group	Huntington City				Urban West Virginia	
	Number		Percentage		Percentage	
	M	F	M	F	M	F
Professional, Technical, etc.	2,044	1,569	9.3	14.8	8.6	15.6
Farmers & Farm Managers	20	7	0.1	0.1	0.2	0
Managers, Officials and Props.	3,276	455	14.8	4.3	13.0	4.4
Clerical and Kindred	2,035	2,853	9.2	27.0	7.4	26.8
Sales Workers	2,119	1,079	9.6	10.2	7.7	11.9
Craftsmen, Foremen, etc.	4,912	194	22.2	1.8	21.6	1.3
Operatives & Kindred	4,335	2,079	19.6	19.7	26.0	15.5
Private Household Workers	48	815	0.2	7.6	0.1	7.8
Service Workers	1,484	1,376	6.7	13.0	6.1	14.1
Farm Laborers	45	9	0.2	0.1	0.2	0.1
Laborers, except farm	1,561	45	7.1	0.4	7.7	0.8
Not Reported	214	101	1.0	1.0	1.2	1.6
Totals	22,093	10,582	100.0	100.0	100.0	100.0

Source: U.S. Bureau of the Census.

TABLE 11

EMPLOYED PERSONS IN HUNTINGTON BY MAJOR INDUSTRY GROUP COMPARED WITH URBAN WEST VIRGINIA - 1950

Industry Group	Huntington City				Urban West Va.
	M	F	Total	% of Total	% of Total
Agriculture	102	19	121	0.4	0.5
Mining	201	26	227	0.7	7.0
Construction	1882	113	1995	6.1	5.3
Manufacturing	5676	2304	7980	24.4	25.7
Railroads, etc. Trucking Service Other Transportation Telecommunications Utilities & Sanitary Services	4265	515	4780	14.6	10.8
Wholesale Trade Retail Food, Dairy Stores, Etc. Eating & Drinking Places Other Retail Trade	4985	2933	7918	24.2	22.1
Finance, Real Estate, Insurance	665	372	1037	3.2	2.8
Business Services Repair Services	732	100	832	2.6	2.2
Private Households Hotels & Lodging Service Other Personal Service	716	1569	2285	7.0	7.1
Entertainment & Recreation	237	91	328	1.0	1.2
Medical & Health Services Educational Service, Govt. Educational Service, Private Other Professional Services	1381	2063	3444	10.5	10.3
Public Administration	1021	362	1383	4.2	3.6
Industry Not Reported	230	115	345	1.1	1.4
Totals	22,093	10,582	32,675	100.0	100.0

Source: U.S. Bureau of the Census.

the Table through its volume of business and consumer and per capita income and purchases. Huntington (represented in the Table by Cabell and Wayne Counties) has continued to assume a larger proportion of the total urban volume of business in manufacturing since 1947. The city's volume as a percentage of total urban area volume of the state was 11.1% in 1939, 10.2% in 1947, 12.8% in 1954 and 13.2% in 1958, and followed a similar trend for total state volume. The city was below the total urban areas in per capita income and purchases in 1958 ranking third in the civil divisions reported (however the areal makeup of these civil divisions is such that comparison is questionable).

MANUFACTURE AND BASIC EMPLOYMENT

Manufacturing employment in the city in 1958 was divided between durable and nondurable production in the ratio of roughly 67% and 33% which reflects a sensitivity of the local industry to national business trends. The durable goods industries usually pay higher average wages, but fluctuations in the economy are more pronounced with accompanying problems of unemployment and other features.

Basic employment which includes the manufacture of durable and nondurable goods is that part of the economy which provides goods and services for sale outside the community to bring in the money to maintain the population. Some of the major sources of basic employment in the city are listed below:

Industry	Product
A.C.F. Industries, Inc.	Metal Products
Allied Chemical & Dye Corp.	Chemicals
Chesapeake and Ohio Railway Co.	Transportation
Conners Steel Div., H.K. Porter Co.	Metal Products
Huntington Chair Corp.	Furniture
Huntington Manufacturing Co., Inc.	Textiles
Huntington Publishing Company	Printing & Publishing
Houdaille Industries, Inc.	Metal Products
International Nickel Co., Inc.	Metal Products
Maiden Form Brassiere Company	Textiles
Norfolk and Western Railway Company	Transportation
Ohio River Company	River Transport
Owens-Illinois Glass Company	Glass
Perry-Norvell Company	Shoes
Standard Ultramarine & Color Co.	Chemicals

There are, of course, many more firms in the city each of which employs from ten to two hundred persons.

The preceding Table showing retail trade statistics and other local service enterprises illustrate the nonbasic employment in the city.

TABLE 12

BUSINESS VOLUME AND INCOME AND EXPENDITURES FOR HUNTINGTON AREA AND SELECTED AREAS OF WEST VIRGINIA 1939 - 1958**

A. URBAN BUSINESS VOLUME - $ MILLION

Urban Area (City & County)	1958 All Business	1958 Other than Manufacturing	1958 Manufacturing	1954 Manufacturing	1947 Manufacturing	1939 Manufacturing
Charleston*	$ 1,833	$1,182	$651	$594	$391	99
Wheeling-Weirton¶	1,410	730	680	619	381	158
Huntington	876	609	267	234	118	41
Clarksburg	431	328	103	97	73	19
Parkersburg	367	212	155	135	85	31
Bluefield	302	286	16	14	12	3
Fairmont	297	225	72	76	70	13
Beckley	258	246	12	11	9	2
Morgantown	240	174	66	51	19	3
Total Urban	$6,014	$3,992	$2,022	$1,831	$1,158	$369
Non-Urban	$2,312	$1,895	$ 417	$ 450	$ 229	$ 73
West Virginia	$8,326	$5,887	$2,439	$2,281	$1,387	$442

* Two counties. ¶Four counties.

(continued next page-)

TABLE 12 - continued

B. URBAN INCOME & EXPENDITURE

Urban Area (City & County)	1950 Population (000)	1958 Population (000)	1958 Consumer Income $Mil.	1958 Per Capita Income	1958 Consumer Purchases $ Mil.	1958 Per Capita Purchases
Charleston*	322	345	$689	$ 1,997	$ 491	$ 1,423
Wheeling-Weirton¶	170	180	486	2,700	297	1,650
Huntington*	147	170	282	1,658	231	1,358
Clarksburg	85	89	155	1,741	124	1,393
Parkersburg	67	81	115	1,419	107	1,320
Bluefield	75	79	102	1,291	101	1,278
Fairmont	72	74	133	1,797	99	1,337
Beckley	96	95	98	1,032	95	1,000
Morgantown	61	65	88	1,353	73	1,123
Total Urban	1,095	1,178	$2,148	$1,823	$1,618	$1,373
Non-Urban	911	791	935	$1,182	$ 782	$ 988
West Virginia	2,006	1,969	$3,083	$1,565	$2,400	$1,218

* Two counties. ¶Four counties.

** Source of Table: INDUSTRIAL DEVELOPMENT AND NAMUFACTURERS RECORD, Vol. 128, May, 1959, No. 6, Conway Publications, Inc., 109 Market Place, Baltimore 2, Md.

NEW INDUSTRY

The Huntington Industrial Corporation, a non-profit stock corporation was organized by the Huntington Chamber of Commerce for the purpose of assisting in the location and financing of new industry. This group has assisted in locating some of the largest industries in the city, and is constantly working to attract more new industries.

It is suggested that consideration be given to the increased production of non-durable goods as a check against strong changes in the economic cycle. Adjusting the economic base in this manner will provide greater employment opportunities for women and will tend to stabilize the local economy in periods of national economic decline in the durables industries.

Some of the important features of the community's attractiveness for industrial dispersion or new industries built by local capital are suggested for exploration and evaluation. Most of these factors have been assessed in the Huntington Chamber of Commerce Industrial Brochure. However, enumeration here will bring out a number of additional elements. Requirements necessary for the acquisition of new industry deal with matters such as: selective choice of sites for plants (number, size, topographic conditions, bearing quality of the subsoil) availability, quality and character of the labor supply; fuel; water; power; raw material; transportation facilities; and markets for finished products.

Other features not evaluated too frequently include community outlook, environment and housing for good living, schools, churches, neighborhood patterns, zoning, recreation, ease of traffic movement and like qualities which can often mean the difference between new industries and none. A community program which lays the ground work for meeting the day-to-day requirements of its people in a fitting manner will inevitably be an attraction to industrial and business interests.

WHAT ARE THE AIMS OF THE PLANNING PROGRAM?

The planning program anticipates the study of and recommendations for improving, changing and otherwise adjusting the various elements of the physical area where necessary to follow community development trends of location, design and function which will accomplish over a period of time the following steps in progress:

Community Development Trends. Trends of community development keep pace with transport facilities, desires of the people and methods of conducting business and industry.

Residential Trends Include:

Increased demand for larger suburban property.

One-story residences on large lots.

Remodeling of large old houses for more than one family.

Grouping of apartments with spacious grounds in suburban areas.

Community developments including development and redevelopment of complete neighborhoods.

Commercial Trends Include:

Grouping of stores in neighbor hood and community shopping centers.

Provision of Off-Street Parking Facilities.

Attractive architectural design and landscape treatment of shopping centers.

Rehabilitation of the central business district and other old shopping center sites.

Industrial Trends Include:

Decentralization of industry into smaller units located in medium size cities.

Location of new industries on suburban sites and in restricted industrial subdivisions.

Industrial buildings on large areas with adequate off-street parking and loading and unloading facilities.

Increased use of one-story industrial buildings to facilitate assembly-line operation.

Greater Attention to the architectural character of industrial buildings and good landscape treatment of grounds.

Certain controls designed to implement the program are found in Zoning and Subdivision Control Ordinances. These ordinances stimulate the growth and development of the city and its adjacent urban areas. The effective development and administration of the plan and ordinances will:

Guide the growth of the city in accordance with the Comprehensive Plan;

Preserve the inherent values of residential, business, commercial and industrial districts;

Provide for reasonable expansion of desirable types of land use;

Conserve the value of property throughout the community;

Promote health, safety, convenience and public welfare;

Assure adequate open areas surrounding residences;

Encourage the design and development of desirable neighborhoods;

Provide convenient locations for shopping centers;

Establish ample areas for appropriate industrial development;

Reduce congestion in the streets and roads by requiring off-street parking space for motor vehicles;

Permit the location of churches, schools, recreation areas, public areas, semi-public buildings and uses on convenient sites; and

Provide for special types of land use which the growing area may require.

RULES OF PROCEDURE
BOARD OF ZONING APPEALS
HUNTINGTON, WEST VIRGINIA

AUTHORITY:

These Rules of Procedure are established in conformity to the provisions of Article 5, Urban and Rural Planning and Zoning, Chapter Eight of The Code of West Virginia, passed March 14, 1959, and in accordance with the Charter of the City of Huntington.

QUORUM:

Majority of the Members constitutes a quorum.
No action shall be binding unless approved by three or more members at a regular or duly called special meeting.

REGULAR MEETINGS:

Shall be held on the 2nd and 4th Thursday of each month at 7:30 P.M. at a designated place in the City Hall; if said Thursday falls on a legal holiday, then such meeting shall be held on the following Thursday.

SPECIAL MEETINGS:

Upon call of the Chairman; written request of two members; or as determined at a regular meeting; upon written request to the Secretary, who shall notify all members of such meeting by verbal or written notice.
Only matters included in call for special meeting shall be considered except by unanimous approval of all members of the Board.

OFFICERS:

The Chairman and Vice-Chairman shall be elected at the first meeting held each year.
The Vice-Chairman shall serve during the absence or disability of the Chairman.
A temporary Chairman shall be elected in case both Chairman and Vice-Chairman are absent.
A Secretary may be appointed or elected from the membership.

MINUTES AND RECORDS:

The Board shall keep minutes of all proceedings and Records of all examinations and other official actions.

The Board shall prepare findings and record the vote on all actions taken.

All minutes and records constitute a public record and shall be filed in the office of the Board.

APPEALS:

An appeal from any order, requirement, decision or determination made by the Planning Director in the enforcement of the Zoning Ordinance will be reviewed by the Board.

Any communications purporting to be an appeal or petition shall be regarded as a mere notice of intention to seek relief and shall be of no force or effect until it is made in the form required.

The Appeal shall be filed with the Board within 30 days after the decision of the Planning Director.

The Appeal shall be prepared on the form provided therefor by the Secretary, and shall specify the grounds thereof in such a manner that the Board may be fully informed of all facts and elements involved and a clear statement of the reasons why the applicant deems the appeal to be justified.

All Applications must either be signed by the legal owner of the real estate, or must contain the written permission of the legal owner of the real estate.

The Planning Director shall, upon request of the Board, submit to it the complete record, including plans and drawings, leading up to the decision appealed from.

Upon receipt of the Appeal the Board shall, at its next meeting, set a date for a hearing thereon and inform the Appellant of such date.

NOTICE:

The Appellant shall publish a notice of the hearing on the Appeal in a newspaper of general circulation in the city at least ten days before the date of the hearing.

The notice shall be in the form prescribed herein.

The notice shall be published at the expense of the appellant.

The Appellant shall also notify property owners adjacent to and normally within 300 feet of the site of any variance from the requirements of the Zoning Ordinance. Such notice shall be in the form of a registered letter with

return receipt or by personal notice to each property owner involved, on a form prescribed by the Board, and attested by the signature of each notified property owner.

Prior to the public hearing the appellant shall furnish to the Board, proof of publication of the notice and evidence that interested property owners have been notified by registered mail or personal notice, as may have been required by the Board.

HEARING:

The Board shall hear the appeal at the time and place specified in the notice.

The Appellant or other interested persons may appear in person, by agent or by attorney.

At the Public Hearing of a case before the Board, the Appellant shall first present the facts and argument in support of the case, and those in objection shall follow. To maintain orderly procedure, each side shall proceed without interruption by the other.

Every person appearing before the Board shall abide by the order and direction of the Chairman. Discourtesy, disorderly or contemptuous conduct shall be regarded as a breach of the privilege of the Board and shall be dealt with as the Chairman may deem proper.

ACTION:

The Board may order, following the hearing:

Exceptions to the district regulations in the classes of cases or in particular situations as specified in the Zoning Ordinance.

Special exceptions to the terms of the Zoning Ordinance upon which the Board is required to act under the ordinance.

Authorization in specific cases of such variances from the terms of the Zoning Ordinance as will not be contrary to the public interest, where owing to special conditions, fully demonstrated on the basis of the facts presented, a literal enforcement of the provisions of the Zoning Ordinance will result in unnecessary hardship, and so that the spirit of the ordinance shall be observed and substantial justice done.

No variance shall be made unless the Board determines that it will not:

Impair the adequate supply of light and air to adjacent property.
Increase the hazard from fire, flood and other dangers of said property.
Diminish the taxable land value of adjacent lands and buildings.
Appreciably increase the congestion in the public streets.
Otherwise impair the public health, safety, comfort and general welfare.

The Board in exercising its powers may reverse or affirm, wholly or partly, or may modify the order, requirement, decision or determination appealed from, as in its opinion ought to be done in the premises, and to that end shall have all the powers of the Planning Director from whom the appeal is taken.
The Board may dismiss an appeal for want of prosecution or jurisdiction.

GENERAL:

Inasmuch as the deliberations, opinions and findings of this Board in all matters which may come before it for action, are similar to that of a court, and the minds of its several members should be unbiased and free to act upon the evidence and arguments submitted at the hearing upon matters pending before said Board, no member of this Board shall hold conversation with any person concerning the merits of any matter pending before it, at any time before final action thereon, except in open meetings of said Board and shall so advise any person attempting to engage in such conversation. This rule shall not apply to any person connected with this Board in any official capacity.

AMENDMENTS:

Amendments to these Rules of Procedure may be made by the Board of Zoning Appeals at any regular meeting upon the affirmative vote of five (5) members. The suspension of any rule of procedure may be ordered at any meeting by unanimous vote of those present.

Rules of Procedure of the City of Huntington Board of Zoning Appeals approved by the Affirmative vote of 5 members of said Board at the regular meeting of the Board held on the 27 day of October, 1960.

(Signed) _____
Chairman

ATTEST:

_____
Secretary

SUBDIVISION CONTROL ORDINANCE

A PART OF THE COMPREHENSIVE PLAN

HUNTINGTON, WEST VIRGINIA

1961

prepared for THE HUNTINGTON CITY PLANNING COMMISSION

by METROPOLITAN PLANNERS, INC., Indianapolis, Indiana

TABLE OF CONTENTS

	Article and Purpose	Page
#1.	ESTABLISHMENT OF CONTROL	1
#2.	DEFINITIONS	1
#3.	PROCEDURE Figure 1 - Step 1. Preliminary Plat for Subdivision Figure 1 - Step 2. Preliminary Plat Approval Figure 1 - Step 3. Final Plat Figure 1 - Step 4. Final Plat Approval	3
#4.	PRINCIPLES AND STANDARDS OF DESIGN	8
#5.	STANDARDS OF IMPROVEMENTS	13
#6.	PLAT CERTIFICATES AND DEED OF DEDICATION	18
#7.	VARIANCE	21
#8.	AMENDMENT, VALIDITY AND ADOPTION	21

SUBDIVISION CONTROL ORDINANCE
HUNTINGTON, WEST VIRGINIA

AN ORDINANCE PROVIDING FOR THE CONTROL OF THE SUBDIVISION OF LAND AND THE APPROVAL OF PLATS AND REPLATS OF LAND, WITHIN THE JURISDICTION OF THE HUNTINGTON CITY PLANNING COMMISSION, AS A PART OF THE COMPREHENSIVE PLAN FOR THE CITY OF HUNTINGTON, WEST VIRGINIA.

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

ARTICLE 1. ESTABLISHMENT OF CONTROL

No plat or replat of a subdivision of land located within the jurisdiction of the Commission shall be recorded by the county clerk unless it has first been approved by the Commission, and such approval shall have been entered in writing on the plat by the President and Secretary of the Commission.

ARTICLE 2. DEFINITIONS

ALLEY: A permanent public service way or right-of-way, dedicated to public use, other than a street, place, road, crosswalk or easement, designed to provide a secondary means of access for the special accommodation of abutting property.

BLOCK: A unit of property entirely surrounded by public highways, streets, railroad rights-of-way, waterways, or other barriers, or a combination thereof.

BLOCK FRONTAGE: Property abutting on one side of a street, and lying between the two nearest intersecting or intercepting streets, or between the nearest intersecting or intercepting street and railroad right-of-way, waterway, or other definite barrier.

BUILDING SETBACK LINE - BUILDING LINE: The line nearest the front or side of and across a lot establishing the minimum Yard to be provided between the Principal Building or Structure and the Lot Line.

CITY: City of Huntington, West Virginia.

COMMISSION: The Huntington City Planning Commission.

COMPREHENSIVE PLAN: The complete plan, or any of its parts, for the development of the City, prepared by the Commission and adopted by the City Council of the City of Huntington, in accordance with the authority conferred by Article 5, Urban and Rural Planning and Zoning, Chapter Eight of the Code of West Virginia, passed March 14, 1959.

COUNTY - County of Cabell, and/or Wayne, West Virginia.

CUL-DE-SAC (Court or Dead End Street): A short residential street having one end open to traffic and being permanently terminated by a vehicle turn-around.

EASEMENT: A grant by the property owner of the use of a strip of land by the public or a person for specified purposes.

HILLSIDE AREA: A parvel of land within which fifty (50) per cent or more of the area has a slope of fifteen (15) per cent or greater.

JURISDICTION OF THE COMMISSION: The territory within the City of Huntington, West Virginia.

LOT: A portion of a subdivision, or other parcel of land intended as a unit for transfer of ownership or development.

PERSON: A corporation, firm, partnership, association, organization or any other group acting as a unit, as well as a natural person.

PLACE: An open, unoccupied, officially designated space, other than a street or alley, permanently reserved for use as the principal means of access to abutting property.

PLAT: A map or chart indicating the subdivision or resubdivision of land, intended to be filed for record.

REPLAT: A Subdivision or Plat, the site of which has heretofore been platted or subdivided with lots or parcels of land. It may include all or any part of a previous subdivision or plat.

SLOPE: The deviation of the surface of the land from a horizontal plane expressed in the percentage of grade (vertical feet per hundred horizontal feet).

STREET: A right-of-way, other than an alley, dedicated or otherwise legally established to the public use, usually affording the principal means of access to abutting property. A street may be designated as a highway, thoroughfare, parkway, boulevard, road, avenue, lane, drive or other appropriate name.

STREET, ARTERIAL: A street designated for large volumes of traffic movement. Certain arterial Streets may be classed as Limited Access Highways to which entrances and exits are provided only at controlled intersections and access is denied to abutting properties.

STREET, FEEDER: A street planned to facilitate the collection of traffic from Residential Streets, and to provide circulation within neighborhood areas and convenient ways for traffic to reach Arterial Streets.

STREET, RESIDENTIAL: A street designated primarily to provide access to abutting properties, usually residential. Certain Residential Streets may be Marginal Access Streets parallel to Arterial Streets, which provide access to abutting property and ways for traffic to reach access points on Arterial Streets.

SUBDIVIDER: Any person responsibly engaged in developing or improving a tract of land which complies with the definition of a Subdivision as defined in this Ordinance.

SUBDIVISION: The division of any parcel of land shown as a unit, as part of a unit, or as contiguous units on the last preceding transfer of ownership thereof, into two or more parcels, sites, or lots, any one of which is less than five acres in area, for the purpose, whether immediate or future, of transfer of ownership, provided, however, that the division or partition of land into parcels of more than five acres not involving any new streets or easements of access, and the sale or exchange of parcels between adjoining lot owners, where such sale or exchange does not create additional building sites, shall not be considered a subdivision; or

The improvement of one or more parcels of land for residential, commercial or industrial structures or groups of structures involving the subdivision and allocation of land as streets or other open spaces for common use by owners, occupants or lease holders or as easements for the extension and maintenance of public sewer, water, storm drainage, or other public utilities and facilities.

THOROUGHFARE PLAN: The part of the Comprehensive Plan, now or hereafter adopted which includes a major street and highway plan and sets forth the location, alignment, dimensions, identification, and classification of existing and proposed streets, highways and other thoroughfares.

ZONING ORDINANCE: The part of the Comprehensive Plan, now or hereafter adopted, which includes an ordinance and zone map which divides the Jurisdiction of the Commission into districts, with regulations and requirements and procedures for the establishment of land use controls.

ARTICLE 3. PROCEDURE

A subdivider desiring approval of a plat of a subdivision of any land lying within the jurisdiction of the Commission, shall submit a written application therefor to the Commission. Such application shall be accompanied by the information, requirements and plans set forth in Figure 1., all in accordance with the requirements set forth in this Ordinance.

Figure 1.

Step 1. Preliminary Plat for Subdivision

A. The owner or subdivider shall provide a preliminary plan of the subdivision which shall show the manner in which the proposed subdivision is coordinated with the Comprehensive Plan and its provisions; specifically, with relation to the requirements of the Thoroughfare Plan; school and recreational sites; shopping centers; community facilities; sanitation; water supply and drainage; and other developments existing and proposed, in the vicinity; provided, however, that no land shall be subdivided for residential use unless adequate access to the land over improved streets or thoroughfares exists or will be provided by the subdivider, or if such land is considered by the Commission to be unsuitable for such use by reason of flooding or improper drainage, objectionable earth and rock formation, topography, or any other feature harmful to the health and safety of possible residents and the community as a whole.

B. The subdivider shall provide the following:

1. Location Map (which may be prepared by indicating the data by notations on available maps) showing:

   a. Subdivision name and location.

   b. Any thoroughfares related to the subdivision.

   c. Existing elementary and high schools, parks and playgrounds available for serving the area proposed to be subdivided, and other community facilities.

   d. Title, scale, north point and date.

2. A Preliminary Plat showing:

   a. Proposed name of the subdivision.

   b. Names and addresses of the owner, subdivider and the city planner, land planning consultant, engineer or surveyor, who prepared the plan.

continued -

Figure 1.

c. Streets and rights-of-way, on and adjoining the site of the proposed subdivision, showing the names (which for new streets shall not duplicate other names of streets in the community, except for extensions of existing streets) which shall meet with the approval of the Commission, and including roadway widths, approximate gradients, types and widths of pavement, curbs, sidewalks, crosswalks, tree planting and other pertinent date.

d. Easements: Locations, widths and purposes.

e. Statement concerning the location and approximate size or capacity of utilities to be installed.

f. Layout of Lots, showing dimensions and numbers.

g. Parcels of land proposed to be dedicated or reserved for schools, parks, playgrounds or other public, semi-public or community purposes.

h. Contours at vertical intervals of two (2) feet if the general slope of the site is less than ten per cent (10%) and at vertical intervals of five (5) feet if the general slope is ten per cent (10%) or greater.

i. Tract boundary lines showing dimensions, bearings, angles, and references to known land lines or bench marks.

j. Building setback lines.

k. Legend and notes.

l. Other features or conditions which would affect the subdivision favorably or adversely.

m. Scale*, north point and date.

3. A description of the protective covenants or private restrictions to be incorporated in the plat of the subdivision, or become covenants in the deeds for lots.

*The Preliminary Plat of the subdivision shall be drawn to a scale of fifty (50) feet to one (1) inch, or one hundred (100) feet to one (1) inch; provided, however, that if the resulting drawing would be over thirty-six (36) inches in shortest dimension, a scale as recommended by the Commission may be used.

continued -

Figure 1.

Step 2. Preliminary Plat Approval

A. After an application for approval of a plat of a subdivision, together with two (2) copies of all maps and data, has been filed, the Commission shall review the Preliminary Plat and give its acceptance or return the plat to the subdivider; with suggestions for changes. No application will be considered at a meeting unless it has been filed with the Commission at least ten (10) days before the date of such meeting.

B.. After the Commission has given acceptance, it shall set a date for a hearing, notify the applicant in writing, and notify by general publication or otherwise, any person or governmental unit having a probable interest in the proposed plat. The cost of publication of the Notice of Hearing shall be met by the applicant.

C. Within a reasonable time following the hearing on the Preliminary Plat, the Commission will notify the applicant in writing that it has approved the Preliminary Plat and is ready to receive the Final Plat, or will advise the applicant of any further changes in the Preliminary Plat which are desired or should have consideration before approval will be given.

Step 3. Final Plat

The Final Plat of the Subdivision shall contain the following area allocations and shall conform to the following principals and standards of design:

A. The Final Plat may include all or only a part of the Preliminary Plat which has received approval.

B. The original drawing of the Final Plat of the subdivision shall be drawn to a scale of fifty (50) feet to one (1) inch, provided that if the resulting drawing would be over thirty-six (36) inches in shortest dimension, a scale of one hundred (100) feet to one (1) inch may be used. Three black or blue line prints shall be submitted with the original Final Plat, or, in order to conform to modern drafting and reproduction methods, three black line prints and a reproducible print shall be submitted.

C. The following basic information shall be shown:

1. Accurate boundary lines, with dimensions and angles, which provide a survey of the tract, closing with an error of not more than one (1) foot in five thousand (5000) feet.

continued -

Figure 1.

2. Accurate distances and directions to the nearest established street corners or official monuments. Reference corners shall be accurately described on the plan.

3. Accurate locations of all existing and recorded streets intersecting the boundaries of the tract.

4. Accurate metes and bounds description of the boundary.

5. Source of title to the land as shown by the books of the County Clerk.

6. Street names.

7. Complete curve notes for all curves included in the plan.

8. Street lines with accurate dimensions in feet and hundredths of feet, with angles to street, alley and lot lines.

9. Lot numbers and dimensions.

10. Accurate locations of easements for utilities and any limitations on such easements.

11. Accurate dimensions for any property to be dedicated or reserved for public, semi-public or community use.

12. Building setback lines and dimensions.

13. Location, type, material and size of all monuments and lot markers.

14. Plans and specifications for the improvements required in this Ordinance.

15. Restrictions of all types which will run with the land and become covenants in the deeds for lots.

16. Name of the subdivision.

17. Name and address of the owner and the subdivider.

18. North point, scale and date.

19. Certification by a qualified registered professional engineer.

continued-

Figure 1.

20. Certification of dedication of streets and other public property.

21. Certification for approval by the Commission.

Step 4. Final Plat Approval

A. When the Final Plat is submitted to the Commission, it shall be accompanied by a notice from the Director of Public Works of the City, stating that there has been filed with, and approved by him, one of the following:

1. A certificate that all improvements and installations for the subdivision required for its approval have been made or installed in accordance with specifications; or

2. A bond which shall:

a. Run to the City Council of the City.

b. Be in amount to complete the improvements and installations in compliance with this ordinance for that portion of the subdivision included in the final plat.

c. Be with surety satisfactory to the Commission, and

d. Specify the time for the completion of the improvements and installations.

B. Within a reasonable time after application for approval of the Final Plat, the Commission shall approve or disapprove it. If the Commission approves, it shall affix the Commission's seal upon the plat, together with the certifying signature of its President and Secretary. If it disapproves, it shall set forth the reasons for such disapproval in its own records and provide the applicant with a copy.

ARTICLE 4. PRINCIPLES AND STANDARDS OF DESIGN.

The Final Plat of the subdivision shall conform to the following principles and standards of design:

Section 1. GENERAL. The subdivision plan shall conform to the principles and standards which are generally exhibited in the Comprehensive Plan.

Section 1. STREETS

A. The street and alley layout shall provide access to all lots and parcels of land within the subdivision, and where streets cross other streets, jogs shall not be created. Cul-de-sacs shall not exceed five hundred (500) feet in length unless site topography indicates that longer cul-de-sacs would be appropriate.

B. Proposed streets shall be adjusted to the contour of the land so as to produce useable lots and streets of reasonable gradient.

C. Certain proposed streets, where appropriate, shall be extended to the boundary of the tract to be subdivided so as to provide for normal circulation of traffic within the vicinity.

D. Wherever there exists a dedicated or platted portion of a street or alley adjacent to the proposed subdivision, the remainder of the street or alley to the prescribed width shall be platted within the proposed subdivision.

E. Widths of Arterial Streets and Feeder Streets shall conform to the widths specified in the Thoroughfare Plan.

F. The minimum right-of-way of Residential Streets, including Marginal Access Streets or Cul-de-Sacs, shall be fifty (50) feet. All Cul-de-Sacs shall terminate in a circular right-of-way, with a minimum diameter of one hundred (100) feet under normal conditions, and eighty (80) feet for hillside areas, or other arrangement for the turning of all vehicles conveniently within the right-of-way. For Hillside Areas: Residential Streets may be reduced to forty (40) feet.

G. In Hillside Areas where a minimum pavement width of twenty (20) feet is permitted the Commission may require the subdivider to provide group parking bays providing one off-street parking space not less than nine (9) feet wide and twenty (20) feet deep for each lot within each block frontage.

H. Alleys shall not be permitted in residential areas but shall be included in commercial and industrial areas where needed for loading and unloading or access purposes, and where platted, shall be at least twenty (20) feet in width.

I. The center lines of streets should intersect as nearly at right angles as possible.

J. At intersections of streets and alleys, property line corners shall be rounded by arcs of at least twenty (20) feet radii or by chords of such arcs.

K. At intersections of streets the property line corners shall be rounded by arcs with radii of not less than fifteen (15) feet, or by chords of such arcs.

L. If the smaller angle of intersection of two streets is less than sixty (60) degrees, the radius of the arc at the intersection of property lines shall be increased as deemed advisable by the Commission.

M. Intersections of more than two (2) streets at one point shall be avoided.

N. Where parkways or special types of streets are involved, the Commission may apply special standards to be followed in the design of such parkways or streets.

O. Whenever the proposed subdivision contains or is adjacent to a railroad right-of-way or a highway designated as a "Limited Access Highway" by the appropriate highway authorities, provision shall be made for a Marginal Access Street, or a parallel street at a distance acceptable for the appropriate use of the land between the highway or railroad and such streets.

P. Horizontal visibility on curved streets and vertical visibility on all streets must be maintained along the center lines as follows:

1. Arterial Streets: Five hundred (500) feet.

2. Feeder Streets and Parkways: Three hundred (300) feet.

3. Residential Streets: One hundred fifty (150) feet.

Q. Curvature measured along the center line shall have a minimum radius as follows:

1. Arterial Streets: Five hundred (500) feet.

2. Feeder Streets and Parkways: Three hundred (300) feet.

3. Residential Streets: One hundred fifty (150) feet.

For Hillside Area:

1. Arterial Streets: Three hundred (300) feet.

2. Feeder Streets: One hundred fifty (150) feet.

3. Residential Streets: Seventy-five (75) feet.

R. Between reversed curves on Arterial Streets there shall be a tangent of not less than one hundred (100) feet and on Feeder and Residential Streets such tangent shall not be less than forty (40) feet.

For Hillside Area: Between reversed curves on Arterial Streets there shall be a tangent of not less than fifty (50) feet, and no Feeder and Residential Streets such tangent shall be not less than twenty (20) feet.

S. Maximum Grades for Streets shall be as follows:

1. Arterial Streets, not greater than six (6) per cent.

2. Feeder and Residential Streets and Alleys, not greater than (10) per cent.

For Hillside Area: Residential Streets not greater than fifteen (15) per cent.

T. The Minimum Grade of any street gutter shall not be less than five-tenths (0.5) per cent.

U. Proposed Streets that are extensions of or in alignment with existing Streets shall bear the same name as that borne by the existing Street.

Section 3. BLOCKS

A. Blocks should not normally exceed twelve hundred fifty (1250) feet in length, unless unusual circumstances justify greater length.

B. Blocks shall be of sufficient width to permit two tiers of lots of appropriate depth, except where an interior street parallels a Limited Access Highway or an Arterial Street or a Railroad Right-of-Way.

C. In Blocks of over seven hundred (700) feet in length the Commission may require, at or near the middle of the Block, a public walk connecting adjacent Streets or other public areas. Such walks shall be at least ten (10) feet in width of right-of-way and shall be intended for the use of pedestrians only.

For Hillside Area: This requirement may be modified to meet topographical situations.

Section 4. LOTS

A. All lots shall abut on a Street or Place.

B. Side lines of lots shall be at approximately right angles to straight streets and approximately on radial lines on curved streets. Some variation from this rule is permissible, but pointed or very irregular lots should be avoided.

For Hillside Areas: (and for other areas of irregular topography) side lines of lots should be located as to provide the most suitable building sites.

C. Double frontage lots should not be platted, except that where desired along Arterial Streets, lots may face on an interior street and back on such thoroughfares. In that event a planting strip, or a planting screen, at least twenty (20) feet in width shall be provided along the back of the lot.

For Hillside Area: Double frontage lots may be permitted when indicated by the character of the topography.

D. Widths and areas of lots shall be not less than that provided in the Zoning Ordinance for single-family dwellings for the district in which the subdivision is located, except that when a water main supply system or a sanitary sewer system are not available, the lot area necessary to install a private water supply or private sewage disposal on the lot in accordance with the Cabell-Huntington Health Department and the Department of Health of the State of West Virginia regulations shall become the minimum lot area.

E. Wherever possible, unit shopping centers, based upon sound development standards, should be designed in contrast to the platting of lots for individual commercial use.

F. Corner residential Lots shall be wider than normal in order to permit appropriate setbacks from both streets. Interior residential Lots abutting a corner Lot shall be wider than the average interior Lot in order to permit a wider side yard adjacent to the Corner Lot.

Section 5. EASEMENTS

Where alleys are not provided, easements for utilities shall be provided. Such easements shall have minimum widths of ten (10) feet, and where located along lot lines, one-half the width shall be taken from each Lot. Before determining the location of easements the plan shall be discussed with the local public utility companies to assure their proper placing for the installation of services.

For Hillside Areas: Where a cut or fill slope extends beyond the right-of-way of a Street, a Slope Easement shall be provided of sufficient width to permit necessary maintenance of the slope.

Section 6. BUILDING SETBACK LINES

Shall be as provided in the Zoning Ordinance.

For Hillside Area: Setback lines shall be adjusted to the topography of the site and may vary in depth within a block.

Section 7. PUBLIC OPEN SPACES

Where sites for parks, schools, playgrounds or other public uses are located within the subdivision area as shown in the Comprehensive Plan, the Commission may request their dedication for such purposes, or their reservation for a period of one year following the date of the approval of the Final Plat. In the event a governmental agency concerned passes a resolution expressing its intent to acquire the land so reserved, the reservation period shall be extended for an additional six (6) months.

ARTICLE 5. STANDARDS OF IMPROVEMENTS

The Final Plan of the subdivision shall conform to the following standards of improvements:

Section 1. MONUMENTS AND MARKERS

A. Shall be placed so that the center of the bar or marked point shall coincide exactly with the intersection of lines to be marked, and shall be set so that the top of the monument or marker is level with the finished grade.

B. Monuments shall be set:

1. At the intersection of all lines forming angles in the boundary of the subdivision.

   For Hillside Area: At principal changes in alignment in the boundary of the subdivision.

2. At the intersection of street property lines.

C. Markers shall be set:

1. At the beginning and ending of all curves along street property lines.

2. At all points where lot lines intersect curves, either front or rear.

3. At all angles in property lines of lots.

4. At all other lot corners or boundary angles not established by a monument.

D. Monuments shall be of stone or pre-cast concrete, with minimum dimensions of six inches (6) by six inches (6) by thirty inches (30), set vertically in place. They shall be marked on top with a brass plug at least three-eights inch (3/8) thick, set flush with the top of the monument, deeply scored with a cross. Markers shall consist of steel bars at least thirty (30) inches long, and not less than five-eights (5/8) inch in diameter.

Section 2. STREETS

A. Streets (and alleys where provided) shall be completed to grades shown on plans, profiles, and cross-sections, provided by the subdivider, and prepared by a registered professional engineer and approved by the Director of Public Works of the City and the Commission.

B. The streets shall be graded, surfaced and improved to the dimensions required by the cross-sections and the work shall be performed in the manner prescribed in "Standard Specifications Roads and Bridges, Adopted 1952" of the State Road Commission of West Virginia. Streets shall be surfaced to a minimum width of thirty (30) feet back-to-back of curbs. Alleys shall be surfaced to a minimum width of sixteen (16) feet. Cul-de-Sac turn-arounds shall be paved to within five (5) feet of the right-of-way. Grading for Street improvements shall not create soil slopes exceeding a vertical rise of one (1) foot for each two (2) feet of horizontal distance, unless retaining walls are to be provided.

For Hillside Areas: The pavement width of a Street, where the cross Slope of the existing ground is fifteen (15) per cent or greater, may be reduced to a minimum width of twenty (20) feet back-to-back of curbs.

C. The street or alley surface shall be of portland cement concrete or a flexible pavement and shall be constructed in accordance with design characteristics at least equal to those given below:

DESIGN CHARACTERISTICS OF STREET PAVEMENT

	TYPE OF STREET			
Kind of Pavement	Arterial Primary	Arterial Secondary	Feeder	Residential & Alley
CONCRETE - Balanced Design Thickness*	10"-7"-10"	9"-6"-9"	8"-5 1/2"-8"	7 1/2"-5"-7 1/2"
Uniform Design Thickness	8 1/4"	7 1/4"	6 1/2"	6"

*Intersections to be of uniform design using edge thickness.

Kind of Pavement	TYPE OF STREET Arterial Primary	Arterial Secondary	Feeder	Residential & Alley
FLEXIBLE**				
Soil Class CBR 5				
Asphaltic Section	7"	7"	7"	7"
Sub-base	7"	5"	2"	-
Soil Class CBR 10				
Asphaltic Section	7"	7"	7"	7"
Insulation Course	5"	3"	1"	-

**For intersections and parking strips on Residential Streets, use Feeder Street design characteristics.

D. Prior to construction of street or alley pavements, adequate drainage facilities shall be installed by the subdivider. Pipe used for drainage shall be of coated corrugated metal, concrete or vitrified clay of an approved design, size and strength to meet the requirements of the specific conditions which may be encountered. Minimum diameters of pipe to be used shall be as follows:

Roadway cross-drains	12"
Entrance culverts	10"
Perforated under-drains	8"

The design and layout of all drainage facilities shall be approved by the Director of Public Works. Upon completion of the street improvements, a minimum of two (2) sets of as-built plans and profiles shall be filed with the Department of Public Works.

Section 3. SEWERS

A. The subdivider shall provide the subdivision with sanitary sewage facilities in accordance with one of the three following procedures:

1. Public Collection System. In all cases where such is possible the developer shall construct a sanitary sewer system connected to the City's sewers. The plans for the system shall be approved by the City's Director of Public Works, and shall be designed and constructed in accordance with City Specifications.

   Service laterals shall be installed between the street main and the property line before the street is paved.

2. Local Treatment System. Where it is not practical to connect the subdivision sanitary sewer system to a city sewer, the subdivider shall construct a local treatment system consisting of the necessary house laterals, service mains, and

interceptors required to conduct the subdivisions sanitary sewage to a single treatment facility. All aspects of such a system, including the treatment facility, shall be designed and constructed by the developer in accordance with the requirements of the City Department of Public Works and the Sanitary Board of the City.

3. Private Disposal System. Where alternatives 1 and 2 above are not practical, the City may permit the developer to install on each lot an individual sewage disposal system consisting of a septic tank and tile absorption field or other approved disposal system. Such systems shall be designed and constructed by the developer in accordance with specifications promulgated by and subject to the approval of the Cabell-Huntington Health Director. In no case, however, shall private disposal systems be permitted where rock, impervious clay, or ground water is closer than 30" to the surface of the ground.

B. The plans for the installation of the sanitary sewage facilities shall be provided by the subdivider and approved by the Cabell-Huntington Health Department and the Department of Health of the State of West Virginia. Upon the completion of sanitary sewer installation, two (2) sets of the plans for such system as built shall be filed with the Department of Public Works.

C. In this Section 3, SEWERS, and the next Section 4, WATER, the phrase "the subdivider shall provide" shall be interpreted to mean that the subdivider shall install the facility referred to, or whenever a private sewage disposal system or an individual water supply is to be provided, that the subdivider shall require, as a condition of the sale of each lot or parcel in the subdivision, that the facilities referred to in these sections shall be installed by the developer of the lots in accordance with these regulations.

Section 4. WATER

A. The subdivider shall provide the subdivision with a complete water main supply system, which shall be connected to the water utility system serving the City, except, that when such community water supply is not available, the subdivider shall provide an individual water supply on each lot in the subdivision in accordance with minimum requirements of the Cabell-Huntington Health Department and the Department of Health of the State of West Virginia.

B. The plans for the installation of a water main supply system shall be provided by the subdivider and approved by the Huntington Water Company, the City Fire Department, the Cabell-Huntington Health Department and the Department of Health of the State of West Virginia. The plans for the water main system shall include fire hydrant locations, construction of water mains and house services to be placed within the improved portion of the street right-of-way shall be completed prior to the placement of the surface improvements. Upon the completion of the water supply installation two (2) sets of the plans for such system as built shall be

filed with the Department of Public Works.

Section 5. STORM DRAINAGE

A. The subdivider shall provide the subdivision with an adequate storm water sewer system whenever the evidence available to the Commission indicates that the natural surface drainage is inadequate. When the surface drainage is adequate, easements for such surface drainage shall be provided. The design and layout of storm water sewer system shall be approved by the Director of Public Works of the City, the Cabell-Huntington Health Department and the Commission.

B. Upon the completion of the storm water sewer installation two (2) sets of the plans for such system as built shall be filed with the Department of Public Works.

Section 6. IMPROVEMENT CREDIT PROCEDURE

A. Improvements required in Article 6 of this TITLE II to be installed by the subdivider, which are of a public utility nature -- specifically Sections 3, 4 and 5 thereof -- may provide benefits to other properties in the vicinity of the land to be subdivided. Upon the installation of such improvements which cross or adjoin other properties and can be used by such properties, the subdivider and the City may by contract agree that upon the connection or use of the installation made by the subdivider by others, within a period of ten (10) years following their installation, the new user or users shall pay to the City, the amount of such fee to be credited to and paid to the subdivider.

Section 7. CURB AND GUTTER

A. The Commission shall require curb and gutter to be installed on each side of the street surface. The plans for the installation of the curb and gutter shall be approved by the Director of Public Works of the City and the Commission.

B. The curb and gutter shall be of one of the construction types shown in Figure 2 and shall be constructed according to the following specifications:

1. The base for the curb and gutter shall be well-compacted on the existing base or grade.

2. The minimum specifications shall be as shown for the three types of cross-sections in Figure 2.

3. All concrete used in the curb and gutter shall meet the State Road Commission Specifications.

Section 8. SIDEWALKS

A. The Commission shall require the subdivider to install sidewalks on each side of the Street where there are more than four (4) lots per gross acre in the subdivision.

For Hillside Area: The Commission shall require the subdivider to provide a sidewalk on at least one side of the street.

B. If sidewalks are provided, they shall be constructed of Portland Cement Concrete, at least four (4) inches thick, and four (4) feet wide, and the edge of walks adjacent to the property line of the street shall be placed at least one (1) foot from the property line.

C. If sidewalks are not provided, the street grade shall be completed so that additional grading would not be necessary for any future provision of sidewalks.

D. Crosswalks within blocks, as required in Paragraph "C" of Section 3 of Article 4, shall be improved with a four (4) foot walk of Portland Cement Concrete four (4) inches thick.

Section 9. STREET SIGNS

The subdivider shall provide the subdivision with street signs meeting the standards of the city at the intersection of all streets.

ARTICLE 6. PLAT CERTIFICATES AND DEED OF DEDICATION

The following forms shall be used in final plats:

Section 1. COMMISSION CERTIFICATE

UNDER AUTHORITY PROVIDED BY ARTICLE 5, URBAN AND RURAL PLANNING AND ZONING, CHAPTER EIGHT, OF THE CODE OF WEST VIRGINIA, PASSED MARCH 14, 1959, AND ALL ACTS AMENDATORY THERETO, AND AN ORDINANCE ADOPTED BY THE CITY COUNCIL, CITY OF HUNTINGTON, WEST VIRGINIA, THIS PLAT WAS GIVEN APPROVAL BY THE CITY OF HUNTINGTON, WEST VIRGINIA AS FOLLOWS:

Approved by the Huntington City Planning Commission at a meeting held _____ _____, 19_____.

CITY PLANNING COMMISSION

_____
President

(SEAL)

_____
Secretary

Section 1. ENGINEERS CERTIFICATE

"I, _____(Name)_____, HEREBY CERTIFY THAT I AM A REGISTERED PROFESSIONAL ENGINEER LICENSED IN COMPLIANCE WITH THE LAWS OF THE STATE OF WEST VIRGINIA: THAT THIS PLAT CORRECTLY REPRESENTS A SURVEY COMPLETED BY ME ON _____(Date)_____: THAT ALL THE MONUMENTS SHOWN THEREON ACTUALLY EXIST: AND THAT THE LOCATION, SIZE, TYPE AND MATERIAL ARE ACCURATELY SHOWN.

(Signature)

(SEAL)

Section 3. DEED OF DEDICATION

Each final plat submitted to the Commission for approval shall carry a deed of dedication in substantially the following form:

"We, the undersigned ___(Names)_____, owners of the real estate shown and described herein, do hereby certify that we have laid off, platted and subdivided, and do hereby lay off, plat and subdivide, said real estate in accordance with the within plat.

This subdivision shall be known and designated as ____(Name)_____, an addition to Huntington, West Virginia. All streets and alleys shown and not heretofore dedicated, are hereby dedicated to the public.

Front and side yard building setback lines are hereby established as shown on this plat, between which lines and the property lines of the street, there shall be erected or maintained no building or structure.

There are strips of ground _(Number)____ feet in width as shown on this plat and marked "Easement", reserved for the use of public utilities for the installation of water and sewer mains, poles, ducts, lines and wires, subject at all times to the proper authorities and to the easement herein reserved.

No permanent or other structures are to be erected or maintained upon said strips of land, but owners of lots in this subdivision shall take their titles subject to the rights of the public utilities.

(Additional dedications and protective covenants, or private restrictions, would be inserted here upon the subdividers initiative or the recommendations of the Commission; important provisions are those specifying the use to be made of the property and, in the case of residential use, the minimum habitable floor area).

The foregoing covenants, (or restrictions), are to run with the land and shall be binding on all parties and all persons claiming under them until January 1, 19_____, (a twenty-five (25) year period is suggested), at which time said covenants, (or restrictions) shall be automatically extended for successive periods of ten (10) years unless changed by vote of a majority of the then owners of the building sites covered by these covenants, or restrictions, in whole or in part. Invalidation of any one of the foregoing covenants, or restrictions, by judgement or court order shall in no way affect any of the other covenants, or restrictions, which shall remain in full force and effect.

The right to enforce these provisions by injunction, together with the right to cause the removal, by due process of law, of any structure or part thereof, is hereby reserved to the several owners of the several lots in this subdivision and to their heirs and assigns".

Witness our Hands and Seals this ____ day of _____, 19_____.

State of West Virginia)
County of Cabell, or)
County of Wayne)

_____
(Signature)

_____
(Signature)

Before me the undersigned Notary Public, in and for the County and State, personally appeared _____(Name)_____, _____(Name)_____, _____(Name)_____, and each separately and severally acknowledge the execution of the foregoing instrument as his or her voluntary act and deed, for the purposes therein expressed.
Witness my hand and notarial seal this day of _____, 19_____.

ARTICLE 7. VARIANCE

Where the subdivider can show that a provision of this ordinance would cause unnecessary hardship if strictly adhered to and where, in the opinion of the Commission, because of topographical or other conditions peculiar to the site, a departure may be made without destroying the intent of such provision, the Commission may authroize a variance. Any variance thus authroized is required to be entered in writing in the minutes of the Commission and the reasoning on which the departure was justified shall be set forth.

ARTICLE 8. AMENDMENT, VALIDITY AND ADOPTION

Section 1. AMENDMENTS

All amendments to this ordinance shall be in conformance with Sections 18 through Section 22, inclusive, of Article 5, Urban and Rural Planning and Zoning, Chapter Eight, of the Code of

West Virginia, passed March 14, 1959, except that if the City Council of the City desires an amendment it may direct the Commission to prepare an amendment in accordance with Section 23 of Article 5.

Section 2. VALIDITY

If any title, article, section, clause, paragraph, provision or portion of this ordinance shall be held to be invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect any other title, article, section, clause, paragraph, provision or portion of this ordinance.

Section 3. EFFECTIVE DATE

This ordinance shall take effect after its passage and approval by the City Council.

Passed by the City Council of the City of Huntington, West Virginia on this ___ day of _____, 1961.

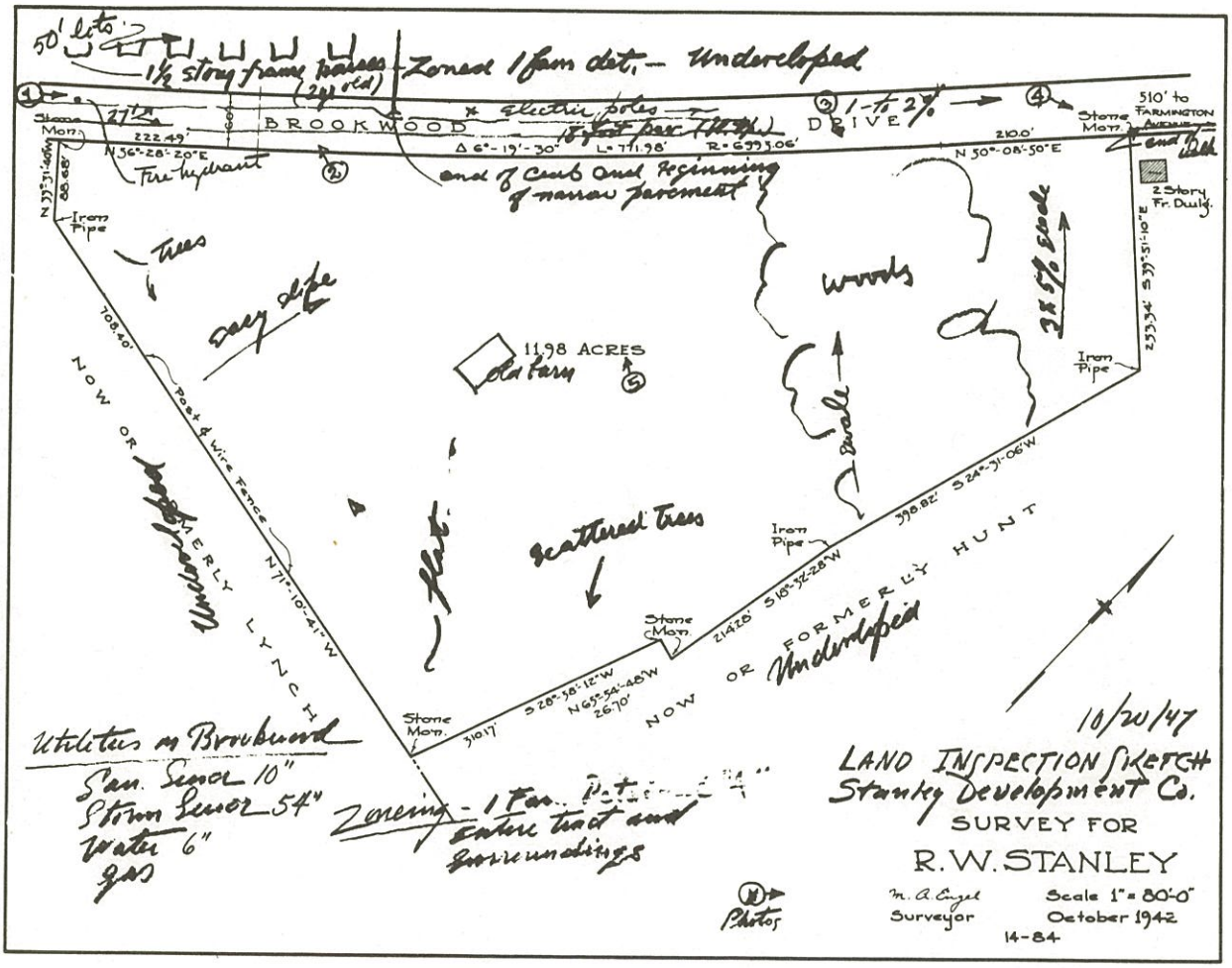
CITY COUNCIL,
CITY OF HUNTINGTON,
WEST VIRGINIA

_____
Mayor

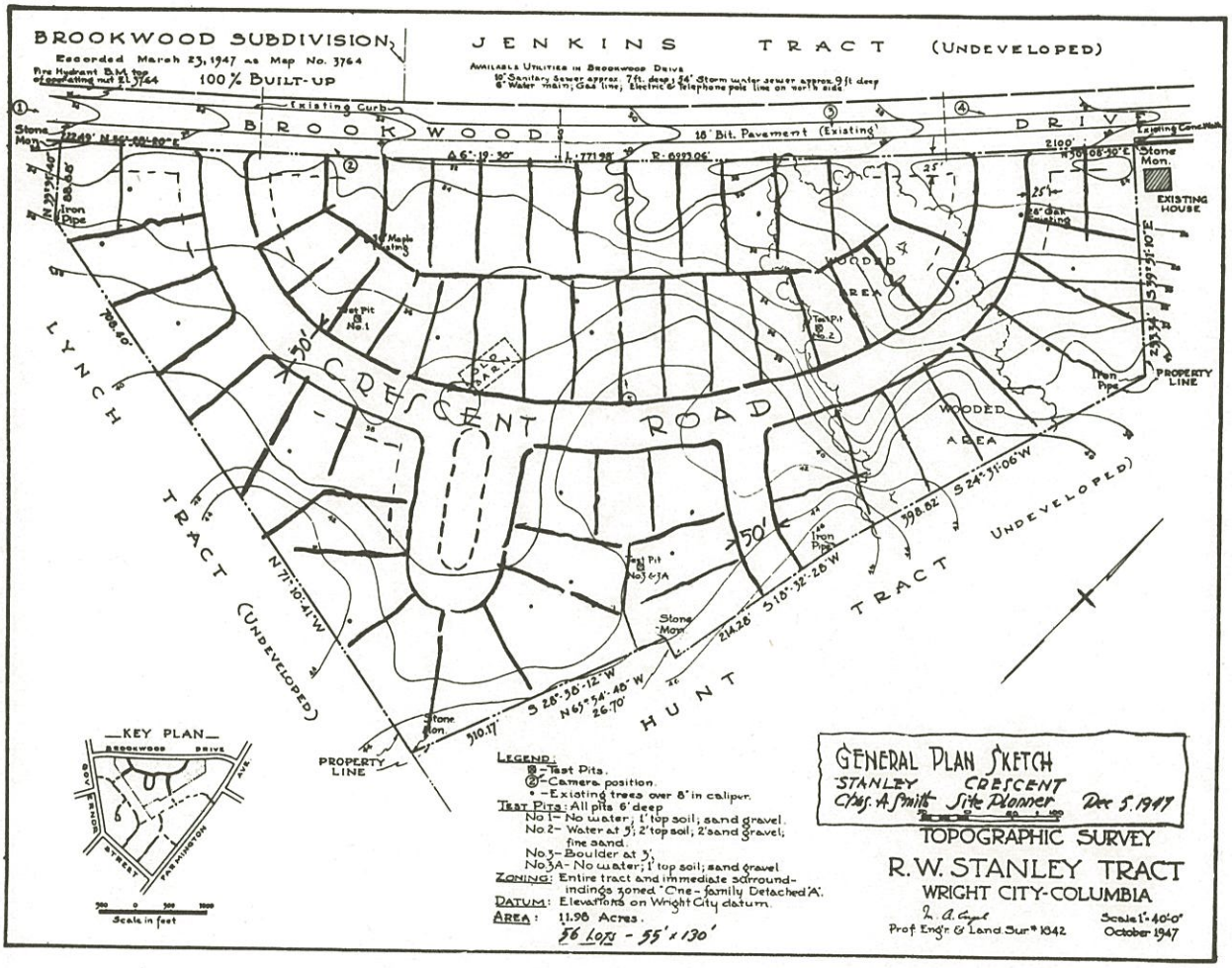
Filed: _____, 1961
Recorded: _____, 1961

ATTEST:

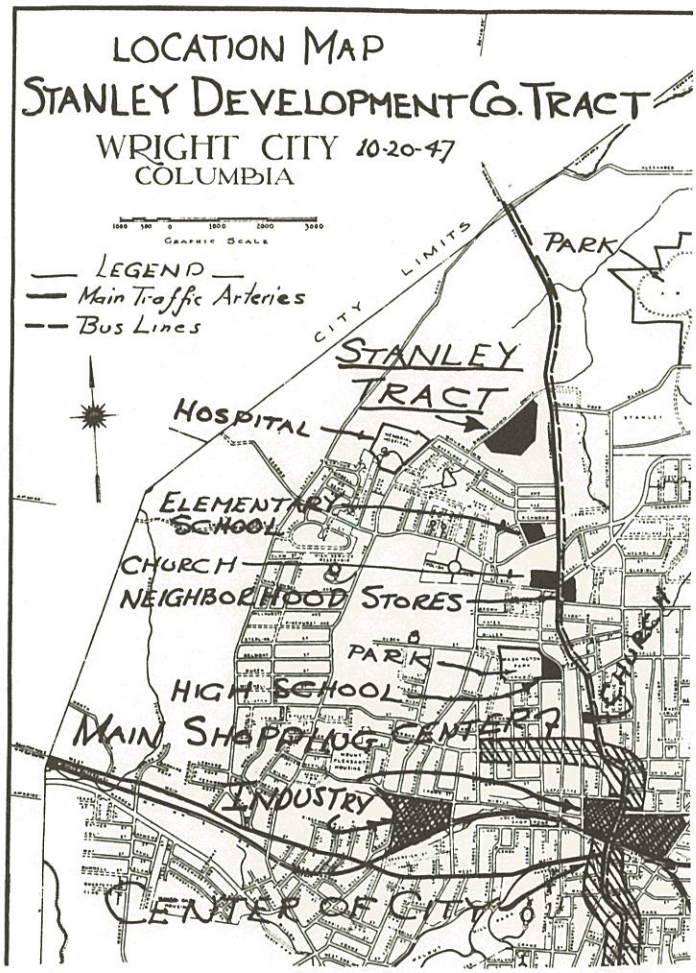
_____
City Clerk



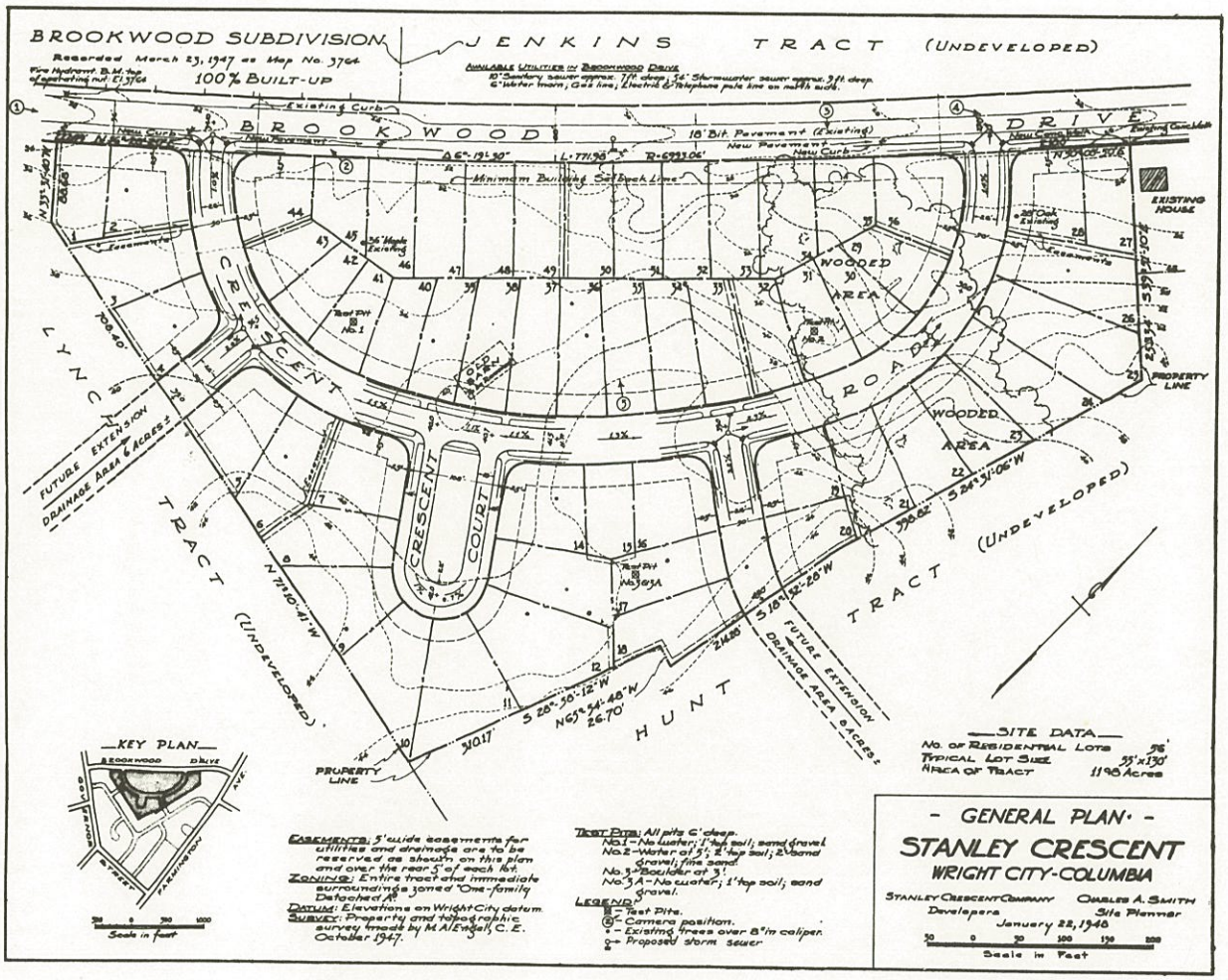
Land inspection sketch prepared on a print of a property boundary map.



Sketch Plan Drawn on Print of Topographic Survey

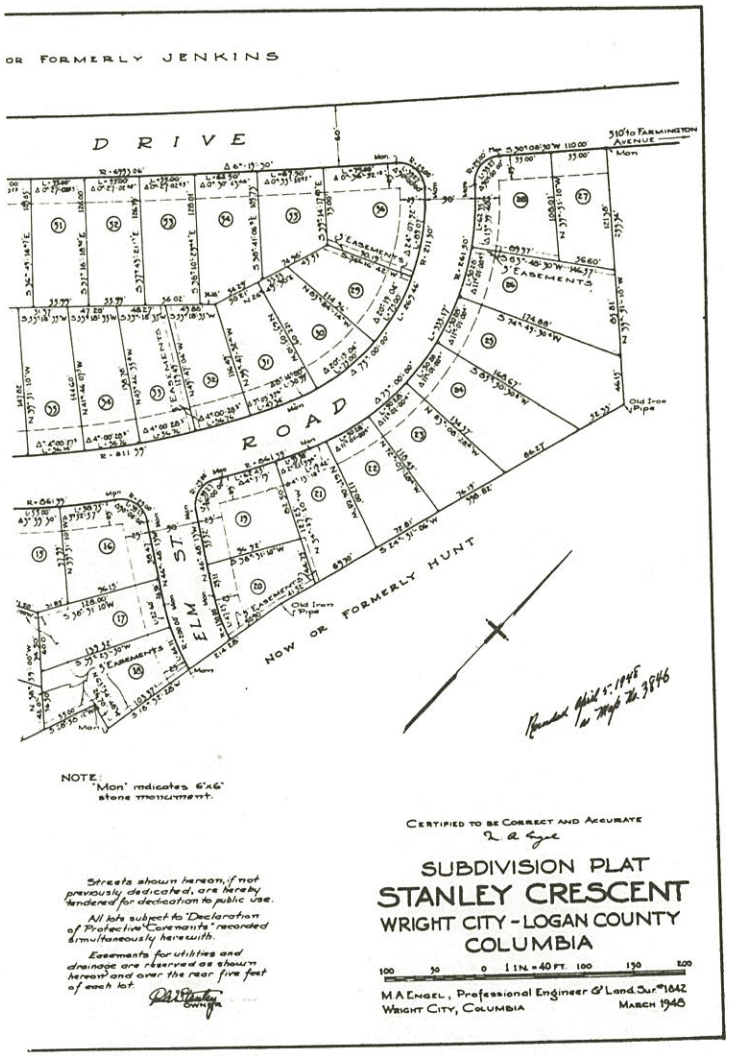


Portion of a Location Map. This drawing is illustrative only. Any method may be used to show the information clearly.



General Plan Prepared After Agreement on Sketch Plan

Note: This example does not show lot dimensions



Portion of a Subdivision Plat. This drawing illustrates information which should be shown on a subdivision plat. It is not intended as an illustration of required design standards or drafting technique.

Note: This example does not show –

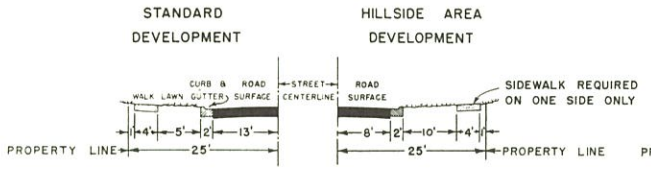
a. Metes and bounds description
b. Source of title
c. Complete curve notes (preferably in table)
d. Chord dimensions on lots
e. Necessary certificate forms

MAJOR STREETS & HIGHWAY PLAN

THOROUGHFARE PLAN

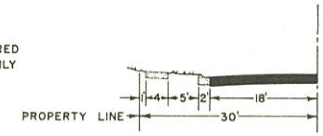
HUNTINGTON, WEST VIRGINIA

TYPICAL THOROUGHFARE CROSS-SECTIONS



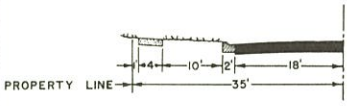
50-FOOT THOROUGHFARE

NORMAL ROADWAY = 28' (2 MOVING TRAFFIC LANES - 1 PARKING LANE)



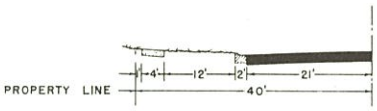
60-FOOT THOROUGHFARE

NORMAL ROADWAY = 38' (2 MOVING TRAFFIC LANES - 2 PARKING LANES)
POSSIBLE MODIFICATION = 44' (4 LANES FOR MOVING TRAFFIC WITHOUT PARKING)
STREET TREES ELIMINATED - WALKS 4' TO 8' WIDE)



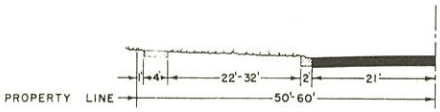
70-FOOT THOROUGHFARE

NORMAL ROAD = 38' (2 MOVING TRAFFIC LANES - 2 PARKING LANES)
POSSIBLE MODIFICATION = 44' (4 LANES FOR MOVING TRAFFIC WITHOUT PARKING)



80-FOOT THOROUGHFARE

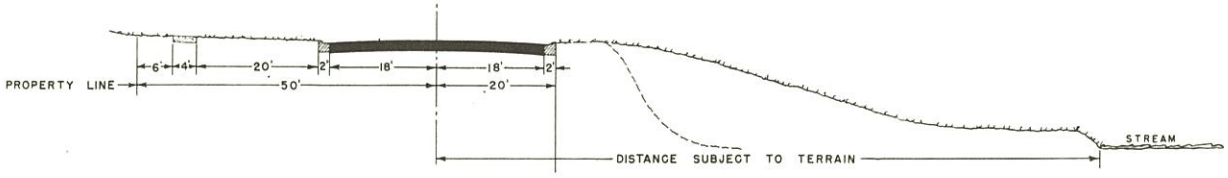
NORMAL ROADWAY = 44' (4 MOVING TRAFFIC LANES - WITHOUT PARKING)
POSSIBLE MODIFICATION = 58' (4 LANES FOR MOVING TRAFFIC - 2 PARKING LANES)



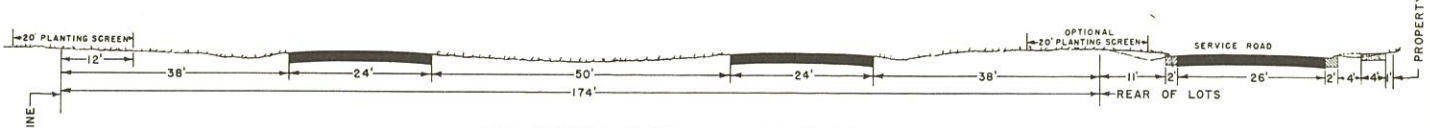
100'-120'-FOOT THOROUGHFARE

NORMAL ROADWAY = 44' (4 LANES FOR MOVING TRAFFIC - WITHOUT PARKING)
POSSIBLE MODIFICATION = 58' (4 MOVING TRAFFIC LANES - 2 PARKING LANES)
= 66' (6 LANES FOR MOVING TRAFFIC WITHOUT PARKING)

NOTE:
LAWNS MAY BE ELIMINATED AND WALKS WIDENED IN BUSINESS AND INDUSTRIAL DISTRICTS.



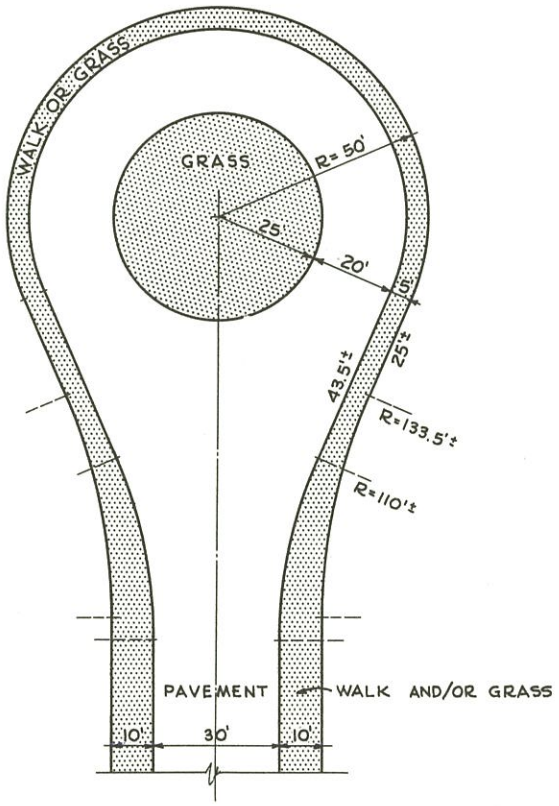
BORDER PARKWAY



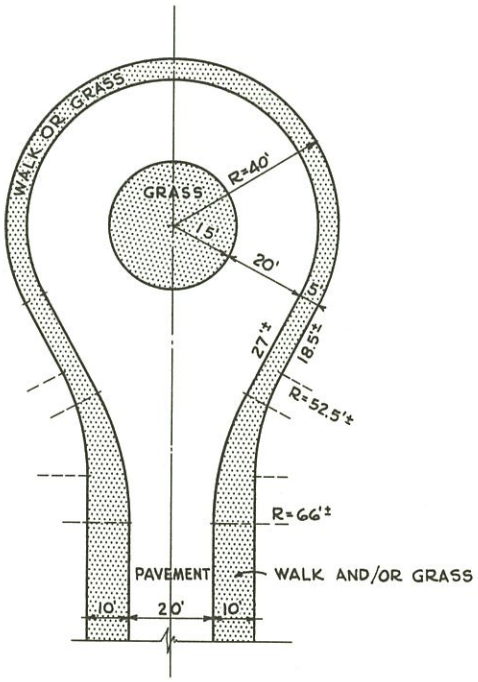
174-FOOT LIMITED ACCESS THOROUGHFARE
DIVIDED LANE ROADWAY

HUNTINGTON, WEST VIRGINIA

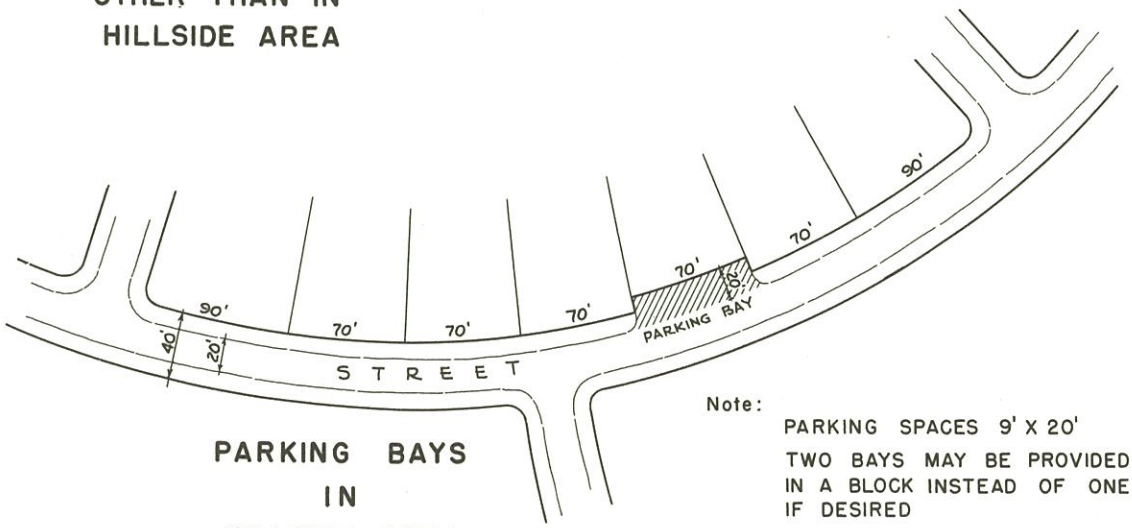
SUBDIVISION CONTROLL ORDINANCE



CUL-DE-SAC
OTHER THAN IN
HILLSIDE AREA



CUL-DE-SAC
HILLSIDE AREA



PARKING BAYS
IN
HILLSIDE AREA

Note:
PARKING SPACES 9' X 20'
TWO BAYS MAY BE PROVIDED IN A BLOCK INSTEAD OF ONE IF DESIRED

THOROUGHFARE PLAN ORDINANCE
FOR THE
CITY OF HUNTINGTON, WEST VIRGINIA

ORDINANCE NO.____

AN ORDINANCE establishing a Thoroughfare Plan to promote the orderly development of the City of Huntington, West Virginia; to improve the health, safety, convenience and welfare of its residents; to the end that the highway system be carefully planned; that new community centers grow only with adequate highway facilities; that the needs of industry, business and other areas of land use be recognized in future growth; that residential areas provide safe and healthy surroundings for family life; that the development of the City be commensurate with and promotive of the efficient and economical use of public funds; for the purpose of formulating definite policies for the laying out, development and improvement of public streets and highways and services to platted and unplatted land.

WHEREAS, the Huntington City Planning Commission has prepared a Thoroughfare Plan for the City of Huntington including an ordinance for its enforcement; has held a public hearing on the plan and ordinance; has by resolution adopted the Thoroughfare Plan and recommended thereon to the City Council that said ordinance be passed; all in accordance with the Statutes of West Virginia;

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Huntington, West Virginia:

Section 1. SHORT TITLE.

This ordinance shall be known and may be cited as the "Thoroughfare Plan, A Section of the Comprehensive Plan of Huntington, West Virginia, 1962".

Section 2. MAP OF THOROUGHFARES.

The Thoroughfare Plan of the City of Huntington, West Virginia, consists of a map entitled "Thoroughfare Plan, Huntington, West Virginia, 1962" which shows the location of existing and proposed thoroughfares within the City and its immediate environs and is hereby declared to be a part of this ordinance. Notations, references, indications and other details shown on the Thoroughfare Plan are as much a part of this ordinance as if they were fully described in the text thereof.

Section 3. DESIGNATION OF THOROUGHFARES.

The Thoroughfares within the City of Huntington are classified as to width and type in accordance with their function as a part of the Thoroughfare System and are designated as Arterial, Feeder and Residential Streets as shown on the Thoroughfare Plan. Such streets are to be provided with the right-of-way widths shown on the Thoroughfare Plans set out in Section 4 of this ordinance and are to be imporoved as required by the City Ordinance providing for the control of the subdivision of land, City of Huntington Ordiannce No.____.

Section 4. POLICIES AND DIRECTIVES.

a. Opening and Widening of Streets. Whenever a street designated on the Thoroughfare Plan is to be platted as a part of a subdivision of land, the right-of-way width designated for such street measured at ninety (90) degrees to the center line thereof.

b. Location of Streets. Whenever the locations of streets are idnicated on the Thoroughfare Plan as following existing roads or streets or established property lines, they shall conform to such locations; however, streets lying wholly within a subdivision, and not designated as following an existing road or property line may be varied in their alignments when such variance promotes the orderly and harmonious planning of a neighborhood development unit in accordance with good site planning principles, and if such alignment provided for the continuity of traffic movement.

c. Irregular Alignments. Streets which follow irregular alignments, or indicate revised alignment, or are not referenced to established property lines, shall follow in a general manner the alignments shown on the Thoroughfare Plan. Their alignment shall be subject to detailed surveys which may be made by the owners of land to be subdivided. Such surveys shall be subject to the approval of the Huntington City Planning Commission prior to the acquisition of land for right-of-way or the filing of subdivision plats affecting such streets.

d. Consideration of Public Agencies. After adoption of the Thoroughfare Plan and this ordinance the City Council and all municipal boards, commissions and all other agencies of the City shall be guided by and give consideration to the general policy and pattern of development set out in the Thoroughfare Plan in the authorization, construction, alteration or abandonment of public highways and structures which might interfere with their alignment.

e. Issuance of Permits. In the case of permits authorized by the City for the erection or alteration of structures and other improvements, permits shall be issued only if the proposed street and thoroughfare rights-of-way as set forth in the Thoroughfare Plan, will be protected from encroachment and, for planning and zoning purposes, the proposed right-of-way lines will be considered as the front lines of lots and tracts bordering such streets and thoroughfares.

Section 5. CONTINUING AUTHORITY OF CITY PLANNING COMMISSION.

Subsequent to the adoption of the Thoroughfare Plan and the passage of this ordinance, the City Planning Commission may:

a. Determine lines for new, extended, widened or narrowed thoroughfares in any portion of the City.

b. Certify to the City Council the amended or additional plans under the same procedure as established for the certification and approval of the Thoroughfare Plan.

Section 6. AMENDMENTS.

In addition to the provisions of Section 5 herein, amendments to the

Thoroughfare Plan and this ordinance may be made by the City Council following a report thereon by the City Planning Commission prepared either upon direction of the City Council or upon its own initiative.

Section 7. THOROUGHFARE PLAN ON FILE.

The Thoroughfare Plan and ordinance, maps, charts, plans and reports comprising the Thoroughfare Plan shall be kept on file in the Office of the Planning Director of the City of Huntington in the City Hall, and shall be available for public inspection and examination and the same being marked and designated as the Thoroughfare Plan Ordinance, and the same is hereby adopted as the Thoroughfare Plan Ordinance of the City of Huntington, and is hereby referred to, adopted by reference, and made a part hereof as if fully set out in this ordinance in accordance with Chapter 8a, Article 3, Section 10 of the Official Code of the State of West Virginia, and also in accordance with Chapter 8, Article 5, Section 21 of the Official Code of the State of West Virginia.

Section 8. NOTICE.

That Notice of the proposed adoption be given according to law.

OFFICE COPY

TABLE OF CONTENTS

	Page
A COMPREHENSIVE PLAN FOR HUNTINGTON - WHY?	1
RESEARCH INTO SOCIAL AND ECONOMIC FACTORS	4
History, General Character and Regional Aspects and Influences	4
Plate 1. Huntington's Location in the Ohio Valley and Change in County Populations 1940-1960	7 (Follows)
Table 1. Population Trends of Counties Comprising the Huntington Region	8
Table 2. Distribution of Population by Urban-Rural Characteristics 1950-1960 for Counties around Huntington	9
Table 3. Population Characteristics	9
Physiography	10
Environment	11
Table 4. Population Growth of Huntington Compared with Cabell and Wayne Counties and West Virginia	12
Population	13
Historical Growth Patterns	13
Plate 2. Magisterial Districts Composing the Development Area of Huntington	13 (Follows)
Table 5. Comparison of Population Changes in Huntington, West Virginia, and in Magisterial Districts 1940-1960	14
Future Population	16
Plate 3. Projection of Population Growth for Huntington and Comparative Areas to 2000	16 (Follows)

	Page
Age and Sex Composition of the Population	18
Plate 4. Age-Sex Composition Huntington Compared with the Huntington-Ashland Standard Metropolitan Statistical Area and Urban West Virginia 1960	18 (Follows)
Projection of Age Groups of the Population	20
Table 6. Population Distribution by Age Groups City of Huntington 1940-1960	21
Table 6a. Projections of Population by Age Groups, Huntington Potential Development Area 1970-2000	22
Economic Base Research	23
Historic Development	23
Retail Trade	23
Table 7. Retail Trade Statistics City of Huntington and Huntington-Ashland Standard Metropolitan Statistical Area 1954 & 1958	24
Income	25
The Labor Force	26
Occupational Distribution	26
Employed Persons by Industry Group	26
Table 8. Occupational Distribution of Huntington Employed Persons Compared with Urban West Virginia 1960	29 (Follows)
Table 9. Employed Persons in Huntington by Major Industry Groups Compared with Urban West Virginia 1960	28
Table 10. Business Volume and Income and Expenditures for Huntington Area and Selected Areas of West Virginia 1939-1958	29-30
Business Volume	30

	Page
Manufacture and Basic Employment	31
New Industry	31
BASIC CONCEPT OF THE MASTER PLAN	33
Basic Concept Plan, Map No. 1 (Comprehensive Development Plan) - In Pocket on Rear Cover	
LAND UTILIZATION	36
EXISTING USE OF LAND	37
BASE MAPS	37
LAND USE SURVEY	38
MAPS:	
Lot Area per Family by Block - Map No. 2	38 (Follows)
Neighborhoods - Map No. 3	39 (Follows)
Observed Conditions of Structures - Map No. 4	40 (Follows)
Zone Map - Map No. 5	41 (Follows)
Proposed Land Use Plan of the Huntington Area and Immediate Environs - Map No. 6	42 (Follows)
ANALYSIS OF EXISTING LAND USE	39
Land Use Statistics	39
Redevelopment and Rehabilitation	39
Table 11 - Existing Land Use in Developed Area and Total Area	40
Table 12 - Acres of Developed Land per 100 Persons by Major Types of Land Use	41
Table 13 - Residential Land Use Information by Planning Units	42
ANALYSIS OF NEIGHBORHOOD UNITS AND PLANNING DISTRICTS	43
Central Business District	44
Adams Neighborhood	47
Washington Neighborhood	49
Westmoreland Neighborhood	50
Highlawn Neighborhood	51
Guyandotte-Altizer Neighborhood	53
Beverly Hills Neighborhood	55
Fairfield Neighborhood	56
Cammack Neighborhood	58
Ritter Park Neighborhood	59
Harveytown-Whitaker Neighborhood	61

	Page
SUMMARY OF LAND UTILIZATION	62
UTILITY SERVICES AND SYSTEMS	63
MAJOR THOROUGHFARE PLAN	66
Belt Routes	68
Supplementary Belt Routes	70
Major Thoroughfares	71
Classifications of Thoroughfares	72
Primary East and West Arterial Thoroughfares	73
Primary North and South Arterial Thoroughfares	74
Secondary East-West Arterial Thoroughfares	76
Secondary North-South Arterial Thoroughfares	77
Primary Feeder Streets	78
Secondary Feeder Streets	78
Parkways	79
Residential Streets	79
Expansion Policy	79
PARKS AND RECREATIONAL DEVELOPMENT	80
Future Development	83
SCHOOLS	85
Existing Schools	85
Future Provisions	86

A COMPREHENSIVE PLAN FOR HUNTINGTON --- WHY?

HUNTINGTON, established as a small trading post soon after the Virginia State Road reached its site in 1786, has progressed through its life span of 175 years until it now has a population of 83,627.

The city expanded slowly until 1870, soon after which the Chesapeake and Ohio railroad chose the city as its principal base of operations and laid out the modern city. By 1890 the community had grown until it had a population of 10,108 and continuously expanded reaching its maximum population of 86,353 in 1950, after which it declined to 83,627 in 1960.

Cabell and Wayne Counties, in which Huntington is located, increased from 108,038 to 108,202 and from 38,696 to 38,977, respectively, during the decade 1950-1960. This is a total increase in population of only 445 for the counties, which include the city.

The evident fact that the counties have not lost population indicates clearly that, while the urban areas have not increased in population, neither have they lost substantially. Rather it is evident that more people are seeking sites for homes beyond the corporate limits of the cities.

It is clear that future growth in Huntington will be beyond the corporate limits and one of the basic reasons for the Comprehensive Plan is the provision of an intelligent guide for the urban expansion which will be necessary to accommodate new industries and new locations for homes.

While it is obvious that economic influences have resulted in the retardation of urban growth in the Huntington area, there is no reason to believe that this slowing down is other than a temporary situation.

Studies of probable population growth in the United States, which have been made by many persons and agencies, indicate that the nation will have a population of about 385,000,000 in the year 2000, only 38 years away. It is generally agreed that there will be very little increase in the number of persons working in agricultural pursuits in the established farming areas of the country. It is obvious therefore that nearly all of the expanding population will dwell in cities.

The cities which have the most favorable economic situations with respect to industrial tradition, transportation, proximity to markets and raw materials, and favorable topography will obviously attract larger segments of the future population.

The degree of expansion which will take place will depend to a large extent upon local initiative in providing the best sites for new and expanding industries, attractive and harmonious residential neighborhoods providing adequate schools and recreational facilities and the other essential amenities of high living standards, and modern and attractive facilities for shopping and the provision of necessary services to the people.

Cities which plan ahead for their efficient development will be able to absorb increased industrial development, expanded commercial activity, and growing residential areas in a harmonious manner, and will generally be more favorably considered as locations for new industries and other enterprises which will be required to accommodate the increasing population.

A city which, due to its form and location and the topographical situation which influences its expansion, is confronted with obstacles to its development, has especially great need for advanced planning.

Huntington extends for more than nine miles along the Ohio River and at no place is the city much more than two miles in width. Nearly all of the level land available for urban development has been occupied by structures. To the west the city is joined by the cities of Ceredo and Kenova in West Virginia and Cattlettsburg and Ashland in Kentucky. East of Huntington the town of Barboursville is another center of urban growth. In effect this has created a city nearly 20 miles long, with a population within corporate limits of more than 125,000. The three counties within which these cities are located, Boyd in Kentucky and Cabell and Wayne in West Virginia, have a total population of nearly 200,000, which includes the cities and a great number of urban dwellers who live beyond the corporate limits of the cities.

Despite the fact that Huntington is blessed with unusually wide streets, which were wisely planned in advance, the city is confronted with traffic and transportation problems, which are more serious than would ordinarily be found in a community with its population. These conditions have been created because of the very long and narrow conformation of the urban area. If Huntington is to grow it must alleviate, insofar as possible the obvious disadvantages of its present form.

The formation of a more compact and symmetrical city involves the development of the rugged topographical areas adjoining the city on the south, primarily for residential occupancy. Utilization of the areas adjacent to the central portion of the city will create neighborhoods whose residents will be required to travel minimum distances to places of employment. Moreover the topographical character of the hilly areas lends itself to the development of very attractive housing groups through the application of sound principles of neighborhood design.

The development of the residential districts requires the designation of principal routes for traffic and the planning of neighborhood streets which will make available superior building sites. This is one of the major objectives of the Comprehensive Plan of Huntington.

If Huntington expects to derive benefits from the tremendous population increases which are predicted for the nation, it must provide more locations for new and expanding industries. Since nearly all of the comparatively level land in and near Huntington has been occupied by urban uses, most of which are residential, it is essential that remaining vacant land suitable for industry be reserved for that purpose.

Huntington needs a Comprehensive Plan which will indicate the location of all areas which may, in one way or another, be developed for industry.

The Comprehensive Plan shows the location of vacant areas suitable for industrial development within the corporate limits of Huntington and nearby in Cabell and Wayne Counties. It also indicates areas within the city where housing has deteriorated and should, under urban renewal procedures be transformed from residential to industrial use.

It is understandable that no one could have perceived, when Huntington was originally planned, that the Ohio River would become the axis of great industrial development and that Huntington would be

in a most favorable position to absorb a great part of this activity. If the early planners could have foreseen the economic future of the region, a major portion of the site of the city would have been reserved for industry. The Comprehensive Plan recognizes that it has the responsibility to correct this misconception insofar as possible and contains positive recommendations to this end.

Huntington needs a Comprehensive Plan also in order that its efforts in the location and construction of streets and transportation facilities may be directed towards the objective of providing efficient and capable trafficways.

The wide streets which traverse a great portion of the city and the impending completion of Interstate Route 64, provide efficient carriers of traffic, but the lack of bridges over the Ohio River and of belt routes encompassing the future residential areas to the south look to the Comprehensive Plan for alleviation of these deficiencies.

The Comprehensive Plan presents positive recommendations for the revision of the street system and the provision of trafficways, belt routes, bridges, underpasses and other appurtenances, which the future city will need if and when it expands as it is confidently expected to do.

The Comprehensive Plan also has the responsibility of outlining the principles upon which the design of residential neighborhoods should be based. These principles involve the location of neighborhood streets so that they will fit the terrain and serve to create attractive and desirable sites for residences. The factors influencing the location of schools and recreational facilities to serve the neighborhoods are fully presented in the plan.

Trends of urban development indicate clearly that in certain areas and under some conditions, cities benefit by the utilization of attractive groups of apartments for portions of the residential community. Huntington has definite opportunities in this field and the Comprehensive Plan devotes attention to this phase of the city's future.

Throughout the Comprehensive Plan serious consideration is given to the possibilities for the creation of greater civic beauty, not only in the residential areas, but also in commercial and industrial districts.

In the early days of planning, the "city beautiful" was emphasized, but during the hectic development period after World War I, this approach was subordinated to the need for efficient construction regardless of appearance. Fortunately, planners and builders and the operators of industries and commercial enterprises have realized that aesthetic elements have real value. Industry has taken a leading part in this reversal and many of the new manufacturing plants have striking architectural and landscape beauty. Architects and landscape architects have taken great strides in the design of shopping centers, business districts, schools, churches, apartment houses, residences, parkways and streets. In every instance where the attractiveness of structures has become a fundamental element of the design, it has not only paid dividends from a financial standpoint, but has given individual and collective pleasure and has resulted in greater community pride.

The real value of the Comprehensive Plan rests in its dynamic accomplishment which is promoted by the long-range capital improvement program which is an essential element of the plan. This program for accomplishment is based upon the recommendations of the Comprehensive Plan and lists

projects according to their importance and urgency extending over a period of six years and including a pool of projects of lower priority which should be accomplished from time to time after the six-year period. The program should be revised each year and extended another year into the future.

Through operation of the long-range capital improvement program, which is not only arranged according to the priority of each project, but is also geared to the financial ability of the city to pay for improvements, it is possible to prepare detailed engineering and architectural plans for each project without the pressure of time. In this manner the essential work may be accomplished in the most economical way and avoids the undesirable decisions which often result from the activity of pressure groups of people.

The Comprehensive Plan is the best evidence which can be presented to those seeking new locations in the city that Huntington is endeavoring to do everything possible to assure that it will be an efficient and attractive city in which to live and to carry on business and industry.

RESEARCH INTO SOCIAL AND ECONOMIC FACTORS

Huntington, like other cities, is the product of social, economic and physical factors. Understanding of these factors is essential in order that the elements which should be included in the Master Plan may be considered intelligently. Study of the economic base of the community and research into its various phases consists of comprehensive analysis of the factors which have determined the current situation and which will influence the future growth and development of the expanding city and region.

HISTORY, GENERAL CHARACTER AND REGIONAL ASPECTS AND INFLUENCES

The Ohio River has served since its discovery as one of the primary axis for progress in this country. The river has been used in three outstanding phases; first, as a means for pioneering westward progress; second, for transporting raw materials and goods; and third, in industrialization of the great Ohio River Valley has served in the economic development of the county. Billions of dollars have been expended in recent years in the construction of manufacturing and power plants.

Basically the proximity of coal, gas, oil and other minerals; the enormous electric power facilities which serve the Ohio Valley; the transportation facilities consisting of barge traffic on the Ohio River, the Chesapeake and Ohio, Baltimore and Ohio and Norfolk and Western Railroads, superior highways including Interstate Route 64 and adequate air transport facilities; and central location with respect to markets, are primary elements of the potential progress of Huntington and the Ohio Valley.

Cabell County, originally formed in 1809, included Wayne and Mingo Counties and parts of Logan, Boone, Putnam and Lincoln Counties. The present area of the county is approximately 260 square miles. The county government was organized in 1809 with the county court located in Guyandotte. The court was moved to Barboursville in 1814, and to Huntington in 1887. Part of the city is now located in Wayne County.

Early attractions to settlement centered around the fur trade, the crossroads of which was found at the confluence of the Guyandotte and Ohio Rivers. The town of Brownsville, which formed the

nucleus of Huntington, was incorporated by the General Assembly of Virginia in 1831 and was laid out north of 4th Street between 5th and 6th Avenues. West Virginia became a State in the Union in 1863, and the City of Huntington was incorporated eight years later in 1871.

The site for Huntington was considered conducive to successful commerce and industry because of the excellent advantages offered for river and rail transportation of fuel, raw materials and products and because of the extensive supplies of gas and solid fuels in the area. The city was chosen and replatted to accommodate the headquarters of the Chesapeake and Ohio Railroad, which has proved a boon to Huntington and neighboring communities. The C. and O. R.R. maintains offices for Industrial and Coal Development and operating offices for the Central Region. The site of Port Huntington handles more coal tonnage than any other port on the Ohio River because of the C. & O. Railroad and the ready availability of this natural resource. Plate No. 1 shows the location of Huntington in relation to other communities and the region.

Below are some of the dates and activities which stand out in the history of Huntington:

1786 - Virginia State Road extended to the site of Huntington from Richmond. By 1832 this important road became the James River and Kanawha Turnpike extending to Lexington, Kentucky.

1837 - Marshall Academy was founded. In 1858 this school became Marshall College and has contributed substantially to the culture of the city and metropolitan area throughout the years. The influence of this institution extends far beyond the city and metropolitan area, and it is of great assistance in research, administration and teaching. Recently the College became Marshall University.

1872 - The Chesapeake and Ohio Railroad became the city's first major industrial enterprise. The Ensign Manufacturing Company was founded in this year and produced chilled-tread railroad car wheels.

1911 - Huntington had grown to such extent that it annexed the Town of Guyandotte.

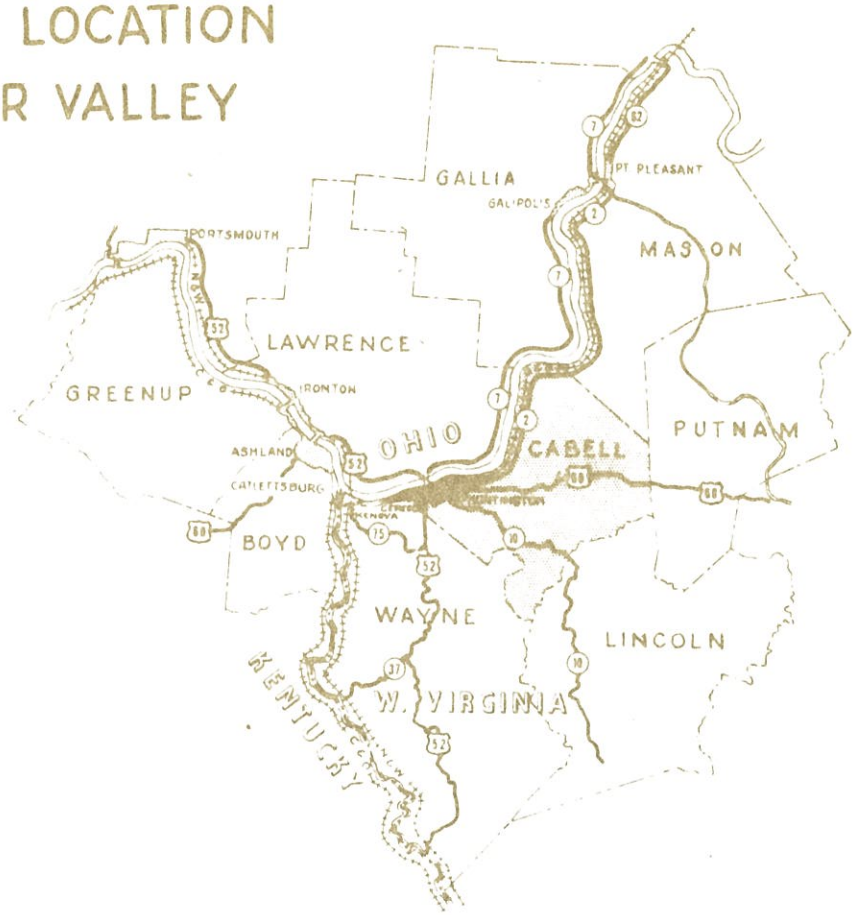
1923 - Huntington annexed Westmoreland.

1926 - The Huntington-Chesapeake Bridge was constructed over the Ohio River between Huntington and Chesapeake providing greater freedom of access to the north.

1943 - An eleven-mile flood wall was completed to give adequate protection against floods in Huntington.

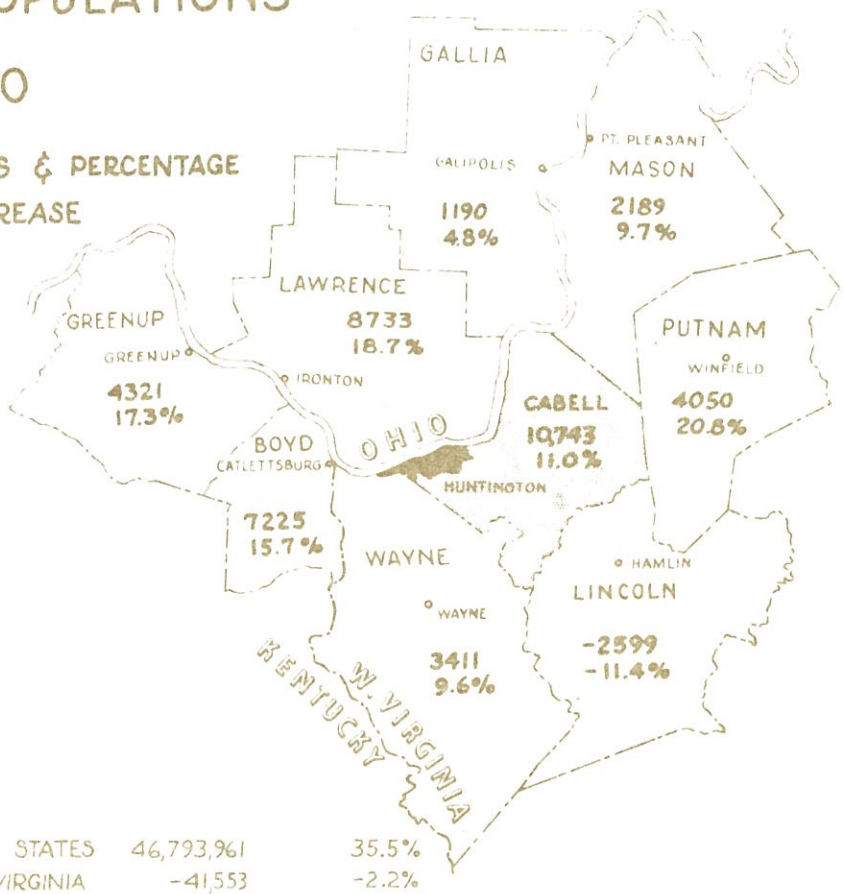
An indication of the city's economic growth is found in the Huntington Chamber of Commerce Industrial Directory which lists the prominent industries of the city and when they were started. A listing of a few of these early establishments is indicative of the general type of economy which has developed in the community. Following is the list along with the dates of establishment:

HUNTINGTON'S LOCATION IN THE OHIO RIVER VALLEY



CHANGE IN COUNTY POPULATIONS 1940–1960

BY NUMBER OF INHABITANTS & PERCENTAGE INCREASE OR DECREASE



UNITED STATES	46,793,961	35.5%
WEST VIRGINIA	-41,553	-2.2%

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1839 Railway Express Agency
1872 A.C.F. Industries (metal products)
1873 Chesapeake and Ohio Railroad
1880 F.C. McColm Granite Company
1886 Thomas O'Neill Machine Co., Inc.
1888 Baltimore and Ohio Railroad
1888 Noah Sheets Granite Company
1888 Ohio Bus Company
1889 Gwinn Bros. & Co. (Foods)
1890 Huntington Water Corporation
1899 United Fuel Gas Co.
1912 Standard Ultramarine & Color Co.
1921 International Nickel Co.

The resultant character of the city and the Central Ohio Valley today is one of dynamic growth with extensive capital improvements in the existing plants and in new heavy industries. In fact, the entire valley of the Ohio River from Wheeling, West Virginia, to Portsmouth, Ohio has been developing rapidly in recent years. A few of the new industries along the River include:

American Cyanamid Company
Atomic Energy Commission installations
Bakelite Company
Borg-Warner Corp.
Carborundum Metals Co.
Kaiser Aluminum and Chemical Corp.
Ohio Power Co.

A few of the larger industries locating in Huntington in recent years include Houdaille Industries, Maiden Form Brassiere Company, American Container Corp. and General Metals Corp.

Although planning considerations are centered around Huntington, the potential effects on the city of changes in the remaining metropolitan area must be recognized. For example, were a large industrial plant to be constructed in Ashland or nearby in Ohio, Huntington would realize direct benefits to its commercial activity. The influx of new people would also bring additional needs for highway construction, schools, business services and other service facilities.

Plate 1, which includes the counties in West Virginia, Ohio and Kentucky forming the approximate trade area of Huntington, indicates population trends within the region. These trends are shown in the total gain, or loss, in population experienced within the last two decades. Also shown are the percentage gains, or losses, during the period.

Table 1 includes the actual population figures of the counties shown in Map 1 for 1940, 1950 and 1960, and the percentage changes 1940-1950, 1950-1960 and 1940-1960.

TABLE 1

POPULATION TRENDS OF COUNTIES
COMPRISING THE HUNTINGTON REGION

	Population		% Change	Population	% Change	% Change
West Virginia Counties:	1940	1950	1940 - 50	1960	1950 - 1960	1940 - 1960
Cabell	97459	108035	10.9	108202	0.1	11.0
Wayne	35566	38696	8.8	38977	0.7	9.6
Lincoln	22886	22466	-1.8	20267	-9.8	-11.4
Mason	22270	23537	5.7	24459	3.9	9.7
Putnam	19511	21021	7.7	23561	12.1	20.8
Ohio Counties:						
Gallia	24930	24910	-0.1	26120	4.8	4.8
Lawrence	46705	49115	5.2	55438	12.9	18.7
Kentucky Counties:						
Boyd	45938	49949	8.7	53163	6.4	15.7
Greenup	24917	24887	-0.1	29238	17.5	17.3
Total Area:	340,182	362,616	6.6	379,425	4.6	11.5
West Virginia	1,901,974	2,005,553	5.4	1,860,421	-7.2	-2.2
United States (not including Alaska and Hawaii)	131,669,275	150,697,361	14.5	178,463,236	18.4	35.5

Reference to Table 2 shows that Cabell and Wayne Counties in West Virginia, Boyd County in Kentucky and Lawrence County in Ohio, have the smallest rural populations. These are the counties containing the largest cities, Huntington, Ashland and Ironton.

It is significant to note that in every one of the nine counties composing the Huntington region, the urban population, consisting of urban and rural non-farm classifications, is very high except in Lincoln County which is predominantly a rural community. The total population of the region in 1960 was 379,425 and of this total 153,600 people lived within the corporate limits of cities of over 2500 population and 193,649 lived in smaller towns and rural non-farm dwellings. Analysis of the data presented in Table 2 shows that in Cabell and Wayne Counties the rural non-farm population living in the suburbs and communities under 2500 population such as Ceredo and Barboursville, increased during the last decade from 28,229 to 49,207 which amounted to an increase of 74.3% and an aggregate increase of 20,978. During the decade the urban population living within the corporate limits of Huntington and Kenova decreased from 92,857 to 92,429 which is only 0.46% and an aggregate decrease of 428 persons. During this period the city of Huntington as a whole, which is

located in both counties, decreased 3.2% or 2726 persons. It is apparent that the decrease in the population of Huntington within its limits occurred in the older portions of the city located in Cabell County. The significant conclusion is that the total urban population, represented by urban and rural non-farm residents increased from 121,086 to 141,636, or 17.0% in the two counties. In Cabell County the increase was 7.0% or 6861 people, contrasted with the loss of 2726 or 3.2% inside the city. The increase outside the corporate limits was 9007 or 53.4%. This situation has occurred in many other progressive communities and points to the necessity of planning for and guiding the expansion of urban development in the formerly rural areas.

TABLE 2

DISTRIBUTION OF POPULATION BY URBAN-RURAL CHARACTERISTICS
1950-1960 FOR COUNTIES AROUND HUNTINGTON - - -

Counties	Population %					
	Urban		Rural NonFarm		Rural Farm	
	1950	1960	1950	1960	1950	1960
Cabell, West Virginia	75.6	73.5	15.6	23.9	8.8	2.6
Wayne, West Virginia	28.9	33.1	29.4	59.9	41.7	7.0
Lincoln, West Virginia	--	--	40.5	83.4	59.5	16.6
Mason, West Virginia	19.5	23.7	40.3	56.8	40.2	19.5
Putnam, West Virginia	6.6	6.2	52.2	81.4	41.2	12.4
Gallia, Ohio	31.6	33.6	23.1	42.4	45.3	24.0
Lawrence, Ohio	33.2	44.9	44.5	48.9	22.3	6.2
Boyd, Kentucky	78.7	76.3	13.0	20.9	8.3	2.8
Greenup, Kentucky	14.8	28.3	49.3	56.7	35.9	15.0

The recognized Huntington-Ashland Urbanized Area, according to the reports of the United States Bureau of the Census for 1960, had a population of 165,732 and the Huntington-Ashland Standard Metropolitan Statistical Area composed of Wayne and Cabell Counties in West Virginia, Boyd County in Kentucky and Lawrence County in Ohio, had a population of 254,780. Other pertinent data are summarized in Table 3 which follows:

TABLE 3
POPULATION CHARACTERISTICS

Characteristic	Huntington-Ashland Standard Metropolitan Statistical Area	Huntington-Ashland Urbanized Area	Huntington
Median Age	29.4 years	31.5 years	32.9 years
Non White Population	2.99%	4.06%	5.75%
Persons per Household	3.35	3.14	3.03
Persons between 18 and 64 years of age	55.0%	57.1%	58.5%
Persons over 65 years	9.3%	10.2%	11.0%
Persons under 18 years	35.7%	32.7%	30.5%

Consideration of the population characteristics reveals the fact that Huntington and its surrounding region is predominantly a young community which is distinctly an asset to a progressive industrial area. Moreover the number of inhabitants who have passed the age of 65 years is not unduly large and it is recognized that a large proportion of these older citizens are taking active parts in community affairs.

Further consideration of the data presented by the Census Reports reveals the fact that, while the portion of the Huntington Urbanized Area located within the corporate limits of the city decreased 3.2% in population, the whole Huntington-Ashland Urbanized Area increased 6.0% and the Huntington-Ashland SMSA increased 3.2%. The increases were occasioned by the growth of Boyd and Lawrence Counties, whereas Wayne and Cabell Counties showed little increase.

It is obvious that the retardation in the immediate vicinity of Huntington was due to the lack of available land for immediate urban expansion, but it is quite evident that, by intelligent planning for future development Huntington may participate fully in the broad development and industrial expansion of the Ohio River Valley. It is the primary objective of the Master Plan of Huntington to outline the physical provisions which the city should make in order to be ready to receive the new enterprises which are certain to accompany the rapid population growth of the nation.

PHYSIOGRAPHIC AND ENVIRONMENTAL INFLUENCES

PHYSIOGRAPHY

The City of Huntington occupies a site on the south bank of the Ohio River, which, during prehistoric time was a glacial spillway, carrying meltwaters of the great northern glaciers. As these meltwaters rushed southwestward carving a relatively narrow valley through the Appalachian Plateau, sands, gravels and silts were deposited which form the present valley floor. This valley floor, which is noticeably terraced, forms the flood plain of the river and is subject to periodic inundation.

The valley floor in the vicinity of Huntington varies in width from about one-half mile at the western edge of the city to about one and one-half miles at its widest point near the center of the city. For this reason the physical city has developed chiefly along an east-west axis paralleling the Ohio River.

Cabell County lies between the midwestern glacial till plain and the Appalachian Mountain System. Much of the county's area is extremely rough and hilly as a result of severe stream dissection of generally horizontal rocks composed of sandstones, shales and thin coals. The Ohio Valley, which provides most of the county's level areas, privides large supplies of potable water from underground gravel beds. The Guyandot River and Fourpole Creek serve as the principal drainage ways.

Coal, oil, gas and salt brine all occur at various levels of underground rock strata, most of which is locally used. Adjacent counties contain a leading gas producing area operated by the United Fuel Gas Company.

The physiography of this area has caused some of the towns and cities along the Ohio River to grow longitudinally in the narrow valley, resulting in the creation of problems in extended municipal services and facilities and like factors which would not be the case were these cities free to concentrate around their centers.

It appears then, that the physiography causes some problems as well as benefits. An example of this is seen in the proposed routes of the relocation of Highway 52 and the Interstate Route 64 which are forced to locate through the hill sections abutting the river valley.

Planning proposals will include an analysis of the present uses of land in the hill sections with suggested future development providing appropriate land uses served by a functional street and highway system and additional bridge access across the Ohio River.

Climatology from the U.S. Weather Bureau indicate that average annual rainfall is 41.8 inches with an average winter snowfall of 15.5 inches. Mean annual temperature is 57.4 degrees with the highest and lowest temperatures recorded at 108° and -14°.

ENVIRONMENT

Huntington enjoys a favorable position with regard to regional location being situated in the rapidly-growing Ohio River Valley, and with excellent relation to distribution of goods to and from the Eastern Seaboard and other parts of the nation. Several factors have contributed to growth in this area, among which good water and rail transportation, a large labor supply, accessibility of raw materials, proximity to markets and the availability of fuels, power and water are important.

An index to the past and probable future growth of this region is provided by the sizeable increase in the amount of freight carried on the Ohio River. Between 1940 and 1950 there was an increase of 128 percent in the number of ton-miles of freight carried and an 82 percent increase from 1950 to 1956, with an overall increase of 315 per cent between 1940 and 1956.

A modernization program of the Ohio River dams by the U.S. Corps of Engineers will result in the operation of 21 dams (with 110 feet by 1200 feet lock chambers) increasing pool stage from an average of 9 feet to 12 feet. The deeper channels will permit heavier loading of barge tows and greatly facilitate navigation. These higher dams will provide important benefits by creating greater pools of water for industry, recreation and general public use.

Transportation facilities available to Huntington include all forms. The Ohio River with its extensive navigational facilities provides low cost bulk transportation of raw materials and finished products. Three railroads - the Chesapeake and Ohio, the Baltimore and Ohio and the Norfolk and Western (connection at Kenova) provide freight service, and the C. and O. provides superior passenger service. Sixteen motor freight carriers occupy terminals in Huntington, and the Ohio Valley Bus Company, Consolidated Trailways and Greyhound Bus System serve passenger travel needs. The Tri-state Airport located southwest of Huntington is a modern, night-lighted airport with hard surfaced runway and instrument landing system (I.L.S.), offering regularly scheduled air freight and passenger service by one major and two regional carriers with approximately twenty flights daily. The Huntington-Chesapeake Airport in Ohio is a private secondary airfield which

accommodates small aircraft and offers ease of access from its close proximity to downtown Huntington. This was the original airport serving the city.

State and Federal Highways routed through Huntington include U.S. 52 (which is being relocated from its location on the Ohio State side of the river to a better position above the urbanized area), U.S. 60 and State Highways 2, 10, 10 alternate and 75. Both U.S. 52 and 60 have been vastly improved in recent years. The surrounding area is interconnected with county-maintained roads. Under the National System of Interstate and Defense Highways, which is now in the early stages of construction, a modern transcontinental limited-access highway designated as Interstate Route 64 will pass south of the city extending from Norfolk, Virginia to Denver, Colorado via Richmond, Charleston, Louisville, St. Louis and Kansas City.

Because of high mobility created by the widespread use of automobiles and the existence of good, all weather roads, Huntington is easily reached by a large potential labor supply. Because many persons are choosing to travel relatively long distances from their homes to their places of employment, there is little doubt that commuting is having more and more of an impact upon many facets of the social and economic pattern of the industrial community, and creating parking, traffic and thoroughfare problems with which the city must deal.

In summary, most physiographic and environmental factors appear to be favorable to Huntington's growth, however, some adjustments are necessary in the physical environment. The planner's part in achieving this and other goals is found in proposals for redesigning and reorienting the community's physical features such as commercial and industrial use of land, housing areas and other organizational plans to provide efficient and attractive growth.

TABLE 4

POPULATION GROWTH OF HUNTINGTON COMPARED
WITH CABELL AND WAYNE COUNTIES & WEST VIRGINIA
1890 - 1960

	Huntington		Cabell County		Wayne County		West Virginia	
Year	Number	%Change	Number	% Change	Number	% Change	Number	% Chang
1960	86,627	-3.2	108,202	0.1	38,977	0.7	1,860,421	-7.2
1950	86,353	9.5	108,035	10.9	38,696	8.8	2,005,552	5.4
1940	78,836	4.3	97,459	7.4	35,566	14.0	1,901,974	10.0
1930	75,572	50.6	90,786	38.1	31,206	19.9	1,729,205	18.1
1920	50,177	61.0	65,746	40.8	26,021	8.1	1,463,701	19.9
1910	31,161	161.4	46,685	59.6	24,081	2.0	1,221,119	27.4
1900	11,923	18.0	29,252	24.0	23,619	26.6	958,800	25.7
1890	10,108	-	23,595	-	18,652	-	762,794	-
1890 to 1960		727.3	----	358.6	----	109.0	--------	143.9

Source: U.S. Bureau of the Census.

POPULATION

Subsequent to the review and analysis of the underlying factors of history, general character, physiography and environment which exercise fundamental control over the form of the city, it is essential to understand how population growth over the decades has reacted to these basic factors. Together they provide an understanding of the possibilities and potentialities of the community which should be reflected in the Master Plan in order that future development may be guided intelligently.

Historical Growth Patterns

The City, the Counties and the State. Since Huntington's beginning as a village shortly after 1800, it has experienced steady population growth until the last decade when it lost 3.2% of the population within its corporate limits. Table 4 compares the growth of Huntington by decades with Cabell and Wayne Counties and the State of West Virginia since 1890. It shows that between 1900 and 1930 the city grew at a faster rate than the counties or the state. In the 1930-1940 decade the State exceeded the rate of Cabell County and Huntington, but this trend was reversed in the 1940-1950 decade. Great changes in the economy of the State brought about by automation in the coal mining industry, with consequent widespread unemployment among miners, caused the State to experience a loss, during the last decade, of 7.2% of its population. This has, of course, had statewide repercussions and has undoubtedly affected the steady growth of Huntington. It is significant that, while Cabell and Wayne Counties did not grow to any extent, they did not lose population. It is obvious that the urban population composed of people who live within and beyond the corporate limits of the city, has not been reduced and as revealed hereinbefore has increased more than 7.0% in Cabell County. It is also interesting and important to note that Huntington has increased more than five times as rapidly as the State as a whole and more than twice as fast as Cabell County during the last 70 years.

Plate 2 shows the Potential Development Area of Huntington.

Table 5, which summarizes the population growth of the Magisterial Districts in which Huntington is located, and those immediately surrounding the city reveals some very pertinent and significant facts. It will be noted that while Huntington has lost 3.2% of its population during the last decade, within its corporate limits, the magisterial districts in which the city proper is located, namely Gideon, Kyle and Guyandotte in Cabell County, and Westmoreland in Wayne County have only lost 1.6% of their aggregate population and the adjoining townships, namely Barboursville and Union in Cabell County and Ceredo in Wayne County have had an aggregate gain of 142.8%. The planning area, composed of the seven magisterial districts has had an aggregate gain of 12.5% during the last decade.

MAGISTERIAL DISTRICTS COMPOSING THE DEVELOPMENT AREA OF HUNTINGTON

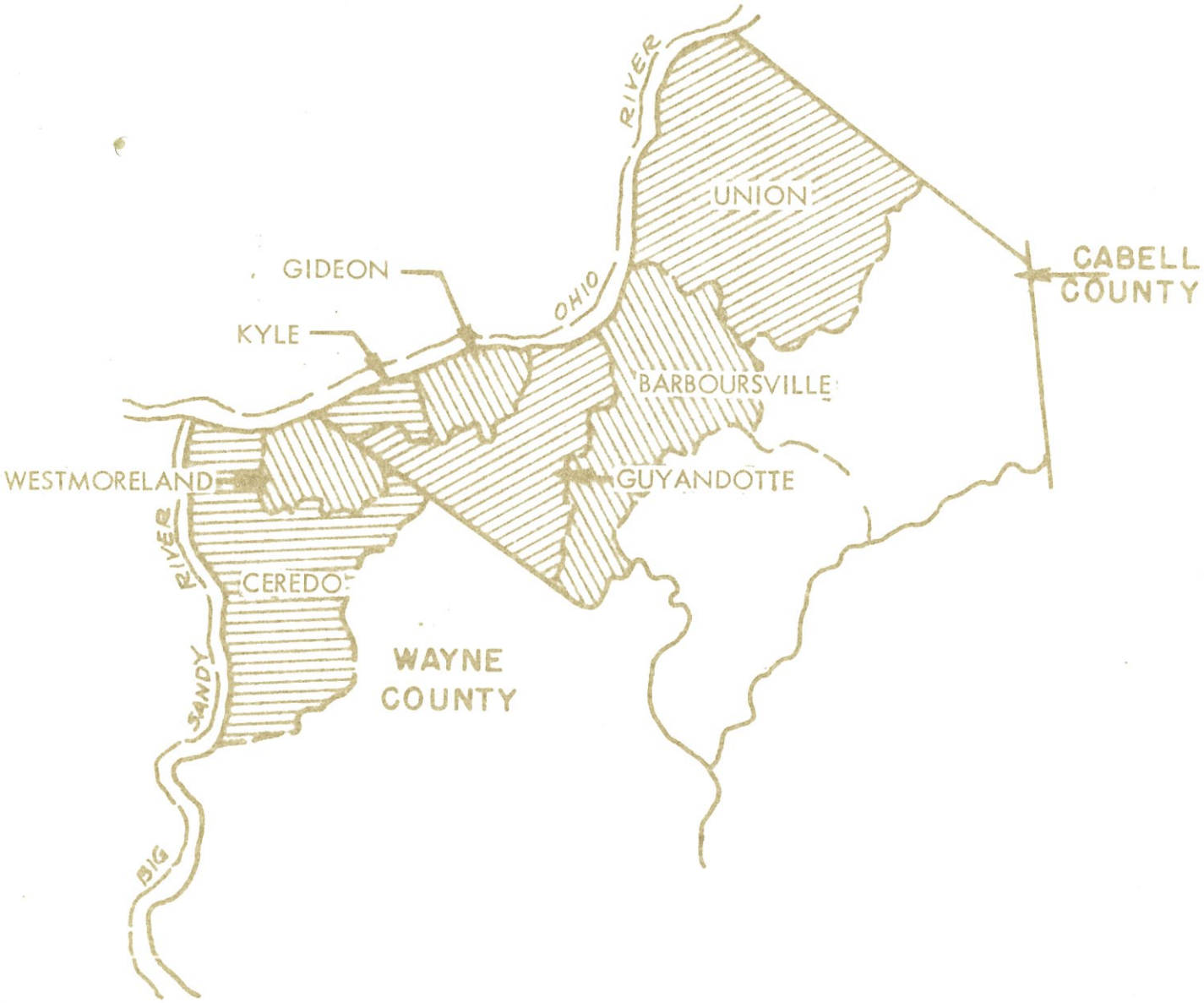

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TABLE 5

COMPARISON OF POPULATION CHANGES
IN HUNTINGTON, WEST VIRGINIA AND IN
MAGISTERIAL DISTRICTS 1940 - 1960

AREA	POPULATION 1940	1950	1960	% OF CHANGE 1940-50	1950-60	1940-60
Huntington	78836	86353	83627	9.5%	-3.2%	6.1%
Gideon, Kyle, Guyandotte and Westmoreland Districts	83971	94158	92610	12.1%	-1.6%	6.4%
Three Districts outside of Huntington	5135	7805	22118	52.0%	142.8%	330.7%
Total of Districts	89106	101963	114728	14.4%	12.5%	15.2%
Portion of Huntington located in:						
Gideon District	50278	54384	51920	8.2%	-4.6%	3.3%
Kyle District	22729	23828	22523	4.8%	-5.5%	-1.1%
Guyandotte District	2559	3234	3297	26.4%	1.9%	28.8%
Westmoreland District	3270	4907	5887	50.0%	20.0%	80.0%

It will be noted that the loss in the Gideon District, which includes the older portions of Huntington was 2464 and in the Kyle District, which also includes many of the older sections of the city, the loss was 1305, a total of 3769. The Guyandotte portion was practically stationary with a gain of 63, but the Westmoreland District, in which many new homes have been built gained 980. This is further evidence of the trend towards the development of the suburban areas beyond the city limits.

Reference to Table 1 reveals that the four counties composing the Huntington-Ashland SMSA had the following population characteristics:

- Cabell County increased 10.9% between 1940 and 1950 and only 0.1% during the decade 1950-60.
  Wayne County increased 8.8% between 1940 and 1950 and only 0.7% in 1950-60.
  Boyd County increased 8.7% between 1940 and 1950 and 6.4% in 1950-60.
  Lawrence County increased 5.2% between 1940 and 1950 and more than double that amount, 12.9% during 1950-60.

Observations made hereinbefore with respect to the performance with respect to population in the immediate vicinity of Huntington are also pertinent to the SMSA and point to the fact that while the corporate cities are either losing population or almost at a standstill, the region is growing at a rate of more than 10% per decade.

Future Population

The economic potential of the entire Ohio River Valley as a major industrial region exercises definite influences upon the future population of Huntington and its environs. Foregoing discussion of population characteristics and volumes indicate the trends which affect future population in the area. The United States is growing at a rapid rate and nearly all demographers agree that shortly after the year 2000 the nation will have a population of nearly 400,000,000. Recent estimates released by the Director of the Population and Training Center of the University of Chicago are as follows:

Year	Population	% Increase per Decade
1950	151,325,798	
1960	179,323,175	19.2%
1970	215,000,000	19.4%
1980	260,000,000	20.9%
1990	316,000,000	21.5%
2000	385,000,000	21.8%

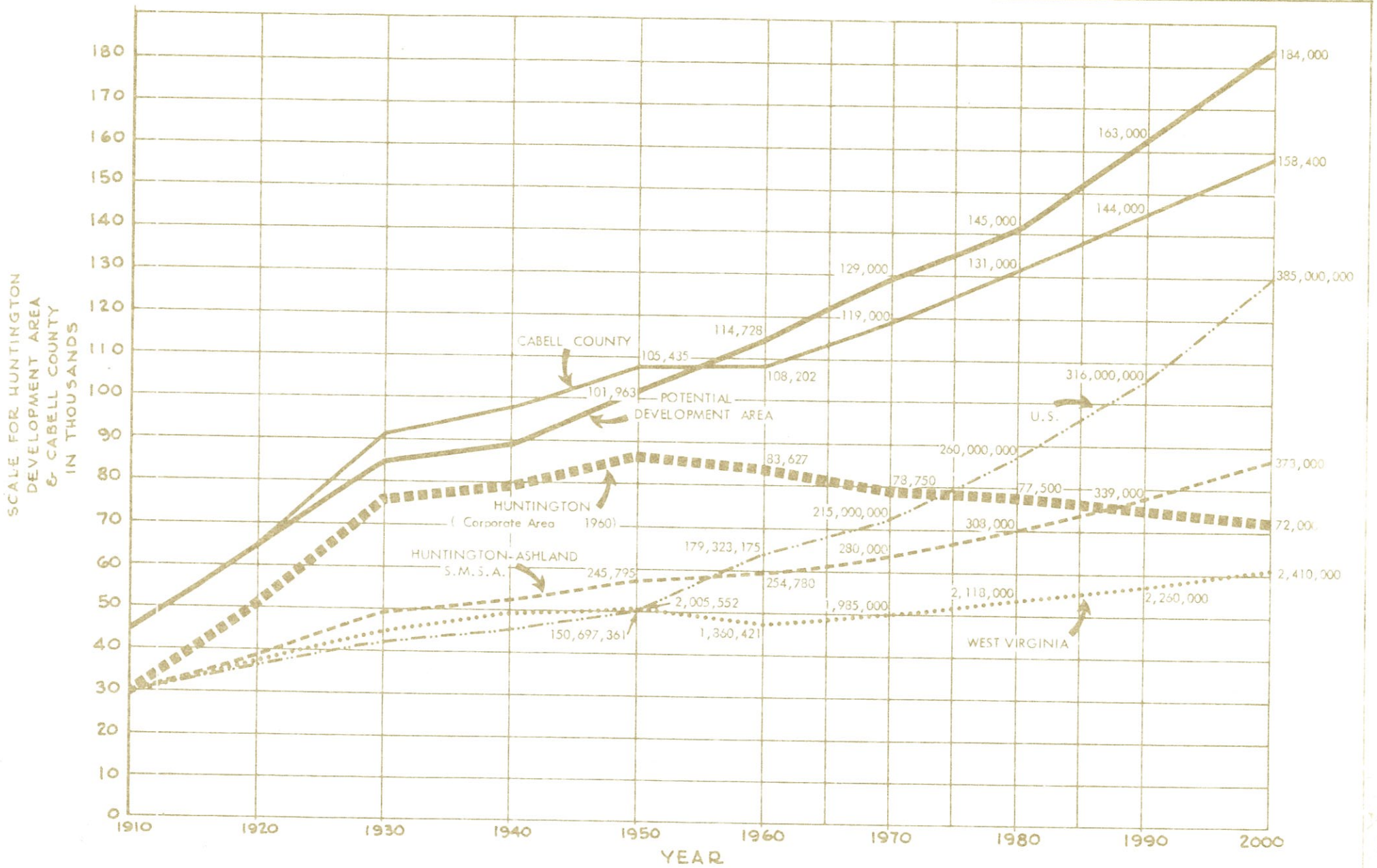
It is obvious that many factors have an effect upon population growth and that no matter how scientific the approach to prediction of future growth may be, the future size of any urban unit may be approximated only. However, trends are evident and over the long run predictions may be made within reasonable limits.

It is quite evident that the country as a whole is gaining population at a rate of from 1.9% to 2.2% per year. In the Huntington Region, considering the entire urban area, not just the portion within the corporate limits of the city, population is increasing at from 1.0% to 1.2% per year. As the nation becomes larger there is no question but that the Ohio Valley will become more populous.

In order to accommodate its share of the population increase Huntington must provide more sites for industrial development. These may be located on both sides of the Ohio River, since the entire urban community of Huntington does not have to be limited by the arbitrary line dividing West Virginia and Ohio, which is the Ohio River. They may consist of reasonably level ground which now exists; terrain which is not too rugged to preclude its leveling for industrial use as was done for the Tri-State Airport; and ground within the present city which is now occupied by residences but which should be transformed into industrial districts.

Assuming that the city will take the necessary steps as outlined in the Comprehensive Plan to provide adequate industrial area, it is likely that its population will increase at the conservative rate of about 10% per decade. This rate however would not apply to the area within the present corporate limits of the city. As urban development takes place sections will be absorbed by the corporate city so that it will show increases but the present corporate area of the city is not likely to gain population but will lose.

Plate 3 indicates graphically the past growths in population and predicted increases or decreases for the United States, West Virginia, the Huntington-Ashland SMSA, Cabell County, the existing



PROJECTION OF POPULATION GROWTH FOR HUNTINGTON AND COMPARATIVE AREAS TO 2000

SOURCE OF STATE AND NATIONAL PROJECTIONS - U.S. BUREAU OF THE CENSUS

M.P.I. 1962

corporate area of Huntington and the Huntington Development Area. Despite the fact that the United States is growing rapidly, the State of West Virginia showed a considerable decrease within the corporate area of Huntington. Wayne and Cabell Counties remained at a standstill. Yet the analyses previously discussed herein indicate clearly that the urban area of Huntington is not decreasing but is enjoying an increase of from 10% to 12.5%. These conflicting facts make predictions difficult. Consideration of all of these factors leads to the following conclusions:

> The United States: Based upon the predictions referred to hereinbefore, which are supported generally by others, the nation will grow to a population of about 385,000,000 in the year 2000.
>
> The State of West Virginia will undoubtedly absorb a portion of the national growth, especially in its urban areas, and should reach a population of at least 2,410,000 by the year 2000, which is a percentage increase during the period 1960-2000 of slightly over 7% per decade.
>
> The 1960 corporate area of Huntington, due to urban renewal and the conversion of some residential areas to industry will continue to decrease to about 72,000 in the year 2000.
>
> The Huntington Potential Development Area, comprising five magisterial districts in Cabell County and two in Wayne County will continue to increase at about 12.5% per decade and reach a population of 184,000 by the end of the century.
>
> Cabell County as a whole will probably not increase at as rapid a rate as the development area, but should have a population of 158,400 in 2000.
>
> The Huntington-Ashland SMSA comprising Wayne and Cabell Counties in West Virginia, Lawrence County in Ohio, and Boyd County in Kentucky, should increase at about the same rate as Cabell County and reach a population of 373,000 in 2000.

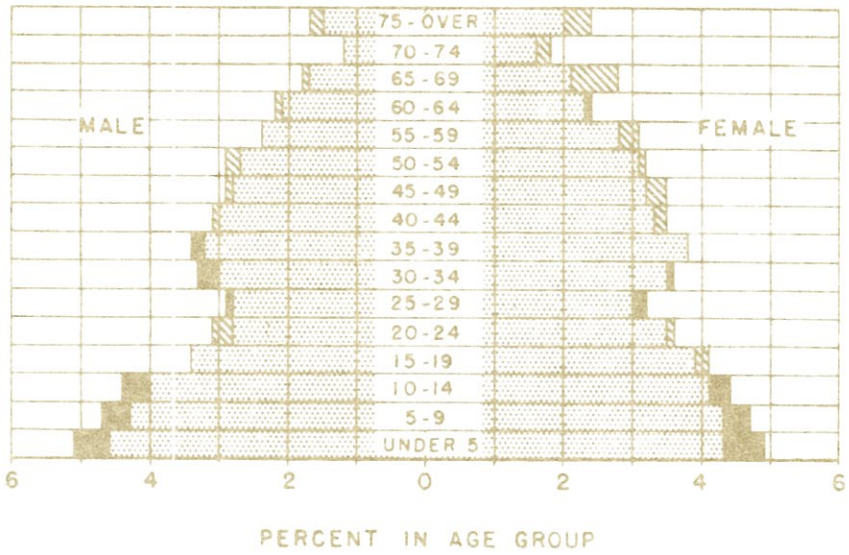
It is conceded that population predictions are extremely vulnerable to all sorts of influences, but it appears that the foregoing are conservative conclusions and that the Comprehensive Plan of Huntington should give close attention to the planning of the entire potential development area in order that intelligent guidance may be given to its physical expansion.

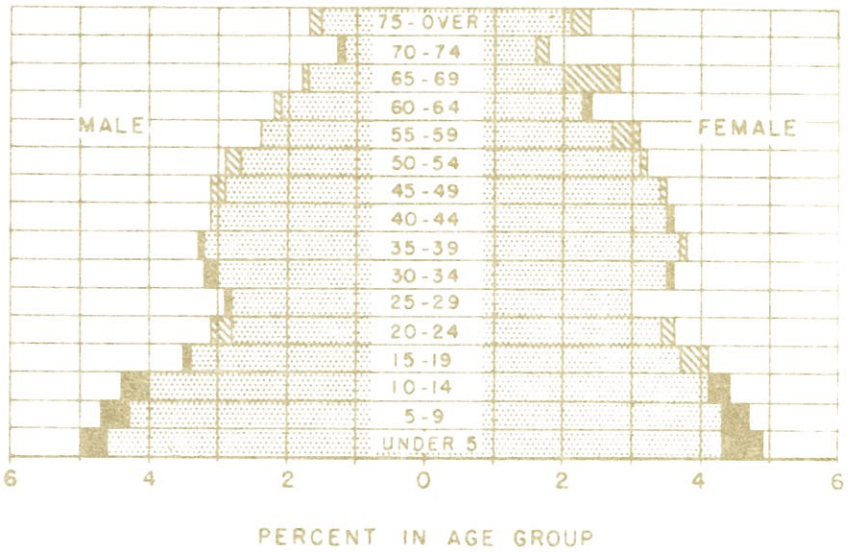
Age and Sex Composition of the Population

Plate 4 presents graphically the proportions of the population in various age brackets as they existed in 1960 according to the U.S. Census Reports. These are also divided to show the proportion of male and female residents. The so-called population pyramids show these proportions as they compare with the Huntington-Ashland Standard Metropolitan Statistical Area and with the urban population of West Virginia.

The pyramids indicate clearly that nearly one third of both the male and female segments of the population fall within the groups below 20 years of age, while only slightly over 11% are in the

AGE-SEX COMPOSITION HUNTINGTON COMPARED WITH THE HUNTINGTON-ASHLAND STANDARD METROPLITAN STATISTICAL AREA AND URBAN WEST VIRGINIA-1960





HUNTINGTON AND S.M.S.A
HUNTINGTON MORE THAN S.M.S.A.
HUNTINGTON LESS THAN S.M.S.A.

HUNTINGTON AND URBAN WEST VIRGINIA
HUNTINGTON MORE THAN WEST VIRGINIA
HUNTINGTON LESS THAN WEST VIRGINIA

ADAPTED FROM U.S. CENSUS DATA

M.P.I. '62

groups above 65 years of age.

In both the Huntington-Ashland SMSA and the urban population of West Virginia the proportion of those in the brackets below 20 years of age are about 7% greater. This is a condition which prevails nationwide and indicates clearly the necessity for giving serious consideration to the provision of more schools and recreation facilities throughout the expansion area of Huntington. This indicates that families with children seek locations beyond the corporate limits of the city.

Within the city there were, in 1960, 87 males per 100 females, and in the SMSA the proportion was 90 to 100. For the state urban population the proportion was almost 92 to 100.

The discrepancies in the number of persons in the various age groups does not vary so much as to indicate a detrimental personnel situation. The fact that the median age of the population in Huntington is 32.9 years indicates that the city has a large proportion of younger people and the lower median of 29.4 years for the SMSA shows that the younger families to a large extent live beyond the corporate city.

Projections of Age Groups of the Population

For the purpose of anticipating future requirements for school and related facilities it is desirable to make reasonable projections of the various groups. These projections, which are subject to many influences which often can not be anticipated, are helpful in observing the trends of development. They do not serve to provide the necessary estimates for a particular school, for example, but they indicate the overall necessity for providing sites for schools, recreational areas and other facilities in advance of need and as integral parts of neighborhood developments where they will be needed in the future.

Changes in the selected age groups for the decennial census periods from 1930 to 1960 are given in Table 6. These percentages are those which pertain to the corporate area of Huntington only. It will be noted that while the proportion of children was higher in 1930 than in 1960, there has been a steady gain since 1940. The percentage of persons from 10 to 44 years of age has steadily decreased since 1940 and the proportion of those over 44 has continuously increased. This is a general condition elsewhere and is associated with the great increase in births and the greater longevity of people.

Since the population of Huntington has shown a decrease within its corporate limits it would be more realistic to project the proportionate composition of the population for the Huntington Potential Development Area than for the city itself. This has been done in Table 6a. The projections have been made upon the assumption that the various age bracket proportions will remain substantially as they were in 1960. This assumption is, of course, subject to modification in view of the emergence of new or unforeseen conditions. For example, if a depression like the one during 1929 - 1939 period should occur there would be a sharp decrease in the number of births, or if the worldwide efforts towards birth control should be successful the proportion of young children in the population would be reduced.

It is extremely important that the public understand the role of population studies in the development

TABLE 6

POPULATION DISTRIBUTION BY AGE GROUPS
CITY OF HUNTINGTON 1940 - 1960

Age Group	1930 No.	1930 % ot Total	1940 No.	1940 % of Total	1950 No.	1950 % of Total	1960 No.	1960 % of Total	% of Total for Huntington-Ashland Urbanized Area
Under 5	7320	9.7	6136	7.8	8217	9.5	7666	9.2	10.1
5 - 9	7931	10.5	5836	7.4	6676	7.7	7326	8.8	9.3
10 - 14	6908	9.1	7009	8.9	5979	6.9	6897	8.2	8.8
15 - 19	7087	9.4	7641	9.7	6066	7.0	6331	7.6	7.4
20 -24	7376	9.8	7282	9.2	7781	9.0	5544	6.6	6.3
25 - 44	24091	31.9	25726	32.6	26730	31.0	21577	25.8	26.4
45 - 64	11897	15.7	14774	18.7	18195	21.1	19101	22.8	21.5
65 - 74	2124	2.8	3218	4.1	4651	5.4	5902	7.1	6.6
75 & Over	838*	1.1	1214	1.6	2058	2.4	3283	3.9	3.6
Totals	75572	100.0	78836	100.0	86353	100.0	83627	100.0	100.0

*Distribute 30 unknown through 9 groups.

TABLE 6a.

PROJECTIONS OF POPULATION BY AGE GROUPS*
HUNTINGTON POTENTIAL DEVELOPMENT AREA
1970 - - 2000

Age Group	1960	1970	1980	1990	2000
Under 5	11587	12771	14210	16137	18400
5 - 9	10670	11997	13485	14833	16928
10 - 14	10096	11223	12325	14018	16008
15 - 19	8490	13674	11455	12551	14352
20 - 24	7228	11352	10585	11736	13064
25 - 44	30288	25413	35525	41565	46552
45 - 64	24666	26445	26100	24613	27600
65 - 74	7572	9675	11600	11410	12880
75 & Over	4131	6450	9715	16137	18216
Totals	114728	12900	145000	163000	184000

*Accuracy to degree shown is not to be assumed. Figures shown within age groups are calculated to add to the total projected population.

of the Comprehensive Plan. It is the responsibility of the Comprehensive Plan to provide adequate and well-located sites for schools, parks and community facilities. It is not a concern of the Comprehensive Plan to determine the size of school buildings or the extent of equipment and facilities to be provided in the parks and playgrounds. These are the responsibility of the school and park authorities and, especially with the schools, it is essential that there be frequent review of population statistics in order that buildings of the right size may be built. It is very important that as the Comprehensive Plan is administered, the establishment of school, park and playground sites be accomplished far in advance of the need for buildings and facilities on the sites.

ECONOMIC BASE RESEARCH

Historical Development

As noted in the section of this report dealing with History and General Character, Huntington has had a long and successful period of industrial development. Huntington today might be only a medium-size river town were it not for the relationship in time and at the site of the city of the development of the railroad, river transport and coal mining industry and the even earlier network of trails to the fur trading center of the Guyandotte and Ohio Rivers. Many cities whose economic bases were established upon nearby supplies of fuel for power in production unfortunately lost their hold on prosperity with the depletion of that resource. Huntington's strategic location with regard to transport routes and the tremendous nearby coal reserves has fostered and maintained its position.

As the city has grown its economic base has been further strengthened by its attractiveness as a shopping center for surrounding communities. This characteristic is emphasized even more today because the automobile has provided ease of movement into the city from the many small towns and the rural area around the city.

Retail Trade

Huntington's position as a trading center is found in the U.S. Census statistics on retail trade. The picture of retail trade for the city is given in TABLE 7 which shows numbers of establishments and dollar volume of sales for Huntington and the Huntington SMSA for 1954 and 1958 with comparative changes in numbers of establishments and sales between the two.

Figures for numbers of establishments show substantial losses in numbers of food stores for both the city and SMSA due primarily to the establishment of supermarkets and the abandonment of small stores. There was a reduction in the number of non-store retailers in Huntington but a slight gain in the SMSA. Both the city and the SMSA showed a slight loss in drug stores and Huntington lost two apparel stores. All told, the city lost 30 stores of all kinds while the SMSA gained 131. The standing of the numbers of stores in each group in the city as percentages of the total SMSA shows there were gains in Huntington in five categories and losses in six, but a total loss of only 3.5%, accounted for primarily in the food store group.

Sales figures for the city and SMSA show that the non-store retail group was the only apparent loser in sales volume between 1954 and 1958. In those groups where measurement is possible Huntington city hel

TABL[illegible]

RETAIL TRADE STATISTICS CITY OF HUNTINGTON AND HUNTINGTON-ASHLAND STANDARD METROPOLITAN STATISTICAL AREA 1954 & 1958

Kind of Establishment	Number of Establishments 1954		1958		Change 1954-1958		Huntington as % of SMSA	
	H	SMSA	H	SMSA	H	SMSA	1954	1958
Food Stores	292	747	223	664	-69	-83	39.1%	33.5%
Eating & Drinking Places	221	428	226	479	5	51	51.6%	47.1%
General Merchandise	27	99	44	150	17	51	27.3%	29.3%
Apparel	80	153	78	153	-2	00	52.2%	50.9%
Furniture & Home Furnishings	65	136	66	138	1	2	47.8%	47.8%
Automotive	53	127	71	164	18	37	41.7%	43.2%
Gasoline Service Stations	92	238	92	272	00	34	38.7%	33.8%
Lumber, Building Material & Hardware	44	110	52	118	8	8	40.0%	44.0%
Drugs & Proprietary	42	71	38	70	- 4	-1	59.2%	54.2%
Other Retail Stores	100	226	120	255	20	29	44.2%	47.0%
Non-Store Retailers	64	97	40	100	-24	3	55.6%	40.0%
Totals	1080	2432	1050	2563	-30	131	44.4%	40.9%

	Sales in 1000s of Dollars 1954		1958		Change 1954-1958		Huntington as % of SMSA	
	H	SMSA	H	SMSA	H	SMSA	1954	1958
Food Stores	26311	56131	32053	69308	5742	13171	46.3%	46.2%
Eating & Drinking Places	6447	12670	7592	15602	1145	2932	50.9%	48.6%
General Merchandise	14870	27385	22845	38008	7975	10623	53.4%	60.1%
Apparel	10271	15366	11999	17690	1728	2324	66.8%	67.8%
Furniture & Home Furnishings	7655	13005	8514	14153	859	1040	53.9%	60.1%
Automotive	NR	40026	NR	45220	NR	5194	NR	NR
Gasoline Service Stations	5583	13811	6271	17323	688	3512	40.4%	36.2%
Lumber, Building Material, Hardware	NR	15220	7522	15825	NR	605	NR	47.5%
Drugs & Proprietary	NR	6339	NR	7766	NR	1427	NR	NR
Other Retail Stores	8469	15128	9099	16431	630	1303	56.0%	55.3%
Non-Store Retailers	6329	7463	5800	8465	-529	1002	84.8%	68.5%
Totals	118977	222994	140223	265791	21246	42977	53.4%	52.7%

NR - Indicates that data were not supplied by the United States Census of Retail Trade

its position relative to percentage of sales in each group in the SMSA and in total. The percentage increase in sales between 1954 and 1958 for the City and SMSA were 17.8% and 19.1% respectively. This is indicative of the substantial increase in pay levels in the area and the importance of the city as a trading center for the surrounding area.

Income

The level of family income is another indicator of a community's economic strength. 1950 figures of median income for families for the city and other selected areas are compared below. These figures have changed in nine years but are of interest to this section of the report in that they indicate trends of economic stability.

Area	1950 Median Income of Families	1960 Median Income of Families
Huntington	$ 2,631	$ 5,426
Huntington-Ashland SMSA	2,460	4,977
Cabell County	2,894	5,278
Wayne County	2,070	4,110
Charleston	3,621	6,146
Urban West Virginia	2,778	4,707

The preceding data give the picture of the city and related areas by retail trade characteristics and income. These data and the following tables and text demonstrate the community's economic make-up with a substantial governmental, retail trade and industrial lease.

THE LABOR FORCE

Occupational Distribution

Certain census data give an insight into the characteristics of the labor force in the community. TABLE 8, Occupational Distribution, emphasizes these characteristics. This table compares the employed labor force of the city with Urban West Virginia and shows that the city exceeded the average of all urban communities in the state in 1960 in Professionals, Managers, Clerical and Sales Workers for males, and in Clerical, Craftsmen and Operatives in the Female group, while demonstrating a sharp deficiency in male operatives between 1950 and 1960. The city otherwise exhibits the pattern of the total urban areas. These figures reflect the business and sales aspects of the city, substantial industry and with good opportunities for skilled female workers.

A general picture of the present labor force in the Huntington-Ashland SMSA has been provided by the West Virginia State Employment Service. These figures are as follows for January 1959, 1960, 1961, 1962.

	For the Month of January in:			
	1959	1960	1961	1962
Total Civilian Labor Force	91950	92550	93150	91950
Unemployed	13350	12950	14250	11950
Employed	78600	79600	78900	79600
Non-Agriculture, Wage & Salary	63300	64300	63600	64300
Manufacture	22550	23650	20500	21750
Non-Manufacture	40750	49700	43100	42550
Other	15300	15300	15300	15300

The latest available figures from the State Employment Service in February of 1962 for the SMSA estimated a surplus labor force in mid-January of 11,950 persons which was 10% less than in 1959. Volume of unemployment in January, 1962 amounted to 13% of the civilian labor force.

EMPLOYED PERSONS BY INDUSTRY GROUP

Table 9 represents another measure of employment characteristics. This table shows the numbers of employed persons in Huntington by industry group in 1950 compared with other urban areas of the state. The data in this Table illustrate the city's position as a railroad, trade, industrial and public administration and professional center, and the relative lack of mining activity. The importance of Finance and Business services is also noteworthy.

TABLE 8

OCCUPATIONAL DISTRIBUTION OF HUNTINGTON EMPLOYED PERSONS COMPARED WITH URBAN WEST VIRGINIA 1960

Occupational Group	Huntington City				Urban West Virginia			
	Number		Percentage		Number		Percentage	
	M	F	M	F	M	F	M	F
Professional, Technical, etc.	2307	1751	11.8	16.3	30781	24809	8.0	16.2
Farmers & Farm Mgrs.	204	0	1.0	0.0	12865	831	3.3	0.5
Managers, Officials, & Proprietors	2594	437	13.2	4.1	34662	6524	8.0	4.3
Clerical & Kindred	1800	3191	9.2	29.7	21531	37458	5.5	24.4
Sales Workers	2012	1012	10.3	9.4	22626	17391	5.8	11.4
Craftsmen, Foremen, etc.	3561	123	18.2	1.1	79399	1477	20.5	1.0
Operatives & Kindred	3227	1339	16.5	12.5	111498	17296	28.8	11.3
Private Household Workers	32	768	0.2	7.1	340	12642	0.2	8.3
Service Workers	1317	1259	6.7	11.7	17326	24567	4.5	16.0
Farm Laborers	20	0	0.1	0.0	7915	599	2.0	0.4
Laborers except Farm	1184	33	6.0	0.3	32307	934	8.3	0.6
Employment not reported	1330	842	6.8	7.8	15903	8533	4.1	5.6
Totals	19588	10755	100.0	100.0	387153	153061	100.0	100.0

TABLE 9

EMPLOYED PERSONS IN HUNTINGTON BY MAJOR INDUSTRY GROUPS COMPARED WITH URBAN WEST VIRGINIA - 1960

Industry Group	Huntington City		Urban West Va.
	Total	% of Total	% of Total
Agriculture	62	0.2	0.4
Mining	199	0.7	2.8
Construction	1520	5.0	4.6
Manufacturing	6794	22.5	26.6
Railroads, etc. Trucking Service Other Transportation Telecommunications Utilities & Sanitary Services	3675	12.2	9.7
Wholesale Trade Retail Food, Dairy Stores, Etc. Eating & Drinking Places Other Retail Trade	6521	21.6	21.1
Finance, Real Estate, Insurance	1256	4.2	3.4
Business Services Repair Services	783	2.2	2.0
Private Households Hotels & Lodging Service Other Personal Service	1889	6.3	6.4
Entertainment & Recreation	257	0.8	0.8
Medical & Health Services Educational Service, Govt. Educational Service, Private Other Professional Services	4397	14.6	14.3
Public Administration	1141	3.8	4.0
Industry Not Reported	1794	5.9	3.9
Totals	30,143	100.0	100.0

Source: U. S. Bureau of the Census.

TABLE 10

BUSINESS VOLUME AND INCOME AND EXPENDITURES FOR HUNTINGTON AREA AND SELECTED AREAS OF WEST VIRGINIA - 1939 - 1958

A. URBAN BUSINESS VOLUME - $ MILLION

Urban Area (City & County)	1958 All Business	1958 Other than Manufac-turing	1958 Manufac-turing	1954 Manufac-turing	1947 Manufac-turing	1939 Manufac-turing
Charleston*	$ 1,833	$ 1,182	$ 651	$ 594	$ 391	99
Wheeling-Weirton**	1,410	730	680	619	381	158
Huntington	876	609	267	234	118	41
Clarksburg	431	328	103	97	73	19
Parkersburg	367	212	155	135	85	31
Bluefield	302	286	16	14	12	3
Fairmont	297	225	72	76	70	13
Beckley	258	246	12	11	9	2
Morgantown	240	174	66	51	19	3
Total Urban	$ 6,014	$3,992	$ 2,022	$1,831	$ 1,158	$ 369
Non-Urban	$ 2,312	$1,895	$ 417	$ 450	$ 229	$ 73
West Virginia	$ 8,326	$5,887	$ 2,439	$ 2,281	$ 1,387	$ 442

*Two Counties. **Four Counties.

(continued - next page)

TABLE 10 - continued

B. URBAN INCOME & EXPENDITURE

Urban Area (City & County)	1950 Population (000)	Population (000)	Consumer Income $Mil.	Per Capita Income	Consumer Purchases $ Mil.	Per Capita Purchases
Charleston*	322	345	$ 689	$ 1,997	$ 491	$ 1,423
Wheeling-Weirton**	170	180	486	2,700	297	1,650
Huntington*	147	170	282	1,658	231	1,358
Clarksburg	85	89	155	1,741	124	1,393
Parkersburg	67	81	115	1,419	107	1,320
Bluefield	75	79	102	1,291	101	1,278
Fairmont	72	74	133	1,797	99	1,337
Beckley	96	95	98	1,032	95	1,000
Morgantown	61	65	88	1,353	73	1,123
Total Urban	1,095	1,178	$2,148	$1,823	$1,618	$1,373
Non-Urban	911	791	935	$1,182	$ 782	$ 988
West Virginia	2,006	1,969	$3,083	$1,565	$2,400	$1,218

*Two Counties. **Four Counties.

Source of Table: INDUSTRIAL DEVELOPMENT AND MANUFACTURERS RECORD, Vol. 128, May, 1959, No. 6, Conway Publications, Inc., 109 Market Place, Baltimore 2, Md.

Business Volume

TABLE 10 is introduced to provide a general picture of growth in Huntington and West Virginia by urban and non-urban classification. Huntington's progress is illustrated in the Table through its volume of business and consumer and per capita income and purchase. Huntington (represented in the Table by Wayne and Cabell Counties) has continued to assume a large proportion of

total urban volume of business in manufacturing since 1947. The city's volume as a percentage of total urban area volume of the state was 11.1% in 1939, 10.2% in 1947, 12.8% in 1954 and 13.2% in 1958, and followed a similar trend for total sale volume. The city was below the total urban areas in per capita income and purchases in 1958 ranking third in the civil divisions reported (however the areal makeup of these civil divisions is such that comparison is questionable).

MANUFACTURE AND BASIC EMPLOYMENT

Manufacturing employment in the city in 1958 was divided between durable and nondurable production in the ratio of roughly 67% and 33% which reflects a sensitivity of the local industry to national business trends. The durable goods industries usually pay higher average wages, but fluctuations in the economy are more pronounced with accompanying problems of unemployment and other features.

Basic employment which includes the manufacture of durable and nondurable goods is that part of the economy which provides goods and services for sale outside the community to bring in the money to maintain the population. Some of the major sources of basic employment in the city are listed below:

Industry	Product
A.C.F. Industries, Inc.	Metal Products
Allied Chemical & Dye Corp.	Chemicals
Chesapeake and Ohio Railway Co.	Transportation
Conners Steel Div., H.K. Porter Co.	Metal Products
Huntington Chair Corp.	Furniture
Huntington Manufacturing Co., Inc.	Textiles
Huntington Publishing Company	Printing & Publishing
Houdaille Industries, Inc.	Metal Products
International Nickel Co., Inc.	Metal Products
Maiden Form Brassiere Company	Textiles
Norfolk and Western Railway Company	Transportation
Ohio River Company	River Transport
Owens-Illinois Glass Company	Glass
Perry-Norvell Company	Shoes
Standard Ultramarine & Color Co.	Chemicals

There are, of course, many more firms in the city each of which employs from ten to two hundred persons.

The preceding Table 7 showing retail trade statistics and other local service enterprises illustrate the nonbasic employment in the city.

New Industry

The Huntington Industrial Corporation, a non-profit stock corporation was organized by the Huntington Chamber of Commerce for the purpose of assisting in the location and financing of

new industry. This group has assisted in locating some of the largest industries in the city, and is constantly working to attract more new industries.

It is suggested that consideration be given to the increased production of non-durable goods as a check against strong changes in the economic cycle. Adjusting the economic base in this manner will provide greater employment opportunities for women and will tend to stabilize the local economy in periods of national economic decline in the durables industries.

Some of the important features of the community's attractiveness for industrial dispersion or new industries built by local capital are suggested for exploration and evaluation. Most of these factors have been assessed in the Huntington Chamber of Commerce Industrial Brochure. However, enumeration here will bring out a number of additional elements. Requirements necessary for the acquisition of new industry deal with matters such as: selective choice of sites for plants (number, size, topographic conditions, bearing quality of the subsoil) availability, quality and character of the labor supply; fuel; water; power; raw material; transportation facilities; and markets for finished products.

Other features not evaluated too frequently include community outlook, environment and housing for good living, schools, churches, neighborhood patterns, zoning, recreation, ease of traffic movement and like qualities which can often mean the difference between new industries and none. A community program which lays the ground work for meeting the day-to-day requirements of its people in a fitting manner will inevitably be an attraction to industrial and business interests.

BASIC CONCEPT OF THE COMPREHENSIVE PLAN*

The first step in the development of the Comprehensive Plan for Huntington was the preparation of a Basic Concept Plan showing the essential provisions of thoroughfares and the designations of land use areas comprising the structural form of the expanding city.

The Basic Concept Plan, Map No. 1 shows the present form of the city which extends for almost nine and one-half miles along the river and which has a minimum width of about two and one-half miles. For much of its length the width of the incorporated city is less than one mile wide.

The plan shows clearly the need for two more bridges across the Ohio River, one about two miles west of the existing United States Highway 52 bridge and the other about five miles to the east, each of which would be accessible by interchanges with Interstate Route 64 passing to the south of the city and presently under construction.

It is obvious that the city, as it expands, should reserve for industrial purposes all land which is topographically suitable for such use and residential neighborhoods should be developed in the more rugged topographical areas so as to make the city wider in proportion to its length that it is today.

Expansion and the relief of traffic congestion within the developed areas of the city demand the establishment of Belt Routes which will provide ways for traffic to circulate efficiently and expeditiously around and throughout the urban community.

The Basic Concept Plan Map No. 1 illustrates a system of belt routes overprinted in red on the Basic Concept Plan. They follow to a large extent existing thoroughfares and surround areas within the corporate city, designated as follows:

Commercial Belt Area extending from 5th Street to 16th Street east and west from 3rd Avenue to 9th Avenue north and south.
Western Belt Area extending from 5th Street to the proposed approach to the western bridge running between 16th and 17th Streets west and from 4th Avenue to Interstate Route 64.
Eastern Belt Area comprising the area between 16th Street and Highway 10A and the general line: Norwood Road-Saltwell Road-U.S. Highway 60-29th Street, and between 3rd Avenue and Interstate Route 64.
Central Belt Area located between 5th Street-U.S. Highway 52 and 16th Street-Highway 10A and between 9th Avenue and Interstate Route 64.

Beyond the corporate limits of Huntington in the predicted expansion area of the city there are four additional Belt Areas designated as follows:

South Central Belt Area bounded by Interstate Route 64, Highway 10A, U.S. Highway 52 and existing county roads 37/1, 37/2, 2,50,48/1,48 and 35.
Eastern Belt Extension Area, which is a triangular area bounded by Interstate Route 64, South Norwood Road and Highway 10A Saltwell Road.
Southeastern Belt Area bounded by South Norwood Road, Highway 10A, Highway 10 and U. S. Highway 60.

*The Basic Concept of the Comprehensive Plan is the same as the Comprehensive Development Plan.

Southwestern Belt Area is comprised within U.S. Highway 52, Road 6, Haney's Branch Road, Highway 75, and Interstate Route 64.

It is obvious as one regards it that the Basic Concept Plan provides a sound structural arrangement of areas which may be served by trafficways around their borders and by supplementing thoroughfares of primary and secondary importance as well as feeder and neighborhood streets within their areas.

Within the city attention is given to the continuing development of the very attractive parkway with its bordering driveways along Four Pole Creek and to the development of approach drives.

The Basic Concept Plan indicates also the general locations proposed for industrial sites, commercial areas and residential districts. As with the thoroughfares, subsequent sections of the report will present detailed recommendations on these elements of the comprehensive plan.

A large part of the area encompassed by the Basic Concept Plan is located beyond the city limits within the Counties of Wayne and Cabell. Responsibility for planning and development in the unincorporated territory rests with the Cabell County Plan Commission, which is now proceeding with the preparation of a comprehensive plan which will be co-ordinated with the plan for Huntington. It is presumed that Wayne County will eventually initiate a planning program. After that is done the entire expansion area of Huntington will be included within the jurisdiction of a planning authority. Harmonious cooperation between the three planning agencies will result in sound benefits to the city and the counties and the people who will live and work in the area.

It is important in approaching the development of the Comprehensive Plan to consider also the basic principles which underlie the planning of the sites of neighborhoods, industrial and commercial areas. When these principles are thoroughly understood by the planning agencies and the developers of properties it is almost certain that future urban areas will serve their purposes efficiently, that they will be attractive as well and that they will be economic to develop.

It is recognized that RESIDENTIAL NEIGHBORHOODS in order to provide pleasant, safe, healthful, convenient and attractive living conditions require:

Building lots with adequate yards and open spaces.

Dwellings of sound construction with modern sanitary and other facilities.

Zoning and deed restrictions to protect the character and the community integrity of the neighborhood.

Major thoroughfares providing convenient access to places of work, commercial centers and other neighborhoods and located on the borders rather than passing through the neighborhood.

Neighborhood streets conveniently serving the neighborhood, discouraging heavy or speedy traffic and adjusted to the lay of the land so as to produce superior building sites.

A grade school within one-half mile of all residents and a junior high school within convenient distance and so located as to provide maximum freedom from traffic hazards.

A high school conveniently accessible by thoroughfares or transit.

A playground for small children comprising five acres or more within the neighborhood.

A playground with minimum area of ten acres adjacent to or part of the site of each grade school.

A playfield with minimum area of 20 acres conveniently located with relation to the junior high school.

An athletic field conveniently located with relation to the high school.

A neighborhood park with a minimum area of 20 acres within two miles of the neighborhood.

A community center for indoor recreation and activities for both young people and senior citizens within one mile of the neighborhood, which center may well be combined with the school serving the neighborhood.

Larger parks, parkways or reservations with space for golf or other activities requiring extensive areas, and adequate for picnicking and for natural and aesthetic development.

A community or regional shopping center within two miles, providing a wide range of stores, adequate off-street parking, planned as an architectural unit with appropriate site and landscape treatment, and with stores grouped, rather than strung-out along streets.

Freedom from deteriorating features such as obsolescent or substandard housing, intrusion of misplaced commercial or industrial uses, lack of storm drainage or flood protection, absence of adequate sanitary facilities, or subject to the nuisances of smoke, gas, odors, noise or other noxious features.

INDUSTRIAL DISTRICTS, in order to meet the needs of modern manufacturing enterprises and to be compatible with neighboring residential development require:

Adequate land area to meet present and future expansion needs of the types of industries which may locate in the district.

Proper site planning of the district so as to provide well-located sites for buildings, parking of automobiles, storage facilities, loading and unloading arrangements and adequate access ways and appropriate entrances from major throughfares.

Superior architectural design of buildings and landscape architectural treatment of the site.

Establishment of effective performance standards to insure that the industries within the district will not be offensive or injurious to residential districts or other industries.

Railroad transportation facilities providing adequate and convenient service.

Major thoroughfares conveniently located so as to permit adequate highway transport.

Convenient access to air facilities for freight or express service and for the landing, servicing and storage of executive aircraft.

Residential areas of good character located so as to serve conveniently the various needs of industrial employees.

Protection against the intrusion of residential uses into established industrial areas.

SHOPPING CENTERS in order to meet the requirements imposed by modern trends towards convenient shopping require:

Adequate land area to permit the grouping of several stores on a site which will provide sufficient area for the parking of customers' automobiles.

Locations integrated with the street patterns of residential neighborhoods so as to provide convenient access to stores.

Harmonious architectural design of structures adjusted to the site plan.

Provision of appropriate landscape architectural development to separate parking areas from adjacent streets and to provide appropriate strips for the planting of trees and shrubs to harmonize the center with adjoining residential developments.

The Basic Concept Plan also recognizes the desirability of insuring the permanence of the Central Business District as the dominant shopping center of Huntington through its progressive development by regulating traffic, providing adequate off-street parking facilities, architectural improvement of existing structures and the erection of architecturally attractive new buildings and by encouraging concerted efforts by the owners of property within the district towards its continuous improvement.

LAND UTILIZATION

The purpose of the Land Utilization studies is to determine the manner in which land within the city and its environs is being used, the trends of development which have been established or are apparent, and after thorough analysis to reach conclusions as to the need for land areas for the major categories of land use and their locations which will contribute to the harmonious expansion and development of the city.

Topography of the expansion area and existing and potential means of transportation, as well as the probable increase in population, are taken into account in arriving at decisions as to the best use of land for various purposes.

The Land Utilization Study served as a prelude to the determination of residential, commercial and industrial districts and the specifications which apply to each, which are established by the Zoning Plan and Zoning Ordinance of the city.

EXISTING USE OF LAND

Huntington, a city which had a population within the city limits of 83,627 in 1960, occupies the flood plain on the south side of the Ohio River, which for many years was subject to periodic floods of varying severity, but is now protected by a flood wall. Until recently almost the entire development of the city, its industries, its residences and the commercial and service enterprises were confined to the level areas. Residential development has invaded the rugged hills to the south, but these hills are not suited to industrial expansion and business of only a local nature is appropriate. Beyond the city limits a population of 114,728 for the urban community of Huntington is indicated.

The city is nearly 9.5 miles in length along the river and varies in width from less than one mile to two and one-half miles. The area is almost completely occupied. There are less than 300 acres of vacant land in the flood plain area. Most of this is adjacent to Fourpole Creek, and along the Chesapeake and Ohio Railroad east of the International Nickel Plant. The only other large areas suitable for expansion are now used for railroad purposes. The land available for residential expansion to the south is almost unlimited, but practically none exists in the flood plain area. Residential expansion is directly associated with industrial growth.

The gist of the land utilization situation in Huntington is that the development of the city over the years without any direct guidance of the appropriate use of land for industrial, business, residential and other types of development has resulted in the occupancy of large areas, highly suitable for industry, by residential and business uses. This is not an unusual situation, but in Huntington it is critical because there is very little land reasonably close to the city which can be developed for industry. Yet, if the city hopes to grow in population, it is vital that its industry be expanded to provide sound employment possibilities.

Existing commercial areas and the space over which they may logically expand are adequate to serve a city much larger than Huntington. The rugged topographical areas to the south of the city are well-suited to fine residential growth. Recreational areas, of which Huntington now has many of superior character, may easily be provided in the new residential districts. Provision of suitable industrial sites close to the city constitutes a major problem of land utilization confronting the city.

BASE MAPS

In order to prepare accurate and understandable land use surveys it was necessary to prepare new base maps of Huntington and the Planning Area showing the currently prevailing situation and locations of land subdivisions, streets and highways, railroads, waterways and other cultural features of significance in the area. The preliminary base maps were prepared photographically

from plat maps supplied by Mr. R. M. Nestor, Civil Engineer, with information for the planning area compiled from aerial photographs. The final base maps were made by tracing the information from the preliminary sheets and eliminating lot dimensions and other extraneous information. The original base map for the city consisted of two sheets at a scale of one inch equals 500 feet, and the original map for the planning area is on one sheet at a scale of one inch equals 1000 feet.

LAND USE SURVEY

As a basis for reaching decisions on the plan, a complete survey of existing land use was made. The results of the survey are shown on three land use maps in color, two of which cover the corporate area at a scale of one inch = 500 feet and the third, which covers the environs of the city at a scale of one inch = 1000 feet. The various types of land use are indicated by colors as designated by the legend on the map. The survey results show clearly the trends of development and the fact that there is a heterogeneous mixture of incompatible uses of land in many parts of the city, due to lack of guidance in the past. These maps are not reproduced in this report but are on file at the office of the Plan Commission.

The following maps are included in this report to provide a better understanding of the land utilization problem:

1. Lot Area per Family by Block. The effective density of population within the city is shown on this map, designated Map No. 2, with the darker indications representing the greater densities of population. Population density has been a problem in Huntington and has resulted in deterioration and lack of maintenance of structures.

2. Neighborhoods. Map No. 3 shows the eleven neighborhoods or planning units into which the city was divided for study purposes.

3. Observed Conditions of Structures. The information on condition of structures as observed during the land use survey is shown on Map No. 4. Also indicated are the areas appropriate for rehabilitation or redevelopment. Much of the area shown for redevelopment is proposed to be reused for industrial purposes as shown on the Zone Map and Proposed Land Use Plans.

4. Zone Map. Map No. 5 shows the zoning districts for the major categories of land use which have been enacted at this time.

5. The Basic Concept Plan of the City and Expansion Area Map No. 1. Shows the proposed revisions, particularly of business and industrial districts, in land use which will probably be desirable as the city expands. It also shows the indicated zoning which would be appropriate in the areas beyond the city.

6. Proposed Land Use Plan of the Huntington Area and Immediate Environs, Map No. 6. This Map is basically similar to Map No. 1 and shows also the existing public facilities and uses.

The Existing Land Use Map serves a variety of essential purposes in the preparation of the city plan, namely:

1. To acquire knowledge of the size and use of each piece of property and the use, occupancy and observed structural condition of each building,

2. To obtain a detailed picture of the physical characteristics of each Planning Unit,

3. To gain a broad overall view of the entire city and the adjoining territory in terms of predominant uses and activities in their true locations and relationships,

4. To determine the amount of land required for various types of uses; the areas and locations in the community best suited for a given use; and the appropriate types and boundaries of the zoning districts to be included in the Zoning Ordinance.

ANALYSIS OF EXISTING LAND USE

Land Use Statistics. The information derived from the Existing Land Use Map has been analyzed to determine the extent of development, by classification of land use, that has taken place in the city of Huntington. The results of that analysis by land use classification is shown in TABLE 11.

The proportionate use of land by areas and percentages as given in TABLE 11 provides an illustration of the general character of the area, but a more accurate determination may be based upon the amount of land devoted to major types of urban uses in relation to the number of persons residing there. That information for the city of Huntington is given in TABLE 12, in comparison with similar data for a group of 13 cities in the same general population class.

Density of population is a primary element influencing both the economic and social structure of a city. The land use analysis discloses that there were an estimated 25,011 families living within the city proper at the time of the survey, with 3,378.4 acres of land devoted to that use, producing an average lot area per family of 5,581 square feet. This information is tabulated in TABLE 13. Residential use densities can be influenced by zoning regulations through the establishment of minimum lot areas for various types of residential use. It is for the purpose of establishing the validity of zoning as a means of land use control that the facts concerning the actual use of land were obtained. Map No. 2 showing the Lot Area per Family by Block provided the detail density information utilized, together with other basic data, in the preparation of the Zoning Ordinance and Zone District Map No. 5.

Redevelopment and Rehabilitation. The land use survey included an assessment of the structures in the study area in order to indicate the parts of this area potentially in need of rehabilitation or redevelopment. Map 4, Observed Condition of Structures and Urban Renewal Plan, shows the selected characteristics of structures in the area and the locations which should be examined in detail for the use of possible renewal measures.

TABLE 11

EXISTING LAND USE IN DEVELOPED AREA AND TOTAL AREA

Type of Use	City of Huntington Estimated Area (Acres)	City of Huntington % of Area	Average Figure (4) % of Area
DEVELOPED AREA			
Residential	3378.4	48.1	37.2
Business	246.8	3.5	2.6
Industrial (1)	698.8	10.0	9.6
Public & Semipublic (2)	935.0	13.3	17.3
Streets & Alleys	1763.0	25.1	33.3
TOTAL	7022.0	100.0	100.0
OVERALL			
Developed Area	7022.0	71.2	58.8
Vacant (3)	2840.7	28.8	41.2
TOTAL	9862.7	100.0	100.0

(1) Includes railroad right-of-way and related industrial uses.

(2) Includes schools, parks and other public uses, plus churches, cemeteries and similar semi-public uses.

(3) Includes water areas within corporate limits.

(4) These are average figures from a study of 13 cities ranging in population from 50,000 to 100,000 as tabulated in LAND USES IN AMERICAN CITIES, by Harland Bartholomew.

TABLE 12

ACRES OF DEVELOPED LAND PER 100 PERSONS BY MAJOR TYPE OF LAND USE

Type of Use	City of Huntington	Average of 13 Cities (1)
Residential	3.91	2.98
Business	0.29	0.21
Industrial (2)	0.81	0.77
Public and Semipublic (3)	1.08	1.39
Streets and Alleys	2.04	2.66
Total Developed Area	8.13	8.01

(1) These are average figures developed from a study of 13 cities ranging in population from 50,000 to 100,000 as tabulated in LAND USES IN AMERICAN CITIES, by Harland Bartholomew.

(2) Includes railroad right-of-way and related uses.

(3) Includes schools, parks and other public uses, plus churches, cemeteries and similar semi-public uses.

TABLE 13

RESIDENTIAL LAND USE INFORMATION BY PLANNING UNITS

Neighborhood	Total Area (Acres)	Area of Streets & Alleys (Acres)	Number of Residence (Units)	Area of Residential Use (Acres	Residential Units per Acre	Lot Area per Family (sq.ft.)
1 Central Business District	851.5	206.8	3,376	164.9	20.4	2,128
2 Adams	675.1	128.2	2,479	187.2	13.2	3,289
3 Washington	561.3	77.8	1,437	125.5	11.4	3,804
4 Westmoreland	615.4	110.8	1,810	278.7	6.4	6,707
5 Highlawn	1,039.4	191.6	2,766	275.8	10.0	4,343
6 Guyandotte-Altizer	1,159.7	140.6	1,789	364.7	4.9	8,880
7 Beverly Hills	2,137.8	435.6	4,218	659.5	6.3	6,811
8 Fairfield	542.2	133.2	3,381	266.4	12.7	3,433
9 Cammack	514.8	113.2	2,692	238.6	11.2	3,861
10 Ritter Park	717.0	70.8	518	691.6	0.7	58,158
11 Harveytown-Whitaker	970.6	154.4	545	125.5	4.3	10,030
TOTALS	9,862.7	1,763.0	25,011	3,378.4	7.4	5,581

ANALYSIS OF NEIGHBORHOOD UNITS AND PLANNING DISTRICTS

In order to determine trends of development throughout the city it is advantageous to divide the city into logical neighborhoods and planning districts. This not only enables closer scrutiny to be made within the smaller areas but makes the entire planning process more understandable to the Plan Commission and its consultants and to the public.

The city has been divided into eleven such planning units as shown on Map No. 3 and which are designated as follows:

1. Central Business District
2. Adams Neighborhood
3. Washington Neighborhood
4. Westmoreland Neighborhood
5. Highlawn Neighborhood
6. Guyandotte-Altizer Neighborhood
7. Beverly Hills Neighborhood
8. Fairfield Neighborhood
9. Cammack Neighborhood
10. Ritter Park Neighborhood
11. Harveytown-Whitaker Neighborhood

Detailed analysis of each neighborhood has been made utilizing a uniform outline of subject matter as follows:

- Location
- Topography
- Street Pattern
- Land Use:
  - Building Sites
  - Density of Population
  - Residential Structures
  - Commercial Development
  - Industry
  - Schools
  - Recreational Areas
  - Thoroughfare Plan
- Planning Proposals:
  - Thoroughfares
  - Zoning
  - Redevelopment

CENTRAL BUSINESS DISTRICT

Location: Bounded by the Ohio River, Chesapeake and Ohio Railroad, 1st Street and 20th Street.

Topography: The entire area is relatively flat.

Street Pattern: The street system follows a rectangular pattern. 3rd and 5th Streets and the Avenues are 100 feet wide and the other Streets and Avenues are generally 80 feet wide. Several Streets are only 60 feet wide, but they are not important thoroughfares. The Ohio River bridge is located on 6th Street.

U. S. Highway 60 follows 4th Avenue from 1st Street to 6th Street over which it connects with the bridge and continues along 3rd Avenue. U.S. Highway 52 runs from the bridge to 3rd Avenue, turns east and continues south along 8th Street and under the C. & O. Railroad. There is another subway at 16th Street, which carries State Highway 10 traffic. 20th Street and 1st Street also pass under the railroad.

Residential Development

Building Sites: There are many lots only 30 feet wide in this area which was the original city. None of the lots are large.

Density of Population: Families per net residential acre - 20.4. Lot area per family - 2,128 square feet. Varying from less than 1,000 square feet per family in ten blocks, to as high as 5,000 square feet in four blocks.

Residential Structures: Many very fine structures exist along 5th Avenue near Marshall University and elsewhere to the east. West of the business center the homes are of more modest character. Many large houses have been converted into two-family houses and there are several multi-family dwellings, especially west of the business center.

Rehabilitation and Redevelopment: Approximately one fourth of the blocks are included in areas which the report on Urban Renewal and Conservation Programs indicates should be rehabilitated or eliminated. These requirements involve at least 300 dwellings which should be rehabilitated and at least 65 which should be cleared.

Commercial Development

The principal problems of commercial development are concentrated in the Central Business District. However, in considering problems of expansion of the district and its relation to the Land Use Plan of the City, it is desirable to discuss the Central Business District problems coupled with those of adjoining neighborhoods and the city as a whole. This is done in the following analysis.

A detailed analysis has been made of the adequacy of business zoning as reflected by the Zone Map. The Central Business District in general occupies most of the area extending from 6th Street to 16th Street north of the Chesapeake and Ohio Railroad. The area also extends westward

This area is shown in solid black on the Zone Map and on the Proposed Land Use Plan comprises 164.86 acres. Use of land within this district is as follows:

Business, public structures such as the Court House, Post Office, and City Hall, and a small scattering of storage and industrial uses:	96.95 acres	58.8%
Residential uses, including all types of residences and apartments, park areas, school sites and churches:	51.28 acres	31.1%
Vacant land, including off-street parking areas	16.63 acres	10.1%
Total area, excluding streets, but including alleys	164.86 acres	100.0%

If all the residential uses within the proposed General Business Zone were replaced with business buildings, the district could expand its business activity by 51.28 acres, which is 52.8% of the present business occupancy of land. While most of the vacant land within the area is used for off-street parking, and should probably remain in that use, it would offer a further area of 16.63 acres, which is 17.2% of the business occupancy. Use of off-street parking areas for business would necessitate their replacement by parking structures, which might, or might not, have ground floor business use. For practical purposes the replacement of residences by business would provide for more than 50% expansion of the area.

It is better to concentrate business by blocks than to have it string out along thoroughfares. Undoubtedly, as Huntington grows, there will be increased demands for business area, but these can be anticipated and areas of entire blocks rezoned for business as needed. This will prevent spotty development, which is detrimental to residential areas, and residential uses which might be included in extensive business zones. It is also much more convenient to shoppers to have various types of business close together. This has been demonstrated by the suburban shopping centers.

Huntington is not deficient in commercial area. An analysis of business uses throughout the city indicates that of the total area of the city, exclusive of the Ohio River, 246.78 acres are now used for business, or approximately 2.7% of the area of the city. An analysis of 20 cities with populations varying from 50,000 to 150,000 showed an average total business use of 2.54% of the area of the city.

The proposed business zones in Huntington have a total area of 441.87 acres or 4.8% of the city area, which is an increase of 81.1% above the national average. Population-wise, the proposed zoning would serve a city with a population of at least 160,000. In other words, the proposed zoning would serve the city well beyond the year 2000, conservatively, even if there should be an unprecendented increase in the rate of population growth. As the city expands territorially, the proportion of business area would decrease, but additional local business areas would be added.

Another method of measuring the adequacy of business was developed in the Chicago area several years ago. It was determined that there should be about 50 feet of business frontage for each 100 people living in the city. Presently used business frontage in Huntington,

246.78 acres, represents about 80,000 feet of frontage assuming an average lot depth of 135 feet. For the population of 83,627 in 1960, this represents 95.6 feet of business frontage for 100 people. Using the same figure of 95.6 feet per 100 people, the present zoning, 441.87 acres, providing about 142,500 feet of frontage, would serve about 149,000. These figures are somewhat deceptive in that they consider only the population within the corporate limits of the city. If the population of the Potential Development Area, 114,728 in 1960, is used as a basis, there are now about 70 feet of business frontage per 100 population. The present zoning, with 142,500 feet of frontage, would, at the present rate, serve about 203,500 population of the Potential Development Area, which is more than the 2,000 estimate for the area - 184,000. Actually, requirements for off-street parking will necessitate a greater frontage in proportion to population, so that it would appear that the zoning at present is adequate for the next 38 years.

The Proposed Land Use Plan has recognized that, despite the apparent adequacy of business zoning, there will be demands for expansion for the Central District from time to time. Moreover, if Huntington should experience an unanticipated growth, there would be need for business expansion. Accordingly, certain areas on the Proposed Land Use Plan are indicated as Transition Zones. The development of the new underpass at 5th Street and the access route along 15th and 16th Streets may bring about new business development, as well as between 15th and 16th Streets south of the C. & O. Railroad; along 8th and 9th Avenues, which would form part of the inner business belt, and along other blocks, where considerable spotty business has developed. The proposed business uses south of the railroad are further discussed under the Cammack and Fairfield Neighborhoods.

Within the Transition Zone business should not be permitted to locate promiscuously but on a planned basis for entire block frontages between intersecting streets. The Zoning Ordinance should be administered in such manner that spotty business will not intrude, but that planned shopping or office uses, with adequate off-street parking facilities, well designed buildings and adequate safeguards to neighboring property, may be permitted after thorough consideration by all concerned. The specifications for this district have been included as a part of the Zoning Ordinance

Industry: Confined primarily to the land between the Ohio River flood wall and the alley north of 3rd Avenue where many of the larger industries of the city are located. There are other smaller industries and storage facilities scattered throughout the area and along the C. & O. Railroad, which is also classed as industry. There is very little area within the Central Business District for industrial expansion.

Schools: The Buffington Elementary School and the Oley Elementary and Junior High Schools are located in the District. It is unlikely that there will be any expansion of schools in the area. Marshall Univ. is located east of 16th Street. Eventually, its campus should occupy the area between 3rd and College Avenues and from 16th to 20th Streets. This would include parts of Redevelopment Area G and Rehabilitation Area 9.

Recreational Areas: There are no recreational areas in the District.

Planning Proposals:

Thoroughfares: Principal thoroughfare revisions proposed within the Central Business District include the construction of a new underpass at 5th Street and the C. & O. Railroad and the use of 5th and 6th Streets as a one-way pair between 3rd Avenue and 7th Avenue to provide an efficient route for U. S. Highway 52 traffic between the Chesapeake Bridge and 5th Street to the south. Another proposal of importance is the construction of an underpass at 15th Street and the C. & O. Railroad which would permit the use of 15th and 16th Streets as a one-way pair and their connection with Interstate Route 64 further south.

Other streets in the District would continue to serve both local and through traffic. The underpass at 8th Street and the C. & O. Railroad should be widened so as to serve efficiently in the traffic pattern.

Zoning: The Zone Map, which accompanies this report, indicates the area presently zoned for business use. While it is recognized that much of the area now occupied by residences will remain as presently used for some time, it is also clear that eventually, most of the area between 1st and 16th Streets not now used for business, industry or public buildings will be transformed to commercial use. The Zone Plan and Ordinance therefore has placed this area in a Transition District. The purpose of this District, which overlaps Residential Districts, is to allow planned expansion and development of Local Business Uses, in a manner which will insure that remaining residential uses will be fully safeguarded. The expansion of business may be permitted in an orderly manner as special exceptions under provisions of the Zoning Ordinance.

Redevelopment: The Map entitled "Observed Condition of Structures and Urban Renewal Plan" indicates the extent of proposals for rehabilitation and redevelopment. It is proposed that rehabilitation programs be established for the portions of areas 5, 7 and 9 which are included in the District. The small areas designated as G and H on the Plan and proposed for redevelopment should be timed and processed as part of the Urban Renewal Program of the City. Land would then be devoted to uses provided in the Zoning Ordinance.

ADAMS NEIGHBORHOOD

Location: Bounded by 1st Street, the Ohio River, 15th Street West, Fourpole Creek, 7th Street West, West 9th Avenue, 5th Street West, and the C. & O. Railroad.

Topography: Relatively flat.

Street Pattern: The pattern of streets is generally rectangular. U. S. Highway 60 traverses the area on 4th and Washington Avenues. 5th Street West runs from the Ohio River south but does not have a grade separation with the C. & O. Railroad. Memorial Boulevard follows Fourpole Creek and connects with 11th Avenue and other streets to the east. The other streets serve local traffic needs only.

Land Use:

Building Sites: Many of the lots are only 25 feet wide, although there are also many 40 foot lots.

Density of Population: Families per net residential acre - 13.2. Lot area per family - 3,289 square feet - with sixteen blocks from 1,000 to 2,000 square feet, eleven blocks 5,000 to 7,500 square feet, and the average from 2,500 to 5,000 square feet per family.

Residential Structures: Many two-family dwellings, and a few multi-family structures exist. The narrow lots have resulted in crowding of housing and deficient maintenance. About 30% of the area, particularly in the south east part of the neighborhood has relatively good housing. There are instances of poor maintenance, but there are also many large, old houses, and quite a number built since World War II. Most of the remaining area is included in rehabilitation Area 4, as shown on the map entitled "Observed Condition of Structures and Urban Renewal Plan", and an area close to the river, extending from 1st Street to 8th Street West, designated as Area F and Areas D and E at the southwest corner of the area is included as redeveloped areas in the Urban Renewal Plan.

Commercial Development: Scattered along 4th, Washington and Adams Avenues; in the area between 14th and 15th Streets West, and to a lesser extent elsewhere. It is a spotty type of commercial development which usually results when adequate zoning has not been applied.

Industry: There are several large industries in the area, most of which are located south of the C. & O. Railroad. Small industries are interspersed with business and there are a number of industries and storage uses between 14th and 15th Streets West and between the flood wall and 3rd Avenue.

Schools: Johnson, Cabell, and Monroe Elementary Schools and West Junior High School are located in the Adams Neighborhood. They do not have adequate sites under present recognized standards. The training center for the schools is also located in the neighborhood.

Recreational Areas: The parkway along Fourpole Creek extends along the south boundary of the neighborhood and a large area exists west of 7th Street West which is not publicly owned, but used for park purposes. The municipal swimming pool is also located near the parkway along Memorial Boulevard. A small playground is operated at Adams Avenue and 10th Street West.

Planning Proposals:

Thoroughfare Plan: No major thoroughfare changes are proposed in this area. The crossing of 5th Street West should eventually be replaced by an underpass at the C. & O. Railroad providing an efficient connection with the Parkway System. 3rd Avenue should be connected directly with 4th Avenue as shown on the Thoroughfare Plan.

Zoning: The Zone Map indicates exact boundaries of the industrial and commercial areas. A small area between 1st Street and 3rd Street West and South of 9th Avenue is included in the R-2 District to conform to the zoning to the east of this neighborhood. Most of the residential area is included in the R-4 District which permits single and two-family homes, and which conforms to the general pattern. This is definitely a transitional area. Some residential areas in the south part of the area are placed in the R-3 District which limits development to single-family dwellings. Detailed specifications are included in the Zoning Ordinance. The area north of the B. & O. Railroad which is not included in Industrial and Business Districts is placed in the Transition District, permitting the orderly expansion of business as provided in the

Zoning Ordinance. This District overlaps the Residential Districts and safeguards their development for residential use as long as desired.

Redevelopment: The areas designated as D, E and F on the Urban Renewal Map should be devoted to Industrial or Commercial Use when redevelopment has taken place. Rehabilitation area 4 should be restored following an established rehabilitation program and devoted to the uses indicated on the Zone Map.

WASHINGTON NEIGHBORHOOD

Location: Bounded by 15th Street West, Kanawha Pike and the south property line of the C. & O. Railroad, the Cabell-Wayne County Line and the Ohio River.

Topography: Relatively flat except for slight irregularity along the course of Fourpole Creek.

Street Pattern: Generally rectangular. U.S. Highway 60 follows Washington Avenue to 18th Street where it turns south to Adams Avenue which it follows west. Other streets are largely of local traffic value.

Residential Development:

Building Sites: A great many 25 foot lots exist in the neighborhood and some 40 feet in width. No large lots exist in the area.

Density of Population: Families per net residential acre - 11.4. Lot area per family - 3,804 square feet. Nine blocks average 1,000 to 2,500 square feet per family; three average 10,000 square feet and five from 5,000 to 7,500, the average blocks indicate 2,500 to 5,000 square feet per family.

Residential Structures: There are so many instances of deficient maintenance in this neighborhood, that almost all of the developed area has been recommended as a rehabilitation district. A small section from 16th to 19th Street West and south of Monroe Avenue is proposed for redevelopment.

Commercial Development: Spotty business development exists along Adams Avenue (U.S. Highway 60) and elsewhere in the area, but there are no well defined business areas.

Industry: Concentrated mainly along the C. & O. Railroad and between 15th and 19th Streets West, north of Virginia Avenue.

Schools: Washington Elementary School, on a rather large site, and Jefferson Elementary School serve the neighborhood. A new school site is proposed adjacent to the B. & O. Railroad between 20th and 23rd Streets West.

Recreational Areas: There are two large park areas, St. Cloud Commons, containing 75 acres, which includes a fine community house, and an undeveloped area along Fourpole Creek. There are also two play areas adjacent to the B. & O. Railroad, one near Fourpole Creek, and another

west of 25th Street West. There are good play facilities also at Washington School.

Planning Proposals:

Thoroughfares: The State Highway Commission has proposed a new road midway between 16th and 17th Streets West, which would join with these streets near Van Buren Avenue and then pass under the C. & O. Railroad and lead to an interchange with Interstate Route 64. There would be an interchange with Adams and Washington Avenue. This plan would make possible the routing of U. S. Highway 60 into Adams Avenue so as to avoid the two right angle turns at 16th Street. This new roadway should eventually be extended north to a new bridge across the Ohio River. The Proposed Land Use Plan indicates an alternate proposal using 16th and 17th Streets West as a one-way pair, connecting to utilize the proposed Ohio River Bridge and at the south, connecting so as to use the C. & O. grade separation and the interchange with Interstate 64.

Zoning: It is recommended that consideration be given to the placing of Fourpole Creek in a culvert from the C. & O. Railroad to the Ohio River and the conversion of the adjacent vacant land into a superior industrial park. The area should be zoned generally as an Industrial Reserve District, the specifications for which are included in the Zoning Ordinance. This is the very sizeable vacant area inside the city limits topographically suited to industrial development. The area north of the B. & O. Railroad as far east as 19th Street West should be placed in the Industrial Reserve District, which permits residential development but would be available for planned industry. The undeveloped park should be included in the Industrial Reserve District and other undeveloped land acquired for park purposes to replace this area which would be more suitable for industry. The Zone Map indicates the zoning which has been enacted and specifications for the various districts are fully outlined in the Zoning Ordinance.

Redevelopment: When redevelopment has been effected in the areas marked B and C on the Urban Renewal Map, the land should be devoted to residential and industrial uses in conformity with the Zoning Ordinance.

WESTMORELAND NEIGHBORHOOD

Location: All that part of the City of Huntington west of the Cabell-Wayne County Line.

Topography: Relatively flat.

Street Pattern: Generally rectangular. U. S. Highway 60 enters the area on Adams Avenue, turns south on a new location at Camden Avenue, and proceeds west along the Baltimore and Ohio Railroad. Piedmont Road turns south near Carson Avenue and crosses the C. & O. Railroad on a narrow overpass, connecting with Spring Valley Roads and other highways south of the railroad.

Residential Development:

Building Sites: Many of the lots in the area are only 40 feet wide but there are many lots north of the B. & O. Railroad which are 60 feet wide.

Density of Population: Families per net residential acre - 6.4. Lot area per family - 6,704 square feet. Nine blocks average from 9,500 to 10,000 square feet per family. There are manu from 5,000 to 7,500 square feet. Most of the area south of the B. & O. Railroad averages from 2,500 to 5,000 square feet.

Residential Structures: There are many new houses in the neighborhood and relatively few cases of deficient maintenance except in two areas, shown on the Condition of Structures Map, between the C. & O. Railroad and the B. & O. Railroad. These latter areas should be included in a rehabilitation program. There are no areas subject to redevelopment in the neighborhood.

Commercial Development: Most business is along the route of U. S. Highway 60 and along Piedmont Road. It is spotty in character.

Industry: There is very little industry in this neighborhood. Locations are adjacent to the railroads.

Schools: There are three schools in the area, Kellog and Westmoreland Elementary Schools and Vinson High School.

Recreational Areas: There is an athletic field south of Hughes Street between Mary and Lucien Streets which is adjacent to Vinson High School. Sunset Park, a small area, is located at the western edge of the neighborhood. Thompson swimming pool is also located in the neighborhood. Part of the undeveloped park along Fourpole Creek is in this neighborhood.

Planning Proposals:

Thoroughfare Plan: There are no essential changes recommended in the routing of thoroughfares in the area. The Piedmont Avenue crossing over the C. & O. Railroad should be widened and improved, and should pass over or under Interstate Route 64 which will be located north of the C. & O. Railroad. This road affords access to a large residential area and to the Huntington-TriState Airport.

Zoning: South of the B. & O. Railroad residential zoning is R-3 and north of the B. & O. Railroad it is R-2. Specifications are included in the Zoning Ordinance. Other business and industrial zoning is shown on the Zone Map.

Redevelopment: There are no proposed redevelopment areas in this neighborhood. South of the B. & O. Railroad there are two areas, 1 & 2, which should be included in a rehabilitation program and devoted primarily to residential development as shown on the Zone Map.

HIGHLAWN NEIGHBORHOOD

Location: Bounded by the Ohio and Guyandotte Rivers, Chesapeake and Ohio Railroad and 20th Street.

Topography: Generally level.

Street Pattern: Rectangular pattern except the portion adjacent to the Ohio River between 27th Street and the Guyandotte River, where some curved streets exist. The principal street is 3rd Street, 100 feet wide, which leads from the City Center to a bridge across the Guyandotte River. 20th Street crosses under the C. & O. Railroad, with access to the large residential areas to the south. 29th Street follows a new alignment over the C. & O. tracks and carries the traffic of U. S. Highway 60 which travels west on 3rd Avenue.

Residential Development:

Building Sites: Most of the lots have widths of 40 feet and depths varying from 120 feet to 160 feet. There are a few 100-foot lots on 3rd Street between 26th and 28th Streets and other wide lots along the river facing Staunton Road.

Density of Population: Families per net residential acre - 10.0. Lot area per family - 4,343 square feet. Three blocks in this neighborhood have lots averaging 1,000 to 2,500 square feet per family. Most of the neighborhood has a density of 2,500 to 5,000 square feet per family, with about one-third in lots from 7,500 to 10,000 square feet per family.

Residential Structures: Predominantly single-family homes, with a scattering of two-family houses and a very few multi-family structures. Over half of the area shows a predominance of poorly maintained homes and in the area between 24th and 25th Streets north to the river from 1st Avenue, houses are seriously deteriorated.

Rehabilitation and Redevelopment: About one-half of the residential area of the neighborhood is included in rehabilitation areas 9, 11, and 12 and a small area adjacent to industrial uses near the Ohio River in redevelopment area L.

Commercial Development: Business uses most of the frontage along 5th Avenue with a large shopping center south of 29th Street and north of the C. & O. Railroad. Considerable business exists along 3rd Avenue east of 28th Street and just north of 24th Street. Most of the area west of 23rd Street and north of the C. & O. Railroad is spotted with business.

Industrial Use: The large yards of the C. & O. Railroad extend from 22nd Street to 29th Street. Industry exists along 3rd Avenue, between 23rd and 25th Streets and there are large industries along the Ohio River.

Schools: The neighborhood is served by Ensign, Highland and Emmons Elementary Schools, Enslow Junior High School and Huntington East High School, the latter on a site of about 4 acres. The School Administration office is also located in the neighborhood.

Parks: There are small playgrounds associated with the schools; Perry Norvell play field on leased ground at 25th Street and Guyan Avenue; and Wiles Beach at 27th Street and the Ohio River. There is also a baseball field at 6th Avenue and 22nd Street. Generally, the area is deficient in recreational provisions.

Planning Proposals:

Thoroughfare Plan: No changes in the thoroughfare plan are recommended.

Zoning: Existing zoning is indicated on the Zone Map and specifications of the various districts are included in the Zoning Ordinance. About 40% of the neighborhood is included in Industrial or Business Districts. Business zones consolidate existing commercial development as shown on the Zone Map. In conformity with existing conditions, about three-fourths of the area is included in the R-4 District which permits single and two-family dwellings. Newer developments along the Ohio River east of 27th Street are placed in the R-3 District which is limited to single-family homes. The great deficiency of adequate area for industrial expansion in the vicinity of Huntington directs attention to the area now utilized for the Chesapeake and Ohio Railroad yards. While it is probable that this area will be used for railroad purposes for some time to come, the policy of railroads to consolidate yard facilities where electronically controlled operation may be installed would indicate that eventually the yard operations in Huntington could be transferred elsewhere. Consideration of this probability coupled with the development of an industrial park of 150 acres or more on the site of the yards should be given jointly by the railroad and the city. There is also the possibility that industry could be constructed above the tracts by means of the leasing of air rights, but requirements for parking would probably make this approach uneconomical. Certainly if the yards could be transferred and industry developed it would be a source of great revenue for the C. & O. Railroad.

Redevelopment: Redevelopment area L should be devoted to industry and has been placed in the Industrial Reserve District, specifications for which are fully outlined in the Zoning Ordinance. The extensive rehabilitation areas should be restored as part of a progressive rehabilitation program.

GUYANDOTTE-ALTIZER NEIGHBORHOODS

Location: All land within the corporate limits east and north of the Guyandotte River. Actually, this neighborhood is composed of two areas which could be considered separately. The north part of the area is known as the Guyandotte Neighborhood and the part east of the International Nickel Company and north of the Guyandotte River is known as the Altizer Neighborhood. For purposes of analysis they may logically be combined.

Topography: Land between the railroads and the Guyandotte River is comparatively level. The land within the railroads is almost mountainous with local relief of nearly 240 feet vertically.

Street Pattern: The level areas have rectangular patterns of streets, which are from 50 to 60 feet wide. 3rd Avenue, with its bridge over the Guyandotte River is the principal east-west street. Riverside Drive - Main Street - Guyan Street skirts the neighborhood paralleling the Guyandotte River, with a narrow bridge at 5th Street leading to U. S. Highway 60. Streets along the edge of the rugged topography are irregular in order to conform with the steep grades.

Residential Development:

Building Sites: Lot sizes are generally 40 feet wide by from 120 to 175 feet in depth. There are a few larger lots.

Density of Population: Families per net residential acre - 4.9. Lot area per family - 8,880 square feet. Most of the blocks in the northern part of the neighborhood have average areas of 2,500 to 5,000 square feet per family. Other blocks average 5,000 to 7,500 square feet and many in the southern portion average 7,500 to 10,000 square feet.

Residential Structures: Much inferior maintenance exists in the areas west of the C. & O. Railroad and most of this area, designated as area 13, should be rehabilitated. An area designated as Area H, immediately north of the C. & O. Railroad and near the east city limits is deficient in maintenance and should be redeveloped. Elsewhere along the Guyandotte very good housing exists with many post war structures.

Commercial Development: Most of the business in the neighborhood is located along 3rd Avenue, with a few scattered stores elsewhere.

Industry: The International Nickel Company plant occupies land which is really part of the neighborhood but which is not in the city limits. Another industry is located at the extreme eastern edge of the area along the Ohio River. Other industry and storage uses exist south of the C. & O. Railroad and east of the Nickel Plant.

Schools: Guyandotte Elementary School located at 5th Avenue and Hill Street serves the neighborhood on the north and Altizer Elementary School at Altizer Avenue and 3rd Street serves the southeast area.

Recreational Areas: A small play area is located adjacent to each school site. Guyan Park is a small area along Tiernan Street. Area along the Ohio outside the flood wall and some area along the Guyandotte is reserved for park use.

Planning Proposals:

Thoroughfare Plan: No internal changes in the street pattern are recommended. However, reference to the Thoroughfare Plan will show the location of a proposed bridge across the Ohio River and a connection with Interstate Route 64 just east of the city limits. This will be of direct benefit in affording access to the neighborhood.

Minor Street Pattern: The rugged areas lend themselves to the development of residential neighborhoods. Streets should be carefully adjusted to topography and the building sites arranged so as to be readily accessible. The unplatted area should be planned as a unit, rather than piece-meal, and should reserve a generous area for park and recreational use.

Zoning: Vacant areas along the C. & O. Railroad are zoned for heavy industry, as well as areas now occupied by industry. General business extends along 3rd Avenue, with local business terminating the strip at the bend in 3rd Avenue near Prospect Street. Other small local

business sites recognize existing business in the southern portion of the neighborhood. The older portions of the neighborhood are placed in the R-3 District, whereas the hilly areas and the southern portion are shown in R-2. Specifications for these areas are shown in the Zoning Report.

Redevelopment: The recommended redevelopment area N should be retained in residential use after redevelopment. It would have deferred priority in the redevelopment program. A positive rehabilitation program should be established to improve conditions in Area 13 as shown on the Urban Renewal Plan.

BEVERLY HILLS NEIGHBORHOOD

Location: Bounded by 20th Street, Enslow Street, 18th Street and Oak Lane, Washington Boulevard, the south city limits, the east city limits, the Guyandotte River and the Chesapeake and Ohio Railroad.

Topography: With the exception of the area extending from about 26th Street at the C. & O. Railroad to 20th Street and 11th Avenue, south of the railroad, this entire area consists of rugged topography.

Street Pattern: Streets in the major part of the area follow curved alignments in order to conform to the rugged topography. The level areas adjacent to the railroad have a rectangular street pattern and U. S. Highway 60 skirts the eastern edge of the area along the Guyandotte River. 22nd Street leads into Norway Avenue, a narrow street, which threads its way through the neighborhood to the east. Washington Boulevard and Roby Road form a pair of streets connecting Norway Avenue with U. S. Highway 60. These streets would have been excellent thoroughfares, but their narrowness limits their capacity. Washington Boulevard from Norway Avenue to the western edge of the neighborhood is a fine thoroughfare with an 80 foot right-of-way. 8th Avenue paralleling the C. & O. Railroad from U. S. Highway 60 is another street which has potential value in the thoroughfare system.

Residential Development:

Building Sites: There is a great variation in lot sizes. Many 40 foot lots exist, even in newer, well-designed subdivisions. In many new areas, 75 to 100 foot lots exist. In some instances narrow lots have been combined to form larger building sites.

Density of Population: Families per net residential acre - 6.3. Lot area per family - 6,811 square feet. Only one block has average density of less than 2,500 square feet per family. In the northwest corner of the neighborhood lots average 2,500 to 5,000 square feet per family, but elsewhere the average is about 5,000 square feet with many over 10,000 square feet.

Residential Structures: Some of the finest houses in the city exist along Washington Boulevard and along adjacent streets. On the other hand, there are so many instances of deficient maintenance in the area north of Norway Avenue, between the State Hospital and Rotary Park, that much of the area is definitely ripe for rehabilitation. A large section west of Rotary Park

adjacent to the C. & O. Railroad is so deteriorated that it should be redeveloped. There are also two areas adjacent to the C. & O. Railroad which are included as redevelopment areas. Elsewhere housing is excellent and much of it a very superior character. An area of U. S. Government Housing exists along Olive Street.

Commercial Development: There is scattered business along 20th Street south to Spring Hill Cemetery; along 8th Avenue east of 26th Street; on Norway Avenue near Olive Street and at Edison Drive; at Davis on 28th Street and along U. S. Highway 60. There are a few other scattered stores also.

Industry: There is practically no industry in this large residential neighborhood.

Schools: Lincoln Elementary and Junior High School serves the northwestern part of the neighborhood. Payton, Gallaher and Geneva Kent Elementary Schools and Beverly Hills Junior High School serve the neighborhood also.

Parks and Recreation: Rotary Park with more than 200 acres is located in the area. It is a splendid country type park with many existing and potential facilities. Land along the Guyandotte River within the neighborhood is reserved for Park use. There is also a park area along Spruce Street near the West Virginia State Hospital and a short strip of Parkway along Military Drive. In addition to Rotary Park, there are four cemeteries and the West Virginia State Hospital which will remain as permanent open areas.

Planning Proposals:

Thoroughfare Plan: Despite the narrow rights-of-way of Norway Avenue and Washington Boulevard, east of the intersection of Norway Avenue and Olive Street, they should be developed as thoroughfares. Norwood Avenue, Saltwell Road and Arlington Boulevard should be developed as major streets also. Interstate Route 64 will pass just south of this neighborhood. Norwood Avenue should pass over, or under, the Interstate Road, and extend to State Highway 10.

Zoning: Local business zoning recognizes the existing business areas, but should not be expanded. Areas where lots are exceptionally large are placed in the R-1 District and other newer areas in the R-2 District, both of which permit only single-family dwellings. The older areas in districts which should be rehabilitated are placed in the R-4 District. No industrial zoning, except between 8th Avenue and the C. & O. Railroad has been established in the area. Specifications for zoning are contained in the Zoning Ordinance.

Redevelopment: Areas M and K should be included in the Urban Renewal program and be restored to good residential use. The large rehabilitation area 10 should be included in a program of gradual restoration to insure improved maintenance of deteriorated structures.

FAIRFIELD NEIGHBORHOOD

Location: Bounded by 20th Street, Enslow Street, 18th Street, Washington Boulevard, Enslow Boulevard, 12th Street, 8th Avenue and the Chesapeake and Ohio Railroad.

Topography: Relatively flat, with some irregular topography at the southeast corner.

Street Pattern: Generally rectangular except where the slopes are greater. The principal thoroughfare into the neighborhood is 16thStreet, which carries the traffic of State Highway 10. 20th Street is also an important thoroughfare into the area. Washington Boulevard is an exceptionally fine light trafficway forming the south boundary of the neighborhood. 8th Avenue continues into this neighborhood.

Residential Development:

Building Sites: The pattern of narrow lots, generally 40 feet in width, exists throughout the neighborhood, although there are a few notable exceptions in the vicinity of Washington Boulevard.

Density of Population: Families per net residential acre - 12.7. Lot area per family - 3,433 square feet. There are sixteen blocks with lots of less than 2,500 square feet per family and the majority of the blocks average from 2,500 to 5,000 square feet per family. A few are less dense.

Residential Structures: This neighborhood is a community of contrasts. The area south and west of the new shopping center and the Cabell County Hospital contains many very fine homes, a majority of which have been built since World War II. The remainder of the neighborhood has many houses with deficient maintenance. About one-half of the neighborhood would appear to be in need of rehabilitation. One small area along Artisan Street between Elm and 17th Streets and another between the C. & O. Railroad and the alley south of Artisan Street from 18th to beyond 19th Street are definitely ripe for redevelopment. There are two areas of U. S. Government Housing.

Commercial Development: Business has extended out 20th Street to Norway Avenue and on 16th Street almost to the hospital. A large shopping center has been built just south of the hospital. A sizeable group of business is at the intersection of 16th and Washington Boulevard. There are many scattered business locations throughout the neighborhood.

Industry: With the exception of a few small industries interspersed with business, there is no industry in the district.

Schools: Barnett, Simms and Meadows Elementary Schools and Douglas Junior and Senior High School serve the neighborhood.

Recreational areas: Parks include Ensign Park at Washington Boulevard and 18th Street; Fairfield Stadium and three other smaller parks.

Planning Proposals:

Thoroughfare Plan: Washington Boulevard and 8th Avenue are important east-west thoroughfares. Washington Boulevard, and its extension Enslow Boulevard, connects with 12th Street and 13th Avenue. The principal revision proposed is a plan of the State Highway Commission to construct

a new underpass with the C. & O. Railroad at 15th Street and extend 15th Street to an intersection with 16th Street near Military Road. 15th and 16th Streets would then be used as a one-way pair from 3rd Avenue to Military Road and then to an interchange with Interstate Route 64 further south.

Zoning: The southern part of the neighborhood is in the R-2, or R-3 District, depending upon lot sizes, both of which are single-family districts. The remainder is in the R-4 District which permits single and two-family dwellings. The frontage on 16th Street is in the local business district for the most part, plus a small light industrial zone and some general business, as shown on the zone map. The new shopping center is located in the Neighborhood Shopping Center District. The area along the C. & O. Railroad is included in the Light Industrial District. When the proposed extension of 15th Street is accomplished, reconsideration should be given to the zoning between 15th and 16th Streets. The Zoning Ordinance outlines the specifications for each district.

Redevelopment: Areas I and J, in the northern part of the neighborhood should be included in the Urban Renewal Program and placed in the R-4 and B-1 Districts as shown on the Zone Map. The large area 8 should follow a positive program of rehabilitation and improved maintenance.

CAMMACK NEIGHBORHOOD

Location: Bounded by the C. & O. Railroad, 11th Street, 8th Avenue, 12th Street, 13th Avenue, Washington Boulevard, 7th Street West, West 9th Avenue, 5th Street West.

Topography: Relatively flat.

Street Pattern: Completely rectangular with the exception of Washington (or North) Boulevard. U. S. Highway 52 follows 5th Street, crossing Fourpole Creek. 5th Street West also crosses Fourpole Creek.

Residential Structures:

Building Sites: Most of the lots were originally platted in widths of 40 feet. There are a few exceptions.

Density of Population: Families per net residential acre - 11.2. Lot area per family - 3,861 square feet. There are 12 blocks with densities of between 1,000 and 2,500 square feet per family and about one-half the neighborhood from 2,500 to 5,000 square feet. The remainder has from 5,000 to 10,000 square feet per family.

Residential Structures: Throughout the neighborhood there are many large houses. West of 6th Street nearly all of the houses are single-family and maintenance is good. East of 6th, except at the south edge, there are many two-family dwellings and maintenance is not so good. The eastern portion is a potential rehabilitation area.

Commercial Development: In the area east of 6th Street there are a number of scattered stores. Elsewhere there is business along 8th Avenue at 1st Street, and along 5th Street West north of 9th Avenue.

Industrial Development: The only industry in the neighborhood is located between 8th Avenue and the C. & O. Railroad and a few interspersed with the business developments. Most of the industry is of a storage character. A fuel gas storage area is located in the midst of the residential area, and is a good example of what may happen without adequate zoning.

Schools: Miller Elementary and Cammack Elementary and Junior High Schools serve the neighborhood. Huntington High School also is located in the neighborhood.

Recreational Areas: The neighborhood is adjacent to Ritter Park which has an area of 100 acres. The parkway bordering Washington, or North Boulevard, is an exceptionally attractive parkway.

Planning Proposals:

Thoroughfare Plan: 8th Avenue is an important east-west thoroughfare and is supplemented by the other avenues. 5th Street, carrying the traffic of U. S. Highway 52 will continue to be an important thoroughfare. The State Highway Commission has proposed a new underpass at the C. & O. Railroad and the development of a four lane roadway connecting with the present widened route south of the neighborhood and an eventual interchange with Interstate Route 64. North of the railroad, 5th and 6th Streets would be used as a one-way pair between 3rd and 7th Avenues. 6th Street leads to the Ohio River Bridge. 8th and 9th Avenues, operating as a one-way pair would form the south element of a business district belt using 5th and 6th Streets; 3rd and 5th Avenues, and 15th and 16th Streets. This is an important part of the Thoroughfare Plan. 5th Street West is of local value, but there should be a new underpass at the C. & O. Railroad which would give access to U. S. Highway 60 and the street network north of the tracks. Washington Boulevard will continue to be an effective light trafficway along Fourpole Creek.

Zoning: The Zone Map indicates certain light industrial areas which recognize existing industry along the C. & O. Railroad, and general and local business areas which consolidate existing business development. The area between 6th and 11th Streets and north of 11th Avenue, where a number of apartments have been built, has been placed in the R-5 District which permits all single and multi-family residential structures. There is also R-5 zoning along 11th and 12th Avenues and between 8th and 11th Streets. The central part of the neighborhood which is almost entirely occupied by single family houses has been placed in the R-2 District. Most of the remainder is in the R-4 District, which permits single and two-family dwellings. Detailed specifications are shown in the Zoning Ordinance. A portion of the frontage along 8th Avenue has been placed in the Transition District which would permit the orderly expansion of business use as specified in the Zoning Ordinance.

RITTER PARK NEIGHBORHOOD

Location: Bounded by Washington Boulevard, 8th Street, 13th Avenue, 12th Street, Enslow and Washington Boulevard, East and South City Limits, West City Limits and U. S. Highway 52.

Topography: Very rugged with steep slopes and sharp valleys.

Street Pattern: The entire street pattern is irregular and designed to conform to the rough topography. U. S. Highway 52 along the west boundary, has a minimum right-of-way of 120 feet except just south of Fourpole Creek where it is 80 feet. South Boulevard parallels Fourpole Creek. Miller road along the south boundary has a width of only 60 feet. 8th Street crosses Fourpole Creek and follows a tortuous route to an intersection with McCullough which leads into Miller Road. 16th Street also leads into the neighborhood and follows a winding path. It carries the traffic of State Highway 10. All of the streets are narrow with widths of 30 to 50 feet.

Residential Development:

Building Sites: Lots vary greatly in size. In the eastern part of the area there are some lots as small as 40 feet wide, but generally they are larger with many having more than an acre of area. Some of the lots are of an estate character. The rolling terrain produces many beautiful large sites.

Density of Population: Families per residential net acre - 0.7. Lot area per family - 58,158 square feet. In the eastern part of the neighborhood there are four blocks with less than 5,000 square feet per family and several between 7,500 to 10,000 square feet. Elsewhere the average lot area per family is over 10,000 square feet.

Residential Structures: There are many fine dwellings in this neighborhood, a great many of which have been built since World War II. Only two or three instances of poor maintenance were noted in the entire area.

Commercial Development: The only commercial development, which has been mentioned heretofore in the Fairfield Neighborhood, is located at Washington Boulevard and 16th Street.

Industry: There is no industry in the neighborhood.

Huntington Art Gallery: Special mention should be made of the Huntington Art Gallery, located on a commanding site along McCullough Road. It is a great asset to the City.

School: Meadows Elementary school serves the neighborhood and is located at Washington Boulevard at 16th Street.

Recreational Area: Ritter Park, with 100 acres, is one of the fine parks of Huntington. The parkway along Fourpole Creek borders the neighborhood on the north.

Planning Proposals:

Thoroughfare Plan: The principal plan affecting this neighborhood is the proposal by the State Highway Commission for the use of 15th and 16th Streets as a one-way pair from 3rd Avenue to Washington Boulevard, with a new underpass at the C. & O. Railroad and 15th Street. The new road would follow a direct line, eliminating the loops in 16th Street and then proceeding to an interchange with Interstate Route 64 south of the neighborhood. Other thoroughfares would remain in their present locations, including U. S. Highway 52.

Zoning: The entire neighborhood should be zoned for single-family residences with the exception of the area at the southwest corner of Washington Boulevard and 16th Street, which should be placed in the local business district. The eastern portion of the neighborhood has smaller lots and should be in the R-2 District. Elsewhere R-1 zoning should apply. The specifications covering residential and other areas are contained in the Zoning Ordinance.

Redevelopment: There are no areas subject to redevelopment or rehabilitation.

HARVEYTOWN-WHITAKER NEIGHBORHOOD

Location: All of the area south of the C. & O. Railroad and west of U. S. Highway 52 which is now within the city limits. The northeastern part of this area would be included in the Whitaker Neighborhood and the southern part in the Harveytown Neighborhood. For purposes of analysis they are combined.

Topography: The entire area consists of rugged topography with steep slopes and narrow valleys.

Street Pattern: The streets which have been platted follow an irregular pattern conforming to topography. U. S. Highway 52 provides access to the neighborhood. Johnstown Road intersects U. S. 52 and winds westward to an intersection with Harveytown Road which runs south and also continues west to an intersection with Memorial Boulevard, which is an extension of North or Washington Boulevard. These streets are narrow with widths of 50 to 60 feet generally. 5th Street West connects with South Boulevard which continues east along Fourpole Creek and the parkway.

Residential Development:

Building Sites: The lots throughout the area are generally larger than elsewhere in the city. There are many 50-foot lots, but also a great many which are larger.

Density of Population: Families per net residential acre - 4.3. Lot area per family - 10,330 square feet. With the exception of a few blocks along Harveytown Road and West Gimlet Road, where the lot area varies from 2,500 to 5,000 square feet per family, all blocks exceed 7,500 square feet and many are more than 10,000 square feet per family.

Residential Structures: In the western part of the area there is a large area where deterioration has taken place. About half of this area should be redeveloped and the remainder rehabilitated. Most of the neighborhood has fair housing with several instances of poor maintenance.

Commercial Development: There are a few scattered stores, but no well defined shopping area.

Industry: There is one industry located between Kanawha Turnpike, Fourpole Creek and Harveytown Road, but no other industrial development except a portion of the C. & O. Railroad yards.

Schools: Cook and Harveytown Elementary Schools are located in the neighborhood.

Recreational Areas: Kiwanis Park with the extensive areas forming the Fourpole Creek parkway

exist in the neighborhood and are fine recreational areas. The Parkway is especially attractive.

Planning Proposals:

Thoroughfare Plan: Interstate Route 64 will cross the neighborhood from northwest to southeast. The State Highway Commission has proposed a connection to be built between 16th and 17th Streets West leading from the proposed Ohio River Bridge, then via a new underpass at the C. & O. Railroad to an interchange with Interstate Route 64. This route should be extended north to a new bridge across the Ohio River. Memorial Boulevard can be connected with the proposed bridge route before it reaches the interchange. South Boulevard should be extended through Kiwanis Park.

Recommended Zoning: A sizeable area extending south from the existing industry should be zoned industrially as shown on the Zone Map. The areas recommended for redevelopment and rehabilitation in the western section near Gimlet Hollow Road should be placed in the R-2 District and the remainder in R-1, except for one small local business zone. The Zoning Ordinance recites the specifications for each district.

Redevelopment: The redevelopment area A should be included in the Urban Renewal program and a rehabilitation program established for the area 3.

SUMMARY OF LAND UTILIZATION

It is evident from a consideration of the analyses of neighborhoods that there is a great scarcity of well-located land for future industrial sites. This is, of course, unfortunate because the future prosperity of the city depends primarily upon its ability to develop more industry.

While the summary of land use, as indicated in Table 11, shows that 28.8% of the corporate area of the city, that is 2840.7 acres of its total area of 7022 acres is undeveloped, it is also clear that most of this territory is located within the regions of rugged topography which is suitable for residential use but would entail too great costs for earthwork to be attractive to industry. Unless the industry is established there will be no need for extensive residential development.

The Basic Concept Plan, Map No. 1, indicates several areas beyond the city limits which could be used for new industry. Two of these are along the Guyandotte River and one along the Ohio River and State Highway 2 due north of Barboursville. Another expansion area is indicated in Ohio, which would be accessible by the proposed east bridge, and would be essentially a part of the Huntington Urban Area. The suggested utilization eventually of the area occupied by the Chesapeake and Ohio Railroad yards, discussed under the Highlawn Neighborhood offers possibilities.

Another area immediately southwest of the Tristate Airport would require a great deal of earthwork is situated so as to serve not only Huntington, but also Keneova, Credo and other parts of the region.

While the normal residential developments will gradually extend into the hilly areas south of the city, there are also possibilities for the development of apartment districts closer in to the city center. Modern architectural methods would contribute to the building of sidehill structures which could take advantage of the rugged slopes and produce very attractive group living structures. Where developers desire to erect garden apartment groups they should not be restricted as to height, and it is recommended that the zoning ordinance be revised so as to permit such uses as special exceptions in residential areas.

There are adequate areas for all commercial developments which will be needed, including the expansion of the central business district. The transition zones provided in the zoning ordinance will contribute to the harmonious expansion of the central district.

UTILITY SERVICES AND SYSTEMS

An additional feature of the Comprehensive Plan Study is a review of certain characteristics of the utility systems which serve the city as they affect and are affected by the Plan for future land utilization. Each of the utilities discussed below was reviewed relative to the extent of service, physical condition and capacity.

Such information is intended primarily to indicate potential problems to be considered in programming Capital Improvements.

SEWERS

The sewers serving the City of Huntington both sanitary (trunk, collector and local) and storm are constructed and maintained by the City Department of Public Works. The intercepting sewers and pumping stations being constructed at the present time are under the jurisdiction of the Sanitary Board. These facilities, in conjunction with the proposed treatment plant, will eliminate the present stream pollution problem.

Chester Engineers, acting as consultants to the city, have furnished reports on both the sanitary and storm sewer systems. These reports provided an analysis of present and expected conditions and included the recommendations of this firm for the location, sizing and slope of the relief sewers proposed to be constructed. The reports did not include a priority listing or estimate of cost of the proposed work.

According to information furnished by the City Department of Public Works, the recommendations of the consulting engineers are being followed under the present program of construction. Only a small portion of the total program of recommended construction, however, has been completed. It is anticipated, therefore, that a program of sewer construction will be one of the major problems to be faced by the City of Huntington in the near future.

The entire city, with the exception of a small protion of the residentially developed area, is serviced with sanitary sewers. The areas not presently serviced are as shown on Map No. 6, Utility Service Areas. The criteria for service in this case was the availability of trunk and collector sewers. There are small sections within the areas shown as meeting this criteria which do not have local sewers upon the option of the property owners.

SEWAGE TREATMENT

The city does not have, at this time, facilities for the treatment of sewage. It was for this purpose, as well as the interception of sewage polluting the streams, that the Sanitary Board was created. Plans for a sewage treatment plant are in preparation and it is anticipated by the Sanitary Board that the plant, which is to be located at the mouth of Twelvepole Creek, will be in service during 1965.

WATER

The water supply and distribution services for the City of Huntington and the surrounding area are furnished by the Huntington Water Company, a private utility which is a subsidiary of the American Water Works Company, Inc., of Philadelphia. The facilities of this utility include an intake pumping station located above the city on the Ohio River, which is the source of supply, the main plant on 24th Street at the river and a storage reservoir with a capacity of 2,500,000 gallons on a hill overlooking the city. The main plant houses the treatment and pumping units and has a capacity of 20 million gallons per day.

The quantity of supply poses no problem in the case of Huntington and the capacity of the plant and intake pumping facilities appear adequate at this time since the average daily pumpage is only 12 million gallons.

Map No. 7, Utility Service Areas, illustrates the fact that water service is available throughout the city, with the exception of one small area in Westmoreland. This, however, is not the case in the immediate fringe area where complete service is available only in isolated cases. The service in the outlying areas is usually limited to the property fronting on the major roads, and future service will probably be a function of annexation and the resulting demand for fire protection. Even in this situation the providing of facilities to the properties occupying the higher elevations will be accomplished only with considerable difficulty.

ELECTRIC POWER

Huntington is in an excellent position with regard to electric power. The services are provided by the Appalachian Electric Power Company, an operating company of the American Electric Power System. The capacity of this company within the Huntington area is sufficient to provide for any anticipated growth. This utility also provides the electric street lighting system for the city.

GAS

Natural gas is supplied to the Huntington area by the United Fuel Gas Company, a subsidiary of the Columbia Gas System. This parent system of the local company utilizes the pipeline system from the southwest as well as nearby sources to provide for the increasing demands for this fuel. As a result, the supply available to users in the Huntington area has been satisfactory and no shortages are anticipated.

CONCLUSION

The existing utility system, notably water and sewage, will tend to affect planning proposals for future residential, commercial and industrial areas along with contingent uses to these areas. Costs for up-dating and adding to the sewer system will have a definite bearing upon the capital improvements program for the city.

The Comprehensive Development Plan for Huntington will, in turn, affect the future utility systems especially in the peripheral areas of the city.

It is recommended that the utility companies be advised of the City's proposed land use plan in order that logical development may be made in the utility systems for the various types and extent of uses proposed.

MAJOR THOROUGHFARE PLAN

SYNOPSIS

The primary purpose of the Major Thoroughfare Plan is to establish a pattern of existing and proposed streets which will have the capacity to move expeditiously and safely all of the traffic which must travel through the city and its expansion area.

It is well understood that there is a mixture of local, regional and inter-regional traffic composed of passenger and commercial vehicles of varying sizes and weights which must be accommodated upon the existing and future streets of the city.

The Major Thoroughfare Plan has within its scope the purpose of providing means whereby purely local traffic may be separated insofar as possible from that which comes from, or is destined to, points beyond the city and its environs.

The adequacy of the system of major thoroughfares determines the efficiency and convenience of motor transportation throughout the city.

Huntington, which extends along the Ohio River for nearly nine and one-half miles and which is only about two miles in width at its widest part, must accommodate on a few streets a large and increasing amount of east and west traffic, much of which is of an inter-regional character.

While the city is very narrow from north to south, inter-regional traffic has but one bridge for its accommodation and this situation concentrates large volumes of traffic on a few streets within the central business district and nearby.

The streets of Huntington, especially in the central area, are exceptionally wide and serve present traffic volumes in a generally acceptable manner, but as traffic increases the existing street pattern will become less and less capable of moving the load of vehicles in a convenient manner.

U. S. Highway 60, from east to west, and U. S. Highway 52, from north to south, provide the existing routes for most of the inter-regional traffic which passes through or has destinations within the city.

The Major Thoroughfare Plan involves primarily the separation of inter-regional traffic from intra-city movements and the provision of clearly designated routes whereby local city traffic may pass around congested areas within which it does not have logical destinations. These circulatory or Belt Routes are shown on the Basic Concept Plan Map No. 1.

The Traffic Plan is closely and directly associated with the broader plans of the West Virginia and Ohio State Highway Authorities and involves the integration of the local street pattern with the regional pattern of State, Federal and Inter-regional Routes.

Map No. 7, Major Thoroughfare Plan, which includes the corporate area of Huntington and its environs indicates distinctly State Highway projects which have been announced, or which, in

the opinion of the City Plan Commission, are vital to the ultimate solution of the traffic problems of Huntington.

It is clear that the State Highway projects are not only essential to the solution of the ultimate traffic problems of Huntington, but also that they will be basic contributors to the overall economic development of the city and its region and that they will be primary factors in the guidance and direction of urban expansion to the south, which will result in a well-rounded, rather than a long, narrow community. The principal elements of the State Highway program are described below with suggested priorities.

The alignment of Interstate Route 64, which has been completed east of its intersection with U. S. Highway 60, is indicated clearly. The new route will serve to divert all inter-regional traffic from the city thoroughfares, except those commercial and passenger vehicles which will have destinations within the city. Interchanges with city thoroughfares, as indicated on the map, will aid the smooth movement of traffic. This project, of course, rates first priority.

Relief of the traffic situation engendered by the present necessity for all north and south inter-regional traffic to cross the Ohio River on the inadequate U. S. Highway 52, or 6th Street, bridge and pass through midtown congestion, has been envisioned in announced plans of the West Virginia and Ohio Highway Commissions. Maps Nos. 1 and 7 show the location of the proposed bridge and approaches, which involves an expressway to be located between 16th and 17th Streets West, and utilizes the existing parallel streets for local movements. Connections would be provided with Adams and Washington Avenues and with Madison Avenue, and would involve a diagonal connection between Washington and Adams Avenues. The northern terminus of the expressway and bridge would be U. S. Highway 52 in Ohio. This improvement is of such great importance that it has been rated as second priority.

The construction of a subway on 5th Street under the Chesapeake and Ohio Railroad is extremely important, in order that traffic using the existing bridge, as well as a large volume of local traffic, may flow more freely along the U. S. Highway 52 route. It has therefore been included in the second priority.

The ultimate solution of the internal traffic plan, as well as the provision of an adequate route for State Highway 10A traffic, indicates the early realization of the announced plans of the State Highway Commission to open 15th Street all the way to a point south of Washington Boulevard, construct a new subway under the Chesapeake and Ohio Railroad, and straighten the route to its interchange with efficient use of 15th and 16th Streets as a one-way pair of thoroughfares. The project should be included in the third priority.

Reconstruction of the approaches to the existing U. S. Highway 52 bridge, and possibly widening of the bridge itself, would contribute to the freedom of traffic flow in the central area. The design of the new approaches would also involve the connection of 3rd and 4th Avenues by a diagonal. This project is indicated on Map No. 7 and should be included in the third priority.

The ultimate solution of both the local and inter-regional traffic problem depends upon the location and construction of a third bridge over the Ohio River at the eastern edge of the city. An

An excellent location for this bridge and its approaches, both from a planning and a topographical viewpoint, would depart from the Interstate 64-U.S. 60 interchange, probably passing over the Interstate route and the Guyandotte River and follow favorable topography to the Ohio River. It should be included in fourth priority. The exact connection of the route with Interstate 64 would be a matter for careful design.

BELT ROUTES

Both the State Highway routes and the internal thoroughfares of the city supplemented by routes which are now located outside of the city in Cabell County will form elements of very effective belt thoroughfares within and around the city and its expansion area. Designation and description of the various belt routes, which are shown on the Basic Concept Plan Map No. 1 in red, and indications of what is needed in order to make them effective follow:

Inter-Regional Belt. Very few cities have, or can provide, a belt thoroughfare which would be as effective as the Inter-Regional Belt. It would follow Interstate Route 64 between the U. S. Highway 60 interchange and the interchange with the expressway between 16th and 17th Streets West, which would form the approach to the western bridge over the Ohio River and an interchange with U. S. Highway 52 and Ohio State Highway 7. Proceeding east the route would reach an interchange with the approach to the new eastern bridge and thence over the Ohio River to the interchange between Interstate 64 and U. S. Highway 60. This belt would not only handle traffic efficiently but would serve to consolidate into one vast economic unit the industrial and residential areas on both sides of the Ohio River. Most of the route would be over controlled access roads and would have adequate interchanges with U. S. Highway 52 and West Virginia State Highway 10A.

Commercial Belt. Map No. 1 indicates in red the area which would be served by the Commercial Belt. The area includes essentially all of the central business district of the city, and, as in all cities, comprises the locations of greatest traffic congestion. Huntington is fortunate to have unusually wide streets in its central area which are capable of accommodating large volumes of traffic. It would be advantageous, however, to provide ways in which vehicles may circulate around the district conveniently, a provision which would contribute also to more orderly traffic movement. It is proposed to establish two interlocking belt routes upon one of which traffic would move in a clockwise direction and upon the other in a counter-clock wise direction. This scheme will be most effective after the 5th Street subway has been constructed and 15th Street has been opened. However, it may be put into effect immediately by utilizing 16th Street in both directions at the east end on the present route of U. S. 52 using the 8th Street subway for the west leg. The routes would be as follows:

> Clockwise Element: 5th Avenue; 15th Street (16th Street temporarily); 8th Avenue; 5th Street; 7th Avenue; and 6th Street to 5th Avenue.
> Counter-clockwise Element: 3rd Avenue; 5th Street; 9th Avenue; and 16th Street to 3rd Avenue.

To place these belts into operation would require not only the use of one-way traffic signs, but also the erection of signs that would designate the combinations of streets as belt routes. The signs should clearly designate the routes as parts of the Commercial Belt so that the public would

form the habit of using them consistently and habitually. No new construction by the city would be required to establish the Commercial Belt.

Within the Commercial Belt Area, 6th Avenue should be established as a one-way street westbound and 7th Avenue as a one-way street east bound.

Early priority should be given to the establishment of 8th and 9th Avenues as truck routes to relieve the interior of the Commercial Belt Area and in order to make this measure most effective, first priority should be given by the city to the construction of the connection between 9th and 8th Avenues east of 26th Street.

Central Belt. This belt involves an area directly south of the Commercial Belt Area, extending from 8th Avenue - 9th Avenue combination to the Interstate Route 64, and includes territory now developed for residential use or potentially desirable for such use. It is indicated within the second priority for accomplishment, and the area involved is indicated on Map No. 1.

The streets and highways which comprise the belt system are as follows:

North Element: 8th Avenue westbound and 9th Avenue eastbound between 5th and 16th Street.
East Element: West Virginia Highway 10A and the new location of 15th Street southbound and 16th Street northbound between the Interstate 64 interchange and 8th Avenue.
South Element: Interstate Highway 64.
West Element: U. S. Highway 52 and 5th Street southbound and 6th Street northbound, between the interchange and 8th Avenue. The 5th Street - 6th Street one-way pair would operate between 8th and 13th Avenues.

This would be a very effective belt, which would supplement the Commercial Belt, especially after the completion of the 15th Street opening and the straightening of Highway 10A. It could be placed in operation as soon as Interstate 64 has been completed.

Eastern Belt: This belt route would include the area indicated on Map No. 1, and includes extensive territory which has been developed for all types of urban use. While the streets in the older portions of the area are of ample width, most of the streets in the newer developments are comparatively narrow. A belt route which would enable traffic to pass around, rather than through the district, especially residential developments, would be most serviceable to the entire community.

The streets and highways which would comprise the system are as follows:

West Element: West Virginia Highway 10A and the 15th-16th Street combination, mentioned under the Central Belt and which would extend from 3rd Avenue to Interstate 64.
South Element: A frontage road along Interstate 64 extending from the Highway 10A interchange to South Norwood Road. This should be constructed as part of the Interstate 64 project and should therefore be included in the first priority of State Highway Construction.

East Element: South Norwood Road, a short stretch of Norway Avenue; Saltwell Road; U. S. Highway 60; 29th Street to 3rd Avenue.
North Element: 3rd Avenue westbound and 5th Avenue eastbound between 15th and 29th Streets.

Third priority should be given to the widening of the rights-of-way of South Norwood Road, Norway Avenue and Saltwell Road to not less than 66 feet. The frontage road should be in the first priority of the State Highway program and the opening of 15th Street and the straightening of Highway 10A should be in the third priority of the State Highway program.

Western Belt: This area as shown on Map No. 1 extends west from the Commercial and Central Belt Areas to the expressway and bridge route between 16th and 17th Streets West.

The streets and highways which comprise the belt are as follows:

East Element: The 5th Street-6th Street - U. S. Highway 52 combination between 3rd Avenue and Interstate 64.
South Element: Interstate Route 64 between the U. S. Highway 52 interchange and the interchange for the 16th-17th Streets West expressway.
West Element: The expressway route between 16th and 17th Streets West from the Interstate 64 interchange to Washington Avenue.
North Element: The combination of Washington and 4th Avenues westbound and Adams and 5th Avenues east bound between the expressway and 6th Street.

The west element and the construction of the 5th Street subway under the Chesapeake and Ohio Railroad have been given second priority in the State Highway program. Elimination of the jog between 5th and Adams Avenues at First Street should be given third priority in the city program.

This belt would be of great value in enabling the passage of traffic around areas of intense urban development. By utilization of the bridges its use could be extended more or less automatically to the north side of the Ohio River, where U. S. Highway 52, Ohio State Highway 7 would form a supplemental north element.

SUPPLEMENTARY BELT ROUTES

One of the paramount requirements of the Huntington Master Plan is to provide every possible physical development which will promote the broadening of the city from north to south so as to create a more rounded community. This may be brought about more readily if there are adequate dominant thoroughfares surrounding development areas through the territory to the south beyond the existing corporate limits of the city.

The primary element of the four supplementary belt areas is a route designated in red as the Outer Belt on Map No. 1. This route would originate at an interchange between Interstate Route 64 and State Highway 75 near the Big Sandy River. It would follow the general line of State Highway 75; Haynes Branch Road; Primary Road 6; Secondary Roads 37/1 and 37/2; Primary Road 50; Secondary Road 48/1; Primary Roads 48 and 35; State Highway 10A; State

Highway 10 to U. S. Highway 60; and along U. S. 60 to the Interchange with Interstate 64. The construction of this route which should have a right-of-way of at least 80 feet and which should be relocated at various points in order to eliminate bad curves, would be a responsibility of the State Highway Department. The acquisition of right-of-way should be given high priority followed by construction at appropriate dates.

The belt areas are designated on Map No. 1 and the development of their bordering belt roads are of equal priority. They are described as follows:

> Southeastern Belt: Interstate Route 64, the Outer Belt Road and U. S. Highway 52.
> South Central Belt: U. S. Highway 52, the Outer Belt Road; State Highway 10A, and Interstate Route 64.
> Eastern Belt Extension: State Highway 10A and South Norwood Avenue (Primary Road 35).
> Southeastern Belt: South Norwood Avenue (Primary Road 35), State Highways 10A and 10, U. S. Highway 60, Saltwell Road; Norway Avenue to South Norwood Avenue.

It is evident that, through close cooperation between the State Highway Commissions of West Virginia and Ohio, the City of Huntington and Cabell and Wayne Counties, the urban community of Huntington may be developed into not only a unit within which traffic may be expeditiously and safely circulated, but also into a very attractive and efficient community supporting all types of major urban activity.

MAJOR THOROUGHFARES

The streets comprising the Belt Routes consist of Primary Arterial Thoroughfares. In addition there are a number of other thoroughfares which are of major importance, among which the following are of major importance.

U. S. Highway 60. This route is a major cross city thoroughfare carrying at present a great volume of inter-regional traffic. It will become of less importance when Interstate Route 64 is completed but will always be of primary importance for internal traffic and for inter-regional traffic destined for points in Huntington. It utilizes 3rd Avenue West and 5th Avenue East as a one-way pair from 29th Street to 5th Street. West of 1st Street it utilizes Adams and Washington Avenues as a one-way pair to 15th and 16th Streets west where it would have an interchange with the new route between Interstate Route 64 and the proposed new bridge. West of the bridge route, it would follow Adams Avenue and Waverly Avenue, its present route. This thoroughfare would connect the Belt Routes heretofore described and will become increasingly important as the city grows.

20th Street - Norway Avenue. This is an important route serving the eastern part of the city and which forms an auxiliary belt with U. S. Highway 64. It should be widened as indicated hereinafter.

8th Avenue - 9th Avenue. This pair of Streets, which form part of the Commercial Belt should be considered Major Thoroughfares from 1st Street to 26th Street, beyond which 9th Avenue should be connected with 8th Avenue and follow 8th Avenue to U. S. Highway 60.

Madison Avenue - 6th and 7th Avenues. Madison Avenue which connects with Spring Valley Road and the James River-Kanawha Turnpike by a bridge over the Chesapeake and Ohio Railroad is a major thoroughfare from the overpass to 5th Street west; thence 6th and 7th Avenues should operate as a one-way pair to 20th Street. (Madison Ave. is known as Piedmont Ave. west of Fourpole Creek).

CLASSIFICATION OF THOROUGHFARES

Map No. 8, entitled "Major Thoroughfare Plan" indicates various thoroughfares which are classified as:

Primary Arterial Thoroughfares
Secondary Arterial Thoroughfares
Primary Feeder Streets
Secondary Feeder Streets
Parkways
Residential Streets

The following tabulation lists the streets which are included in each category and shows in the first two columns the existing roadway and right-of-way width. The last two columns show the recommended roadway and right-of-way widths. In order to co-ordinate the tables with Map No. 8 the Primary Arterial Streets running generally east and west have been listed in order from north to south, beginning with 3rd Avenue. Those running generally north and south have been listed in order from east to west beginning with 29th Street. The same method of presentation has been applied to the other categories.

PRIMARY EAST AND WEST ARTERIAL THOROUGHFARES

THOROUGHFARE	Existing Roadway	ROW	Proposed Roadway	Proposed ROW
Third Avenue				
29th St. to 24th St.	50'	100'	66'	100'
24th St. to 16th St.	40'	100'	68'	100'
16th St. to 13th St.	68'	100'	68'	100'
13th St. to 7th St.	66.5'	100'	66.5'	100'
7th St. to 1st St.	62.5'	100'	62.5'	100'
3rd Ave.-Washington Ave. Connection	NE	NE	62.5'	100'
Washington Avenue				
3rd St. West to 17th St. West	42'	66'	42'	66'
Connection with Adams Ave.	NE	NE	42'	66'
Interchange between bridge route, Adams and Washington Avenue	NE	NE	By design	
5th Avenue				
29th St. to 24th St.	40'	80'	66'	80'
24th St. to 10th St.	40'	100'	66'	100'
10th St. to 9th St.	68.5'	100'	68.5'	100'
9th St. to 8th St.	89'	100'	89'	100'
8th St. to 2nd St.	40'	100'	66'	100'
2nd St. to 1st St. Eliminate jog with Adams Avenue	NE	NE	66'	100'
Adams Avenue				
1st St. to 5th St. W.	31'	50'	44'	60'
5th S. W. to 12th St.W.	31'	60'	44'	60'
12th St.W. to 15th St.W.	41'	60'	44'	60'
15th St.W. to 18th St.W.	30.5'	60'	44'	60'
18th St.W. to 23rd St.W.	42.5'	60'	44'	60'
23rd St.W. to 24th StW.	47'	70'	47'	70'
24th St.W. to Camden Ave.	47'	60'	47'	60'
Camden Avenue				
Adams Ave. to Waverly Road	Varied	Varied	44'	70'
Waverly Road				
Camden Ave. to City Limits	Dual 24'-32'	76'	Dual 24'-32'	76'

6th Avenue				
20th St. to 18th St.	*	50'	44'	66'
18th St. to 8th St.	53'	80'	53'	80'
8th St. to 1st St.	50.5'	80'	50.5'	80'
1st St. to 5th St. West	30.5'	60'	40'	60'
7th Avenue				
20th St. to 19th St.	25.5'	50'	44'	66'
19th St. to 16th St.	30'	50'	44'	66'
16th St. to 11th St.	40.5'	80'	44'	80'
11th St. to 8th St.	53'	80'	53'	80'
8th St. to 3rd St.	40.5'	80'	44'	80'
3rd St. to 1st St.	30'	80'	44'	80'
1st St. to 5th St. West	30'	60'	44'	66'
Madison Avenue				
5th St. West to 22nd St.W.	30'	60'	44'	70'
22nd St.W. to City Limits	25'	60'	44'	70'
8th Avenue				
U.S. Highway 60 to 28th St.	30'	40'-50'	44'	66'
28th St. to 26th St.	33.5'	50'	44'	66'
26th St. to 20th St.	40'	80'	44'	80'
20th St. to 16th St.	53.5'	80'	53.5'	80'
16th St. to 8th St.	40.5'	80'	44'	80'
8th St. to 1st St.	30.3'	80'	44'	80'
9th Avenue				
Connection with 8th Ave. east of 26th St.	NE	NE	44'	80'
26th St. to 16th St.	*	80'	44'	80'
16th St. to 14th St.	*	45'-50'	44'	80'
14th St. to 1st St.	30'	80'	44'	80'

PRIMARY NORTH AND SOUTH ARTERIAL THOROUGHFARES

THOROUGHFARE				
29th Street				
3rd Ave. to 8th Ave.	58'	80'	58'	80'
U.S. Highway 60				
29th St. to East City Limits	*	70'-125'	State Highway Standard	70'-125'
Saltwell Road				
U.S. 60 to Norway Ave.	18'	40'	44'	66'

S. Norwood Avenue				
Interstate 64 to Norway Ave.	18'	33'	44'	66'
20th Street				
3rd Ave. to 8th Ave.	53'	80'	66'	80'
8th Ave. to Norway Ave.	41'	80'	66'	80'
Norway Avenue				
20th St. to 21st St.	17'	40'	44'	66'
21st St. to Washington Blvd.	29'	40'	44'	66'
Washington Blvd. to Jackson St.	*	40'	44'	66'
Jackson St. to Ferguson Blvd.	18'	40'	44'	66'
Ferguson Blvd. to East City Limits	18'	50'	44'	66'
16th Street				
3rd Ave. to 9th Avenue	53'	80'	53'	80'
Widen Underpass at C.&O. RR.	*	*	50'	62'
9th Ave. to 10th Ave.	*	80'	44'	80'
10th Ave. to Charleston Ave.	*	70'	44'	70'
Charleston Ave. to Washington Blvd.	*	60'	44'	60'
Washington Blvd. to Military Rd.	*	50'	44'	66'
Military Rd. to Crestwood Dr.	*	30'-40'	66'	80'
State Highway 10A				
Crestwood Dr. to South City Limits	NE	NE	66'	80'
15th Street				
3rd Ave. to C.& O. RR.ROW	*	80'	44'	80'
New Underpass	NE	NE	44'	54'
C. & O. RR. ROW to 1st Alley south of 9th Avenue	NE	NE	44'	66'
Douglas Street				
1st Alley south of 9th Ave. to 1st Alley south of 10th Avenue	*	50'	44'	66'
15th Street				
1st Alley south of 10th Ave. to Charleston Ave.	NE	NE	44'	66'
Charleston Ave. to Grove St.	*	60'	44'	66'
Grove St. to connection with 16th St. at Military Road	NE	NE	44'	66'
McCoy Road				
Enslow Blvd. to South City Limits	*	*	30'	60'

6th Street				
Eventually reconstruct White River Bridge	Width of Raodway to be determined by West Virginia and Ohio Highway Departments			
3rd Ave. to 7th Ave.	50.5'	80'	66'	80'
9th Ave. to 13th Ave.	?	?	44'	*
5th Street				
3rd Ave. to 7th Ave.	*	80'	66'	80'
New Underpass at C. & O.RR.	NE	NE	50'	62'
8th Ave. to 13th Ave.	*	80'	66'	80'
U.S. Highway 52				
13th Ave. to South City Limits	?	?	?	?
16th Street West				
Washington Ave. to Jackson Ave.	*	60'	36'	60'
Connect with Ohio River Bridge Approach Street	NE	NE	36'	60'
17th Street West				
Washington Ave. to 1st Alley north of Jackson Ave.	*	60'	36'	60'
1st Alley north of Jackson Ave. to Jackson Ave.	*	40.9'	36'	60'
Connect with Ohio River Bridge Approach Street	NE	NE	36'	60'
SECONDARY EAST-WEST ARTERIAL THOROUGHFARES				
3rd Avenue				
East City Limits to 39th St.	25'	40'	44'	66'
39th St. to Alley east of Prospect St.	30.5'	40'-60'	44'	66'
Alley east of Prospect St. to Guyan St.	38'	60'	44'	66'
Guyan St. to Bridge	*	80'	44'	80'
Bridge over Guyandotte River	29'	*	44'	54'
Bridge to 31st St.	50'	80'	50'	80'
31st St. to 29th St.	50'	100'	50'	100'
5th Avenue				
3rd Ave. at East City Limits to alley west of Staunton Ave.	NE	NE	44'	66'
Alley west of Staunton Ave. to HillSt.	*	50'	44'	66'
Hill St. to Guyan St.	*	50'	44'	66'
New Bridge over River	NE	NE	44'	54'
River to 31st St.	*	90'	44'	90'
31st St. to 29th St.	*	80'	44'	80'

James River & Kanawha Pike				
Ohio River Bridge Approach to West City Limits	?	?	44'	66'
SECONDARY NORTH-SOUTH ARTERIAL THOROUGHFARES				
10th Street				
3rd Avenue to 7th Avenue	53'	80'	53'	80'
Reconstruct underpass at C. & O. RR.	?	?	44'	54'
8th Avenue to 13th Ave.	54'	80'	54'	80'
8th Street				
3rd Ave. to C. & O. RR.	53.5'	80'	53.5'	80'
Reconstruct underpass at C. & O. RR.	*	*	44'	54'
C. & O. RR. to Memorial Blvd.	54'	80'	54'	80'
1st Street				
3rd Ave. to 4th Ave.	15'	80'	44'	80'
4th Ave. to 7th Ave.	30'	80'	44'	80'
7th Ave. to 8th Ave. (Underpass)	40'	80'	40'	80'
8th Ave. to Memorial Blvd.	30'	80'	44'	80'
5th Street West				
Washington Ave. to Adams Ave.	*	30'	44'	60'
Adams Ave. to Jefferson Ave.	*	60'	44'	60'
Develop grade crossing with B. & O. RR.	NE	NE	44'	60'
B. & O. RR. to Monroe St.	30'	80'	44'	80'
Monroe St. to C. & O. RR.	55'	80'	55'	80'
Develop crossing at C. & O. RR.	NE	NE	44'	66'
C. & O. RR. to 9th Ave.	43.5'	70'	43.5'	70'
9th Ave. to Memorial Blvd.	30'	80'	44'	80'
Camden Road				
U. S. Highway 60 to James River-Kanawha Pike	25'-32'	50'	36'	50'

PRIMARY FEEDER STREETS

These streets are indicated on Map No. 8 by heavy lines at right-angles to their center-lines. It would be unnecessary to widen their rights-of-way but as traffic increases parking should be eliminated from their roadways so as to conserve all street capacity for moving traffic. These streets include:

14th Street from Washington Boulevard to Memorial Boulevard.
13th Avenue from 5th Street to 12th Street.
12th Street from 13th Avenue to Wilshire Boulevard.
18th Street from 12th Avenue to Wilshire Boulevard.
12th Avenue from 18th Street to 20th Street
Wilshire Boulevard from 16th Street to Washington Boulevard
Woodland Drive from Washington Boulevard to Chestnut Drive
Chestnut Drive from Woodland Drive to Fairfax Drive
Fairfax Drive from Roland Park Drive to Norway Avenue
Roland Park Drive from Fairfax Drive to Gallaher Drive
Gallaher Drive from Marne Drive to Norway Avenue
King's Highway from Marne Drive to Grand Boulevard
Grand Boulevard from King's Highway to Forest Road
Forest Road from Grand Boulevard to Norway Avenue
Olive Street-Roby Road from Norway Avenue to Riverside Drive, including reconstruction of bridge over the Guyandotte River
Sycamore Street from Norway Avenue to St. Louis Avenue
St. Louis Avenue from Sycamore Street to Olive Street
Springdale Avenue from Sycamore Street to Davis Street
Davis Street from Springdale Avenue to 28th Street
Cedar Street from Norway Avenue to Oney Avenue
Oney Avenue from Cedar Street to Davis Street
25th Street-26th Street, operated as a one-way pair of streets from 8th Avenue to Davis Street
28th Street from Roby Road to 8th Avenue
Riverside Drive-Guyan Street from 3rd Avenue along the Guyandotte River to 5th Street (not to be confused with 5th Street through the business center)
5th Street from U.S. 60 to Lawson Avenue, including the bridge across the river.
Lawson Avenue from 5th Street to the east city limits.
County Road 6 should be opened south from the western bridge approach interchange with Interstate Route 64 and should have a width of at least 70 feet.
County Road 52/3 should extend from the U.S. 52 interchange and pass under Interstate Route 64 and extend south on its present alignment and should have a right-of-way of 70 feet.

SECONDARY FEEDER STREETS

With the exception of a road in the northeast portion of the city which would connect with the existing county road 2/3 and with the approach to the east bridge over the Ohio River, none of the Secondary Feeder Roads are located within the city limits. These roads are intended to

provide circulation within residential neighborhoods which will be designed as the city expands. Their locations are not exact but have been arrived at through study of aerial photographs and topographical maps and detailed instrumental surveys of their alignments would not depart substantially from the locations indicated on the map. They should have right-of-way widths of at least 60 feet.

PARKWAYS

Existing Parkways along Four Pole Creek and adjacent routes are indicated on Map No. 8. They include Memorial, Washington, South, Whitaker, Enslow and Wilshire Boulevards. They form in association an important thoroughfare for light traffic. Their value is discussed more fully in this report under subject of parks and recreation.

RESIDENTIAL STREETS

The great majority of streets in the city are classed as residential streets and their principal function is to provide access to residential areas and to serve local traffic. They vary in width but in future platting they should normally have widths of at least 50 feet in accordance with the subdivision control regulations for the city.

EXPANSION POLICY

As the city increases in population it will expand over much of the territory included in Map No. 8. Widths of street rights-of-way which have been determined for thoroughfares within the city limits should apply equally in the expansion area. This policy is applicable to all types of thoroughfares.

Since about two-thirds of the expansion area is located in Cabell County, the planning and development of thoroughfares will be the responsibility of the Cabell County Plan Commission. It is appropriate that the City Plan Commission should indicate its desires for future development in the expansion area and much can be gained by mutual co-operation between the City and County Plan Commission. Regardless of the arbitrary location of the corporate limits of the City, the Huntington Community comprises the total area of urban development.

The Cabell County Plan Commission is actively engaged in preparing its comprehensive plan and it would be highly desirable for Wayne County to undertake similar studies. In that event the sound principles of urban planning would be applied co-operatively to all parts of the Huntington area.

PARKS AND RECREATIONAL DEVELOPMENT

Huntington has not been lax in its development of desirable recreational areas, parks and parkways. These areas are indicated in green on Map No. 7, and it is at once apparent that provision of parks in many parts of the city has been made. The names and areas of the various sites follow:

Ritter Park	100 acres
Rotary Park	200 acres
Kiwanis Park	100 acres
St. Cloud Commons	50 acres
Memorial Park	18 acres
Guyandotte River Launching Site	12 acres
Prindle Field	4 acres
Fairfield Stadium	6 acres
Sunset Park	2 acres
Ensign Park	15 acres
Campbell Park	10 acres
Parkway along Guyandotte River	7 acres
West Virginia Tourist Information Center	1 acre
Jarrell Park	5 acres
Switzer Terrace	2 acres
Total Park and Recreational Area	532 acres

The ideal standard for the provision of park and recreational sites in a city should equal 10% of the area of the city. Another standard specifies that there should be one acre of park land for each 100 persons living in the city. The 532 acres of recreational land in Huntington is 7.58% of the developed area of the city. There are 7022 acres or 10.97 square miles in the developed area. The entire area of the city, including vacant land and water areas within the city limits, is 9862.7 acres or 15.41 square miles. The park and recreational areas are 5.39% of the total area of the city. Consideration of the proportion of park and recreational land based upon development area is more realistic, since it is the people who use these facilities.

The population of Huntington in 1960 was 83627 which established that there was one acre of park and recreational land for each 157 people who resided in the city. The ideal standard as noted above is one acre per each 100 people. Huntington is much better off than many cities, although it fails to meet the standard by 36.3%.

Inspection of the map shows that the larger parks are all in the portions of the city which are beyond the more densely developed residential neighborhoods. Their location and acquisition was possible because the land where they are established had not been occupied by buildings. It is not unusual to find that the older portions of cities are deficient in park and playground sites because at the time of the platting of these areas the great importance of recreational grounds was not so apparent as it is today.

The long, narrow conformation of Huntington fortunately brings these larger areas closer to many people than would be the case otherwise. People do not have to travel so far to use them. It would be desirable to have many more local playgrounds and vicinities in which they would be valuable are indicated on the map by appropriate symbols.

The parkways along Four Pole Creek, especially between Ritter Park and 7th Street West are splendid examples of appropriate parkway location and design. They rank with fine parkways in other cities and are certainly a credit to the Boards of Park Commissioners which created and have maintained them over the years. Areas along the Guyandotte River have also been acquired and offer the possibility of further parkway development.

Brief descriptions of the character and facilities of the various park properties follows:

Ritter Park. This park of 100 acres is located generally south of 13th Avenue between 8th and 12th Streets. The northern portion of the park is comparatively level along the banks of Four Pole Creek, while the southern portion extends into the rugged hills. It is a very fine park providing many types of recreation including more than 3 miles of hard surfaced roads, a rose garden and lily pool, an open air theater, many picnic areas, and it preserves a large area of attractive natural scenery. The park provides a most attractive section of the parkway along Four Pole Creek. Ritter Park is the type of park which provides wholesome recreation meeting the varying desires of a large portion of the population of the city.

Rotary Park. This park containing 200 acres is located west of that portion of U. S. Highway 60 which runs north and south along the Guyandotte River. It preserves areas of rugged topography and attractive natural scenery and provides camping sites, picnic areas, baseball facilities and other suitable activities. This park is less developed than Ritter Park, but its capabilities render it a very valuable recreational asset of the growing urban community.

Kiwanis Park. This park has an area of 100 acres and is located south of Four Pole Creek west of 7th Street West. It also preserves a generous area of rugged topography, and provides camping sites and picnic areas. It will be of increasing value as the urban community grows.

Memorial Park. This park consisting of 18 acres along the north side of Four Pole Creek is to all intents and purposes a part of Kiwanis Park. It also provides a section of the parkway along Four Pole Creek which is designated as Memorial Parkway. It is valuable primarily as a parkway.

St. Cloud Commons. This group of recreational areas is on comparatively level land and is used primarily for active recreational purposes. Included are regular baseball and softball fields, a concrete stadium seating 5000, a community house for parties of various sorts, and facilities for many kinds of active recreation as well as picnic areas. The topographical character of this park contributes to the fulfillment of a major portion of the active recreational needs of Huntington.

Guyandotte River Launching Site. This area of 12 acres is located on the Ohio River east of the mouth of the Guyandotte River. It provides facilities for the launching of small boats and could be developed into a larger marina. It is the only area providing such facilities in the city.

Prindle Field. This playfield comprising 4 acres provides baseball, softball, football and playground facilities. It is located about three-fourths of a mile south of Marshall University, in the midst of a large residential area.

Fairfield Stadium. This is an athletic facility on a 6 acre site adjacent to Prindle Field. It is owned jointly by the Park Board, the Board of Education and Marshall University and is operated by a Stadium Board. It provides seating facilities for football games and other major sports.

Sunset Park. This is a small area of two acres located at the western city limits. It is of local value as a play area.

Ensign Park. This is a parkway comprising 15 acres and bordered by Washington Boulevard. It is located east of Ritter Park and forms an essential part of the parkway system.

Campbell Park. This is a local park located along Spruce Street north of Spring Hill Cemetery. It contains 10 acres.

Jarrell Park. This park includes area along U. S. Highway 52 south of the city and has not been developed to appreciable extent.

Switzer Terrace. This is a small tract of 2 acres between Norway Avenue and old Cemetery Road. It is too small to be of great value.

West Virginia Tourist Information Center. This is a small tract of one acre situated on U.S. Highway 60 at Saltwell Road and Washington Boulevard where in information center is located. It has no other recreational value.

Parkways. The parkway which borders the north side of Four Pole Creek extends from about 16th Street West to 16th Street, a distance of almost three miles. The parkway serves not only as a local recreational area but provides a scenic drive of inestimable value to the city. The driveway bears several names-Memorial Boulevard, Washington Boulevard, Enslow Boulevard and again Washington Boulevard. The latter boulevard extends through residential neighborhoods for more than a mile to an intersection with Norway Avenue, which is followed to the southeast about 1500 feet, where Washington Boulevard diverges and leads to U.S. Highway 60. Altogether the combination of driveways provides a route of almost six miles for light traffic leading to many of the existing and future residential neighborhoods.

In addition to the established parkways and boulevards, the city owns frontage along the Guyandotte River which provide the capabilities of parkway development between U. S. Highway 60 and the river and between Riverside Drive and the river. These holdings should be augmented wherever possible.

There is a driveway along the south side of Four Pole Creek from Ritter Park to 5th Street West which establishes a complete parkway bordered on both sides by driveways.

Camp Mad Anthony Wayne is located beyond the city limits just south of the U.S. Veterans'

Administration Hospital between five and six miles from the city center. Its location is shown on the Basic Concept Plan Map No. 1.

This park has not been included in the computations of proportionate park area because it is so far removed from the city, but it is essentially a very important part of the recreational system. It has an area of 85 acres and includes a large dining hall, cottages and temporary shelters, camping facilities for Boy Scouts and others, picnic areas and many other facilities. As the city expands Camp Mad Anthony Wayne will become even more valuable to the urban community of Huntington.

In addition to the parks and recreational areas which are under the jurisdiction of the Park Board of Huntington, there are other areas which are definitely parts of the recreational opportunities of the community. These include the Guyan Country Club, located in the Pea Ridge neighborhood, which has an area of 222 acres, the Spring Valley Country Club, with an area of about 100 acres, located in the Spring Valley neighborhood in Wayne County, and a golf course near Barboursville. There are also some small park reservations in the Spring Valley subdivision.

The U. S. Veterans' Administration Hospital is located on a site of more than 300 acres near the Spring Valley Country Club and establishes permanent open space which will always be valuable to the community.

Future Development

As the Huntington Urban Community grows there will be need for more parks and playgrounds. There is also a need for local playgrounds in the older portions of the city. Map No. 7 shows clearly that there are several neighborhoods which are deficient in this respect. They are discussed as follows:

Adams Neighborhood. There should be a local playground with an area of at least 5 acres which could very well be a part of the new plan for Redevelopment Area F, shown on Map No. 4. This area, located between 3rd Street and 5th Street West along 3rd and Virginia Avenues would lend itself well for the development of a playground. It would be desirable to reserve 10 acres or more so that neighborhood park facilities could be established as well as a playground. This area would serve not only the Adams Neighborhood but also the western portion of the Central Business District where there are many residences.

Westmoreland Neighborhood. Within this neighborhood there is only the small Sunset Park which is at the extreme western edge of the district. It would be desirable to have a park and playground of 10 acres, if possible, nearer the center of the neighborhood. It might be possible to acquire at a reasonable cost such an area within either Rehabilitation Area 1 or 2, shown on Map No. 4.

Cammack Neighborhood. While the Cammack Neighborhood is devoid of park or playground area, it is close to Ritter Park and to Kiwanis and Memorial Parks. It would be desirable to have a local playground of at least 5 acres near the center of the neighborhood.

East Neighborhood. This neighborhood is heavily populated but has no park or playground area. It should be possible to secure within Rehabilitation Areas 11 or 12 a site for a local park or playground with an area of at least 10 acres.

Guyandotte-Altizer Neighborhoods. While there is rather dense population within this neighborhood, especially to the north, there is also a great deal of vacant ground. Steps should be taken to acquire an area of from 40 to 50 acres for an all purpose park in the hilly areas in these neighborhoods. This would supplement Ritter and Rotary Parks and as the city grows would be very valuable to the community.

Expansion Area. In the large expansion area shown on the Basic Concept Plan Map No. 1 there will be need for many local playgrounds and neighborhood parks as the city increases in population and spreads beyond its present limits. Although the area beyond the city limits is not under the jurisdiction of the City Plan Commission, it is desirable for the commission to express its views with respect to the expansion of the recreational system, since it will always be an integral part of the entire urban community. The Cabell County Plan Commission has jurisdiction over that part of the area which is in Cabell County. There is no Wayne County Plan Commission so that there is no agency with authority to determine policy for planning and development in that county. It is therefore especially important for the Huntington City Plan Commission to express its desires and recommended policy for future park development in the Wayne County portion of the expansion area.

Reference to Map No. 1 and previous sections of this report indicate the proposals for dividing the expansion area into neighborhood units for future development. The pattern of arterial and primary feeder roads divides the area into units having areas from one to two or more square miles in extent. Secondary feeder roads have been indicated in order to provide smaller units and to insure adequate local transportation within them. Each of these neighborhood units should include a playground or neighborhood park forming an integral part of the street system and residential areas.

The character of the topography is such that it would be very difficult to attempt to design complete systems for the neighborhoods without the benefit of actual field surveys. The suggested secondary feeder roads have been located with the aid of existing topographical maps, but their locations can only be considered as approximate. They illustrate a basic principle of neighborhood design, namely, that there should be a recognizable interior road slightly wider than the regular neighborhood streets which would provide access to all parts of the neighborhood.

Since it is not possible to show exact locations, the general position of future recreational areas is indicated on Map No. 1 by green discs. There should be a local playground of at least five or preferably ten acres within each neighborhood. The opportunity to secure larger areas for neighborhood parks, or country reservations should be grasped by the park authorities wherever possible.

Huntington Galleries, located on 8th Street Road, on a site of 44.25 acres, is a very fine art gallery, and while it is not a definite part of the park system it provides, in reality, a splendid facility, which has both educational and recreational values of the highest order.

SCHOOLS

The planning for future sites for schools is a definite function of the Board of Education, but the manner in which existing schools relate to the present developed city and indication of areas in which school sites will probably be needed are important in the discussion of the comprehensive city plan. School sites should be designed insofar as possible as integral elements of the plans for neighborhoods. In those neighborhoods in which a school is needed, the local playground may be designed as a part of the school site.

Existing Schools

There are now in Huntington 32 schools of which six are junior high schools and four are high schools. In addition there are three parochial schools, one of which is a high school. The location of the schools has been shown on Map No. 1 by blocks outlined in green.

The areas of the sites varies from 0.8 acre to 14 acres, the largest being the Beverly Hills Junior High School. The total area in school sites is 69.7 acres. This area includes 4.9 acres comprising the three parochial school sites. The average area for the 35 schools is only 1.99 acres and if the 14.1 acre site of the Beverly Hills School is not included, the average area is only 1.6 acres. Obviously the school sites are not large enough to provide more than a bare minimum of playground area and most of the schools are located in neighborhoods which have a deficiency in playgrounds.

The Fairfield Stadium used jointly by the schools and Marshall University supplements the site areas of the junior and senior high schools but its six acres is not adequate for a central athletic field.

Marshall University for many years has occupied a site of about 22 acres which is being augmented by the allocation of land from Redevelopment Project G to the east of the present campus. The campus provides an attractive and valuable open area in the eastern portion of the older city.

Established standards of school site area are far greater than the average area in Huntington. A recognized standard is a basic area of 7 acres plus one acre for each 100 pupils enrolled in an elementary school. This would mean normally a minimum area of 13 acres for an elementary school site. If it is the policy of the Board of Education to have smaller schools, the site area would be reduced by each group of 100 pupils below 600. In any event the site should have at least 10 acres.

Junior High Schools should have sites of from 15 to 25 acres in order to provide athletic facilities and other outdoor facilities. Senior High Schools should have sites of from 25 to 40 acres. Many cities throughout the country are meeting these standards, or closely approximating them, as new schools are located.

Future Provisions

It is the function of the City Plan Commission to indicate the general locations for new schools in order that, as new neighborhoods are planned, land will be reserved for school sites which may be acquired by the Board of Education when population has increased or is evidently going to increase to a point where the new school facilities will be needed. School sites for elementary school should be within one mile of each other. Junior High Schools will probably be needed at intervals of about two miles. Ordinarily in a city of 150,000, nearly twice as large as Huntington is today, there would be need for not more than four senior high schools. As the city grows, it is probable that the inadequate sites of the existing senior high schools may be abandoned and new schools erected on large sites beyond the present city limits.

The sites for junior high schools should be large enough to provide space for an elementary building also. The general location of future school sites are indicated by green circles, the larger circles indicating combined junior high-elementary school sites. In areas where a school site is indicated,no local playground is indicated since such facilities should be provided for in connection with the school.

It should be emphasized that the general recommendations on school expansion are not intended to interfere in any manner with the policies of the Board of Education in this respect. It is however very important that the comprehensive city play indicate the general locations of school facilities in order that, as neighborhoods are planned in detail, they will not fail to make provision for the sites necessary for the schools, and that these sites will be designed as integral parts of the comprehensive neighborhood design.

HUNTINGTON, WEST VIRGINIA

URBAN RENEWAL
AND
CONSERVATION PROGRAMS

February, 1959

A Part of the Master Plan
Prepared For:
The Huntington City Planning Commission

Prepared By:

Metropolitan Planners, Inc., Consultants
Indianapolis, Indiana

HUNTINGTON, WEST VIRGINIA

URBAN RENEWAL AND CONSERVATION PROGRAMS

In the fall and winter of 1958 the consultant made a survey of the existing use of land in Huntington and a portion of the adjacent unincorporated area. At that time structures within the area of the survey were viewed relative to selected characteristics of construction and condition in order to gain knowledge of the physical condition of the city and to delineate areas of substandard conditions. This information is indispensible to the preparation of an adequate community plan.

Huntington's growth and development has occurred in such manner as to cause a unique arrangement of streets and avenues with the city stretching east and west for approximately ten miles along the Ohio River and being only two and one-half miles north to south. The city has been growing for many years, and during this time many structures have been erected - some of good and others of poor construction. With time and weather, extensive use, disaster and other factors of deterioration, structures either have fallen or been removed. Other substandard structures continue to be used for various purposes, and constitute sources of disease, delinquency and other factors detrimental to the public health and general welfare.

STRUCTURAL CHARACTERISTICS AND TYPES OF RENEWAL AREAS

This survey performed by the consultant included an assessment of structures in the Study Area relative to characteristics of current condition in order to indicate parts of this area potentially in need of rehabilitation or redevelopment. Structures were placed in the following categories for the purposes of this analysis:

a. "New" construction - structures demonstrating characteristics of recent erection or style, placing the time of construction within the past ten to fifteen years considered "new" relative to the average life of most structures.

b. Requiring Rehabilitation - are those evidencing deterioration correctible through major and minor repair for continued occupancy.

c. Requiring Clearance - conditions of advanced deterioration, obsolescence, inadequate original construction and similar factors warranting removal.

The Chart included herein and titled, Observed Condition of Structures and Urban Renewal Plan, shows the selected characteristics of structures in the area, which are of importance to future planning and improvement. This Chart also outlines specific areas which should be examined in detail for redevelopment and rehabilitation action. Three classifications of area by condition of structures and other considerations are delineated in this Plan. These are:

Redevelopment Areas (cross-hatch pattern in chart) - are those which cannot be reclaimed for successful utilization except through acquisition, clearance of structures and revitalization through new development according to the Land Use Plan.

Rehabilitation Areas (dot pattern in chart) - are found generally in the older sections of the city and demonstrate obsolescence, misuse, changing use of land and structures or other blight factors, which areas may be revitalized through major and minor repair to land and improvements together with municipal control through application of the zoning ordinance and the building, housing, electrical and plumbing codes.

Conservation Areas (no pattern shown in Chart) - constitute the remaining areas of the community wherein successful enforcement of municipal codes, as noted above, together with vigilant upkeep of properties will permit these areas to continue as sound neighborhoods.

A fourth type of area may emerge as a result of the development and preparation of the Land Use Plan for the city - this being Transitional Areas. These are parts of the community which have been designated for Rehabilitation action yet the existing land use does not conform to the Land Use Plan. Therefore rehabilitation of existing structures would constitute an extension of the time during which the land would be utilized in opposition to the planned highest and best use.

These transitional areas would then appear to be subject to:

(a) Continued observation and classification into secondary redevelopment areas, subject to clearance by the public authority at some future date after other areas of greater deterioration have been redeveloped, or
(b) Acquisition and redevelopment through the action of private enterprise in order to develop appropriate land uses.

The locations of these Transitional Areas will be apparent upon the development of the Land Use Plan.

RESULTS OF THE SURVEY

NEW CONSTRUCTION

Review of the Observed Condition of Structures Chart indicates the direction and extent of new residential construction which will serve as a guide to the city in delineating high potential development areas and programming the extension of utilities and other service facilities thereto. New developments are found to the west and south outside the city.

LARGE RESIDENCES

These structures are located so as to indicate the potential patterns of multiple residence zoning in the city.

REHABILITATION AND CLEARANCE STRUCTURES

A few sections of the city are relatively free from the existence of these structures. Where the incidence of substandard structures is high renewal areas are formed. Where the locations of these structures are sparse conservation activity is necessary.

RENEWAL AREAS

The Chart shows fourteen redevelopment areas and thirteen rehabilitation areas in the city and adjacent unincorporated area. The boundaries of the areas shown in the Chart are arbitrary in that they have been placed for the most part along recognizable lines of delineation such as streets and other property lines. All structures included in these areas are not necessarily in poor condition; however, the emphasis is placed upon the area rather than the individual structures in order to enclose a rehabilitable or redevelopmental unit.

These areas are considered in Tables 1 and 2 and identified by number if designated for rehabilitation, and by letter if for redevelopment. The majority of structures designated for rehabilitation and clearance are included in the renewal areas. The remainder are scattered generally throughout the city.

Rehabilitation Areas

Table 1 lists the rehabilitation areas shown in the chart together with an estimate of the numbers of residential and other structures evaluated for rehabilitation and clearance. The totals for all areas are indicative of the extensive problem with which the people of Huntington are faced in replacing the amenities of neighborhood environment. A program for rehabilitation is suggested in the following section of this report.

Redevelopment Areas

Table 2 lists the redevelopment areas which were found in the survey and shows the relative condition of structures in each. These areas were re-examined in February of this year by the consultant to clarify the boundaries and priority of action. Areas designated F, L, M and A are recommended for priority treatment because conditions of structures and environment are extremely substandard endangering the health and morals of the site occupants. A program for action is discussed in the following section of this report.

ADMINISTRATION OF RENEWAL AND CONSERVATION PROGRAMS

TYPES OF PROGRAMS

Two types of programs are desirable in attacking structural and neighborhood deterioration. A Redevelopment Program is required when the apparent relief from deteriorated conditions is total acquisition, clearance and re-use in an area. This is accomplished best by the municipality through its exercise of the powers of eminent domain and financing through municipal

TABLE 1

REHABILITATION AREAS

BY NUMBERS OF SUBSTANDARD STRUCTURES

Area Designation	Numbers of Structures: Requiring Rehabilitation: Residence	Requiring Rehabilitation: Other	Requiring Clearance: Residence	Requiring Clearance: Other
1	92	1	12	2
2	84	2	7	0
3	41	0	3	0
4	777	29	92	5
5	8	4	2	1
6	134	1	4	1
7	125	18	17	3
8	628	9	26	0
9	198	15	33	3
10	383	3	31	1
11	294	9	7	0
12	171	4	13	2
13	295	9	28	1
TOTALS	3230	104	275	19

TABLE 2

REDEVELOPMENT AREAS

BY NUMBERS OF SUBSTANDARD STRUCTURES

Area Designation	Numbers of Strucutres: Requiring Rehabilitation: Residence	Requiring Rehabilitation: Other	Requiring Clearance: Residence	Requiring Clearance: Other
* A	55	2	85	0
B	50	0	23	1
C	2	0	4	0
D	15	4	7	0
E	52	1	35	1
* F	55	2	127	3
* G	31	2	25	1
H H	0	0	8	1
I	5	0	12	1
J	34	0	31	1
K	0	0	6	0
* L	36	3	87	6
* M	56	6	96	4
N	14	0	4	0
* 0	0	0	8	0
TOTALS	405	20	558	19

tax funds. In this way all the real estate is acquired and assembled by the municipality which acquisition is impossible of achievement by private enterprise (unless excessive payments are made for the real estate).

Rehabilitation Programs require action by the owners and occupants in the areas coupled with assistance from the municipality. Under a rehabilitation program owners of real estate rehabilitate their lands and buildings with assistance from the city in provision of utilities and other services including enforcement of health, housing, building, electrical and plumbing codes in order to make the area conform to municipal standards of health and safety in occupancy

Conservation Programs entail action by the individual property owner in maintaining his property in those sections of the city which presently are considered to be standard from the standpoint of the public health, safety, morals and welfare. Over-all application of municipal codes will assist in maintaining these areas in sound condition.

METHODS OF ATTACKING SLUMS AND BLIGHT

The methods available to the city for attacking blight and near blight and prevention of deterioration are as follows. Generally speaking community action may take the form of:

(a) Official municipal redevelopment program wherein an official redevelopment agency acquires land, clears the project area and sells the land to private developers or public bodies for reconstruction and re-use according to the Land Use Plan.

(b) Adoption and active administration of city codes and ordinances, wherein the city employs inspectors and enforcement procedures to bring properties up to a set of minimum occupancy and construction standards.

(c) Neighborhood betterment groups which are initiated and actively engaged in self-help rehabilitation projects, including paint-up, clean-up, fix-up campaigns in the neighborhoods and usually assisted by the city departments in repairs to curb and gutters, streets storm sewers street trees, signs and other public physical features. Such programs have a beneficial effect in areas peripheral to the rehabilitation area.

(d) Municipal Rehabilitation programs, permitted by state law, the municipality may initiate the programs referred to under (c) above, and through the enforcement of codes and ordinances together with owners rehabilitation action in renewing their properties may lift up the deteriorating areas.

Possible combinations of the above are readily apparent and their immediate application to the areas outlined above is suggested.

RECOMMENDATIONS

Urban Renewal Authority

It is recommended that the city establish an Urban Renewal Authority as prescribed in Article 18, "Urban Renewal Authority Law" of Chapter 16 of the West Virginia Code (1951, C.156; 1957, C. 139). Under this law a Board of Commissioners may be appointed by the Mayor with the advice and consent of the governing body. The Authority can immediately begin surveys of slums and blight and establish programs to meet the problems of substandard environment. The Commission will be enabled to take necessary action with the assistance of the city codes and ordinances and with funds obtained through an annual redevelopment district tax levy. The Commission may also use Federal funds to pay for a part of its projects. This would be the procedure prescribed under (a) above.

Codes and Ordinances

The Consultant will present various model housing occupancy standards, and will recommend other construction codes for review by the City Planning Commission, which codes will serve as a supplement to existing ordinances and codes.

Civic Groups

It is recommended that each neighborhood in the city establish a neighborhood betterment group composed of the owners and occupants of the area assisted by the city departments in taking action to provide amenities of good streets, parks and playgrounds, and play programs, adequate drainage, street trees, adequate water supply and fire hydrants, street signs and other physical features to enhance the livability of these neighborhoods. These groups also can assist the city in the realization of successful redevelopment and rehabilitation programs through their support of these activities.

Health and Welfare Organizations

These important groups provide ready action being presently organized and operating in the field under discussion. Personnel of the Cabell-Huntington Health Department are trained for and willing to assist in rehabilitation and redevelopment activity. Other health and welfare groups also are available to assist unfortunate families and individuals to find satisfactory living accommodations.

Central Business District Rehabilitation Association

It is suggested that the owners and occupants of business and commercial uses in the Central Business District form a Rehabilitation Council for the betterment of downtown Huntington. The Condition of Structures Chart indicates that some of the structures in this area should be rehabilitated (and a few residential structures removed) in order that the shopping area maintain a high standard of appearance.

The Central Business District offers the most formidable barriers to successful achievement of rehabilitation primarily because of absentee ownership of business buildings, and secondly because it is more expensive to rehabilitate a business building than a dwelling. This should not be considered a conclusive argument against engaging in a modernization of downtown facilities. Several owners in downtown Huntington have demonstrated the practicability of making their service facilities inviting to the public.

A combination of mutual association of owners and tenants is suggested to form a modernization group with the goal of enhancing the value of (and profit from) the Central Business District. The municipal departments should lend assistance where possible to aid the association in realization of its program.

A partial list of rehabilitation activities is suggested below. Most of the buildings recommended for rehabilitation in this area require only cleaning, paint and some modernization as evidenced from exterior inspection. Old residential structures should be removed where possible and replaced with modern office buildings.

The City Market should be reconstructed with provision of adequate off-street loading facilities, lights, etc.

All alleys in the Central Business District should be well-lighted at night (some alleys are lighted now), obstructions such as steps, fire ladders and the like removed from pavement level and these accessways kept as clean and free from congestion as possible, for police, fire and health reasons as well as for aesthetic purposes.

Other activities will come to attention upon careful examination which will enhance this area both in purpose and appearance.

Conclusion

This element of the Comprehensive Plan should be considered along with other plans for action, including the Thoroughfare Plan, Proposed Land Use Plan, Public Facilities, Schools and Parks, and other elements to carry out the Comprehensive Planning Program successfully and to insure that blighted conditions will not reappear.

MEMORANDUM:

TO: HUNTINGTON CITY COUNCIL

FROM: HUNTINGTON PLANNING COMMISSION, ACTING AS THE REDEVELOPMENT AUTHORITY.

SUBJECT: EVALUATION OF PRIORITY REDEVELOPMENT AREAS DESIGNATED AS "L", "F", "M" AND "A", HUNTINGTON, WEST VIRGINIA

SELECTED REDEVELOPMENT AREAS
BY NUMBERS OF SUBSTANDARD STRUCTURES

Area Designation	Number of Structures: Requiring Rehabilitation: Residence	Requiring Rehabilitation: Other	Requiring Clearance: Residence	Requiring Clearance: Other	Total Substandard
L	36	3	87	6	132
F	55	2	127	3	187
M	56	6	96	4	162
A	55	2	85	0	142
Totals	202	13	395	13	623

Grand Total - 623

These four areas were recommended by the consultant in the report on Urban Renewal Plan and Conservation Programs, because the conditions of structures and environment are extremely poor and endanger the health and morals of site occupants, and are a definite danger to the health and welfare of the community. For example, it is suspected that some of these occupants are using untreated water for drinking, cooking and other household uses, which might be a direct cause for cases of typhoid fever.

Each of these areas is evaluated generally below considering the consultant's opinion regarding conditions, relocation, acquisition and potential ease of clearance, with suggested re-use of each area.

Subject	Area Designation: L	F	M	A
Total Number of Dwelling Units	156	289	230	173
Number Substandard	132	187	162	142
% Substandard	85	65	70	82
Estimated Area of Proposed Project (acres)	19.50	33.27	36.73	57.43
General Character of Neighborhood	Industrial	Industrial	Residential	Hill Country

Area "L"

Condition

This area is generally very poor throughout and is flanked by industry on the east and west and the Ohio River on the north. It is abutted on the south by a residential area which is suitable for rehabilitation. A total of 156 dwelling units are included in this area, 85% of which are considered to be substandard - the highest percentage of the four areas recommended for priority. Because of the excellent opportunity of industrial reuse in this area and the possibility of relocating residential uses to parts of Area F (which could be renewed for residential use) the Planning Commission, acting as the Redevelopment Authority is recommending highest priority to Area L. There should be an excellent market for industrial use in this area.

Relocation

Relocation of site occupants will depend in part on availability of standard private and public housing units and admission standards. However, it would appear that many of these dwellings are owner-occupied and owners may be financially able to acquire standard properties outside the project.

Acquisition

Acquisition may be accomplished with relative ease in this area, because platting in the area indicates clarity of ownership with the possibility of a large number of owner occupants (not verified).

Clearance

No clearance problems are involved, and it is suspected that a contract might be let for blanket clearance of the project after relocating site occupants, or during this process.

Reuse

Industrial, off-street parking facilities for industry, expansion of the Huntington water works, or river access might be considered here.

Area "F"

Condition

This area is recommended as one of the priority areas because of the extremely dangerous condition of occupancy, especially in the northwest part of the area above Virginia Avenue. People are living in shacks there without adequate sanitary facilities, yard space, etc. From the standpoint of "slum Clearance" it appears this renewal project would do the most good. Private enterprise has begun to clear some of the blighted structures in Area F. This natural trend is indicative of a good market value in the area. The city is

removing several isolated residential structures at present. Area F does have more structures requiring clearance than the other three areas recommended for priority. In view of this latter consideration, it would appear that redevelopment in Area F would be the most costly from the standpoint of net project cost.

Relocation

The ease of relocation of site occupants from this area will, of course, depend upon the available supply of standard private and public housing and the admission standards of the public housing authority. A total of 189 dwelling units are included in this area.

Acquisition

It appears that acquisition may present some difficulties because most of the occupants may be renters, and acquisition from absentee owners usually requires a longer time than acquiring direct from owner-occupants (ownership not verified).

Clearance

No clearance problems are seen at this time, because most of the structures involved are small, frame dwellings.

Reuse

Market not established - however, the highest and best use may be for industrial purposes. A playground and school are located in and adjacent to the area which suggests some residential development.

Area "M"

Condition

Age and obsolescence characterize the structures in this area. The street pattern is extremely poor and not fitted to the contour of the land, a particularly hazardous situation is found in the area bounded by Artisan and Chapman Avenues, wherein a number of very small shacks house an apparently large number of persons.

Relocation

Relocation of site occupants may be difficult because of public housing admission standards. There would appear to be little owner-occupancy in this project (not verified). There are an estimated 230 dwelling units in this area.

Acquisition

Acquisition will be hampered in this area because of the intensity of use, suggesting problems in ascertaining ownership (not verified).

Clearance

Clearance will present some problems in that relocation will possibly retard this activity. Clearance action is necessary, however, to revamp the street system and rid the city of this slum.

Reuse

Appropriate reuses may involve park land abutting the railroad and low cost private or public housing units with potential for realigning 8th Avenue.

Area "A"

Condition

This is an unusual type of housing area, being relatively isolated in a rural area, and built upon a rugged terrain. Dwellings in this area are predominantly of poor construction, and the general environment is very poor. Part of this area lies outside the city but within the jurisdiction of the redevelopment agency.

Relocation

The ease with which site occupants may be relocated out of this area is subject to availability of private and public housing and the admission requirements of the public housing authority. It is suspected that most of the dwellings are owner-occupied, and payment for their properties may provide sufficient equity to owners to enable them to purchase sanitary housing elsewhere. 173 dwelling units in this area.

Acquisition

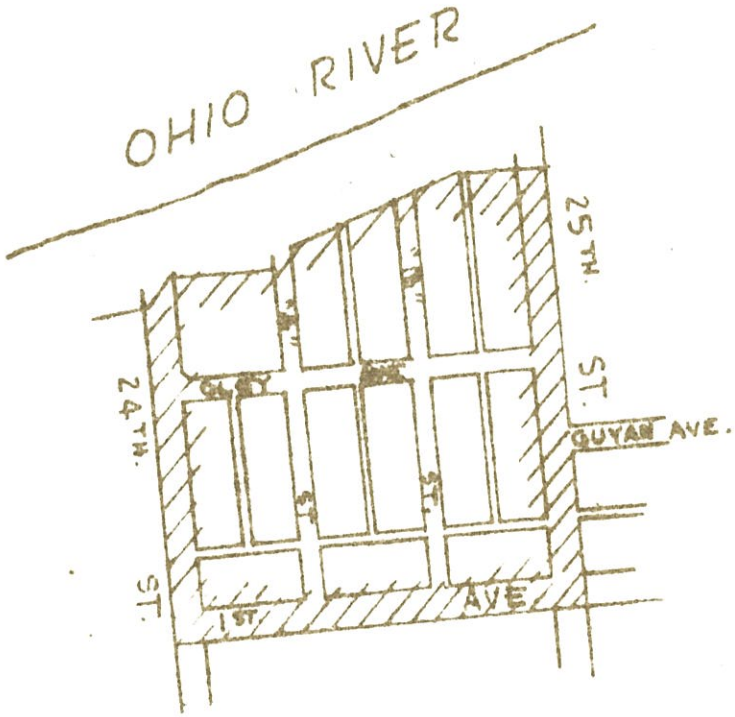
Acquisition may be easily accomplished in this area, depending on the ownership status (not verified).

Clearance

Clearance may create some problems because of the rugged terrain. No substantial structures in this area.

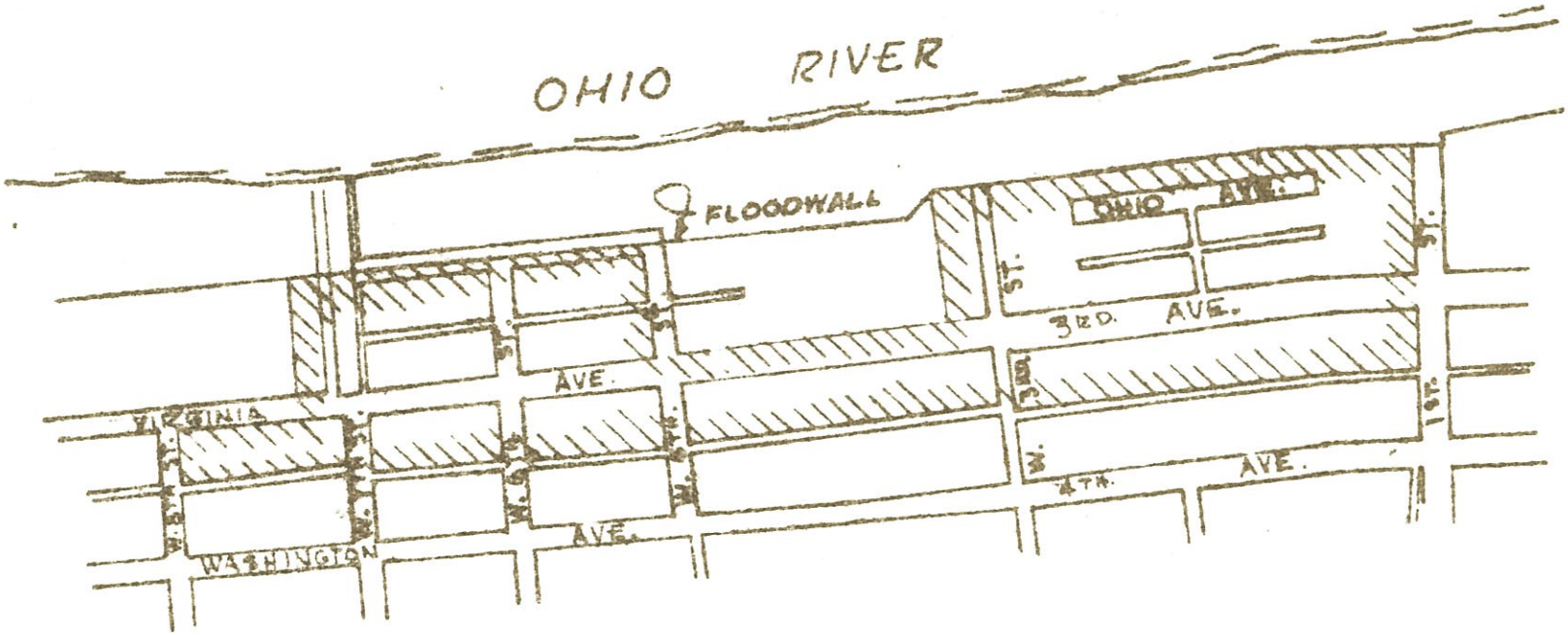
Reuse

The proposed reuse of this area would be for park use or vacant ground, although housing might be permitted with proper subdivision of the land.



SCALE: 1" = 500'

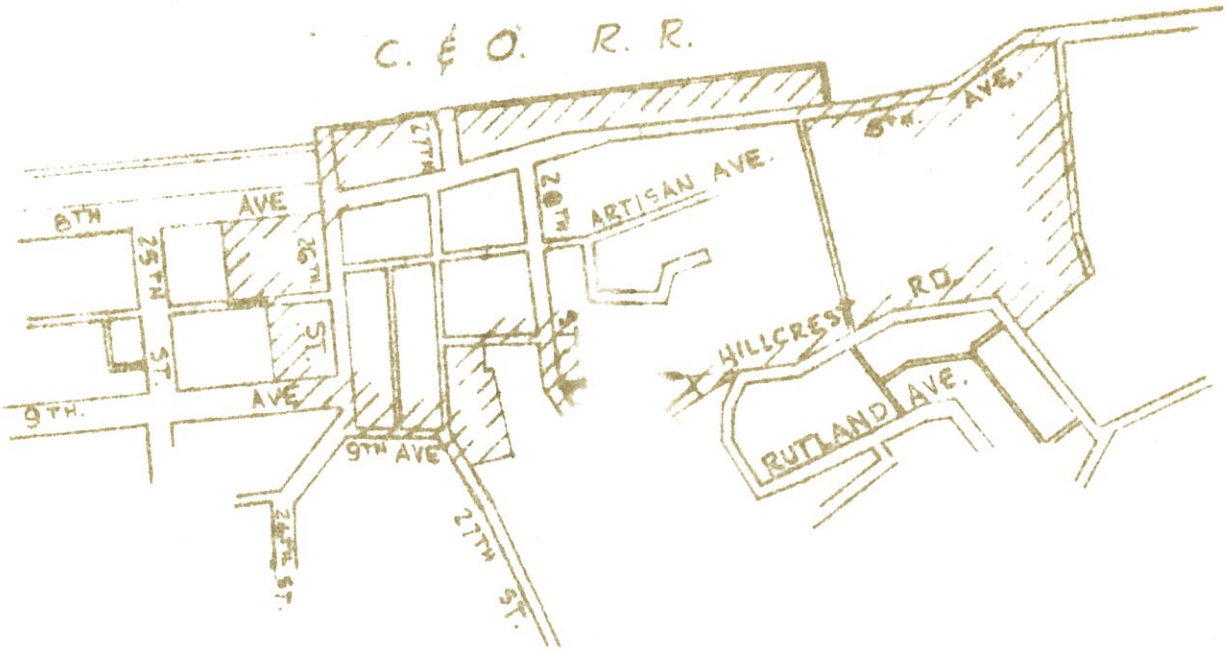
HUNTINGTON, WEST VIRGINIA
REDEVELOPMENT AREA "L"



HUNTINGTON, WEST VIRGINIA
REDEVELOPMENT AREA "F"

SCALE: 1"=1000'

M.P.I. '59



SCALE: 1" = 1,000'

HUNTINGTON, WEST VIRGINIA
REDEVELOPMENT AREA "M"

M.P.L. '59

HUNTINGTON, WEST VIRGINIA
REDEVELOPMENT AREA "A"