PRELIMINARY DRAFT

HUNTINGTON COMPREHENSIVE PLAN UPDATE 1981

City Planning Commission
Community Development Department
City of Huntington, West Virginia

Ridenour Associates Inc. landscape architects • planners
850 ridge avenue pittsburgh pennsylvania 15212 (412) 323 8384

OCTOBER 1981

Preliminary Draft

HUNTINGTON COMPREHENSIVE PLAN

UPDATE 1981

TABLE OF CONTENTS

Introduction

INTRODUCTION

Huntington is a fine and proud city, the largest city in West Virginia and in the Ohio Valley between Pittsburgh and Cinncinnati, a significant industrial and transportation center, home for Marshall University, an important commercial center and a City built on a visually exciting site with many fine residential neighborhoods and parks. It is a City of substantial civic accomplishment enclosed by floodwalls to control the periodic flooding of the Ohio River, bounded on the south by the Interstate highway system, and centered upon a renewed and revitalized business district.

Extensive public investment has gone into improving the older neighborhoods in the City and toward providing improved recreational and community facilities to serve the residents of these areas.

For all the City's accomplishments and its justifiable pride in them, the City still faces significant problems which must be solved in the coming decades if the City is to remain vital and is to provide the essential strengths and services for the metropolitan area of which it is the center. Symptoms of the problems are shown by the population and economic trends of the City, and by the obsolescence of its buildings, the limited space for new growth, and the aging and deterioration of many of the City's facilities.

The City's population has declined from over 86,000 in 1960 to less than 69,000 by 1980. The decrease results from emigration, both to the suburbs near Huntington and to other regions of the country. The movement out of the City has reduced the number of young adults, proportionately increasing the elderly and other segments of the population who are less able to contribute to the economic vitality of the community.

During the past generation there have been few additions to the number of industrial jobs available in the City, and the current national economic reversals have resulted in the closing of some plants and the reduction of available jobs. The labor force has decreased by almost a fifth in the last two decades. These decreases have not been paralleled by decreased demands for city services and decreased needs for investment in facilities and maintenance of improvements. Indeed, the reverse has been true. The demand for services and the need for maintenance and investment have increased.

More than two thirds of the housing units in Huntington were built prior to 1940. Since the City's major growth was between 1900 and 1930 when the average annual increase in population exceeded 2100 persons it is easy to conclude that most of the housing stock is between

50 and 80 years of age. Similarly, commercial and other structures, streets, sewers and other systems which constitute most of the physical wealth and development of the City are handicapped by age and deterioration. Substantial and successful efforts to mitigate the more serious evidence of dilapidation have been a major accomplishment of the City, but much yet remains to be done.

The revitalization of older areas is hampered by the lack of available space. This lack of space has of course been a factor in the growth of the suburbs in Huntington metropolitan area. New suburban shopping facilities threaten the vitality of the City's once dominant central business district.

For civic leaders there is concern that these problems may result in a further widening of the gap between the needs and demands for services and investment in the City and the ability of the City's taxpayers to meet these needs.

These problems are not unique to Huntington. Most cities located in the northeast and midwest are experiencing similar difficulties, and for many of them the problems are more aggravated than in Huntington. Indeed, within Huntington there is reason to believe that these adverse trends can be reversed or mitigated. The City has many strengths and advantages which can be used as the basis for an action program to solve the City's problems. The problems will not be solved automatically; they will require substantial effort and skill and investment. The approach must be a broad-based approach requiring coordinated and interrelated progress in several areas simultaneously. It is not a program that can be carried out unilaterally by the City's administration, but rather is one that will challenge all the residents and the business and industrial communities of the City to achieve common goals.

This report on the updated plan for the City of Huntington addresses these goals and recommends a program for action. It has based in large part on the Comprehensive Plans prepared earlier for the City of Huntington in 1963, and in 1975. In large measure it is a natural evolution of these earlier planning programs with modifications to better address the problems which the City of Huntington faces in the 1980's.

Overview

OVERVIEW

An assessment of current conditions and trends was undertaken for Huntington, and the results are presented in the following sections of this report. Detailed data for much of this overview is available from specialized reports and plans available through the City Planning commission and the KYOVA Regional Planning agency. Where complete discussions of pertinent information is readiliy available, such data has been treated herein only to identify and focus upon current issues.

This report on the updated Comprehensive Plan next presents an outline and discussion of issues, goals and strategies; followed by presentation of the updated elements of the Comprehensive Plan; and by a program recommending actions needed to achieve the purposes of the Plan.

POPULATION

The population of Huntington has been decreasing for three decades. During that time the decrease has amounted to 22.6% of the total population; for every five persons that lived in Huntington in 1950, fewer than four were there in 1980.

Extent of Decrease

If there had been no out-migration, and if there had been ample space to accommodate all the needed new housing construction, the population counted in 1950 (86,353) would have increased to almost 100,000 in 1960, 115,000 in 1970, and to over 125,000 in 1980. Instead, the population dropped to 83,627 in 1960, to 74,315 in 1970, and to 66,821 in 1980.

The decrease is mainly attributable to five factors: the lack of adequate space within the city limits to accommodate sufficient new housing; the decrease in the population per household; the removal of deteriorated housing; migration to other areas of the country; and - to a lesser extent - a decline in the birth rate.

During the same period, Cabell and Wayne Counties grew in the areas outside the City. Their combined population in 1950 outside of the City was 60,651 and this has increased steadily, to 63,552 in 1960; 70,184 in 1970; and 86,035 by 1980. Altogether this amounted to a 42% increase or 25,384 persons. This compares to a loss of 19,532 persons in the City during that time.

Not all of the growth in the rural areas of the County was caused by out-migration from Huntington, but it is clear that much of the City's new residential growth has occurred beyond the City limits. Such growth reflects the almost explosive expansion of space available to urban residents as a result of the widespread availability of private passenger automobiles. Freed from the constraints of living within walking distance or near a transit stop, the urban worker has been able to locate his dwelling miles outside the City where he nominally resides.

The Dynamics of a Mobile Population

A number of forces operate which affect the dynamics of the population shifts, and these tend to exert specific selective influences on the makeup of the population both in the Huntington and in the growth areas outside the City. Not all residents move into the expanded space of the Region. Those who do must be able to afford to build new housing and to pay for the additional commuting costs, and must have sufficient motivation to spend both money and time to accomplish the move.

Typically, those who move are nuclear families - two parents and one or more children - with above average incomes and with the head of the household usually in the age group between 25 and 45. These characteristics applied especially during the 1950's and early 1960's when high birth rates prevailed. The pattern of suburban neighborhoods has been fairly homogenous with similar young families occupying new units when available.

Suburban areas have tended to have a higher proportion of school age children, a lower porportion of young adults in a twenty to thirty age category, a lower percentage of elderly, and a lower percentage of low income families.

Few blacks choose to relocate in the suburbs. For a variety of reasons blacks tend to remain within neigborhoods where other blacks live. While many factors may influence this trend, it is analogous to an earlier pattern of urban areas where Irish, Italian, German and other still identifiable ethic minorities established their own ethnic neighborhoods.

The past three decades have also been a period of migration away from the Huntington Region. Selectivity operates in these long distance migrations also. For the most part those leaving the area are young adults who, coming of age, leave their home for college or employment. A large percentage of these leave the area. Evaluation of the age groups from one decade to another indicates that the great majority of

those leaving the area are in their late teens or early twenties. In the past the number of males leaving greatly exceeded the number of females, but increasing independence and more equal employment opportunities for women, the numbers of young women emigrating is increasing.

The presence of Marshall University affects this emigration by bringing many youths into the City for their college years. The inflow is large enough to cause an increase in young women, and nearly offsets the out-migration of the young male residents who leave after their completion of public school. During the Sixties, the out-migration rate for young men in their late teens and early twenties was a very low 2.7 percent, and for young women the in-migration rate was 10.3 Percent. This gain was largely offset by higher outmigration rates in the late twenties age groups, - 31.9 pecent for males and 34.7 percent for females. Overall, out-migration for males has averaged 20.2 percent for all these age groups, and 16.7 percent for females.

The proportion of elderly residing within the City is high and is increasing. This selectivity of migration - both to the suburbs and to other parts of the country - decreases the ranks of young adults and thereby increases the proportion of elderly. In 1970 those aged 65 or over accounted for 14.0 percent of Huntington's population, compared to 11.1 percent for all of West Virginia. For Huntington this was an increase over the 11.0 percent reported in both 1950 and 1960. The trend continued through the Seventies.

The variety and characteristics of the existing stock of housing within the City, as compared with the suburban areas, and the proximity of specialized facilities serving the elderly may also result in older families moving back into the City when their incomes and energies are diminished.

The City, with its greater availability of rental units and increased level of activity, is also attractive to young adults and newly formed families. Similarly, single parent households and families with low incomes are more prevalent within the City than in the suburban areas.

Characteristics of the Population

The dynamics of population change suggests that the population of Huntington will vary from the national norm in a number of its characteristics. Age characteristics do differ: there are a higher proportion of elderly, a lower proportion of school age children and a higher proportion of young adults. Social and racial characteristics are also affected with the majority of the racial minorities of the

Table : SOCIAL STATISTICS, HUNTINGTON COMPARED TO AREAS OUTSIDE THE CITY, 1970

HOUSEHOLD POPULATION, 1970	Huntington		Balance of Cabell and Wayne Counties	
	Number	Percent	Number	Percent
Population in Households	70,571	100.0	69,466	100.0
Male Head of Household	16,362	23.2	17,234	24.8
Female Head of Household	2,905	4.1	1,457	2.1
Male Primary Individual	1,997	2.8	784	1.1
Male Primary Individual	4,853	6.9	1,538	2.2
Total Households	26,117		21,013	
Persons per Household	2.70		3.31	

MARITAL STATUS	1960	1970	1960	1970
Males 14 years +	28,606	26,510	21,702	24,805
Single	6,465	7,521	5,650	6,032
Percent	22.6	28.4	26.0	24.3
Married	20,078	16,895	14,898	17,521
Percent	70.2	63.7	68.6	70.6
Separated	495	350	184	140
Percent	1.7	1.3	.8	.6
Widowed	1,089	946	689	673
Percent	3.8	3.6	3.2	2.7
Divorced	974	1,148	366	579
Percent	3.4	4.3	1.7	2.3
Females 14 years +	34,237	33,021	21,845	19,198
Single	6,584	7,700	4,175	4,971
Percent	19.2	23.3	19.1	25.9
Married	20,589	17,371	15,051	17,759
Percent	60.1	52.6	68.9	92.5
Separated	692	608	203	245
Percent	2.0	1.8	.9	1.3
Widowed	5,356	5,798	2,154	2,741
Percent	15.6	17.6	9.9	14.3
Divorced	1,708	2,152	465	727
Percent	5.0	6.5	2.1	3.8

region residing within the City, and with a higher percentage of single parent families in the City. The average size of the household is less within the City. A higher proportion of adult women are be employed and the proportion of low income families is high.

Fiscal Implications

The selectivity of population dynamics over the past three decades had a considerable impact on the City. The higher proportion of families and individuals in need of specialized facilities, services and assistance who reside in Huntington places an inordinate burden on the City and its institutions, while at the same time the number of families who can easily contribute to the support of these services and facilities has diminished. The City in particular, has been caught in a squeeze between a decrease in the ability of the citizens to pay taxes and a concurrent increase in the need for improved and expanded services.

Emerging Trends

There are a number of shifting trends within Huntington and, indeed, the nation which suggest the factors which have affected population for the past generation are changing. With time the suburban growth areas are becoming less homogenous with a growing number of older houses and with construction of some apartments and rental units, and with the inevitable aging of the suburban population..

The attraction of ample space and the relative newness of the suburban areas is not mitigated by increasing costs of energy and the inconvenience of support facilities. Many of the children of the baby boom years who were motivating factors in their parents move to the suburbs, are now adults who find the convenience and variety of the city life preferable to the suburbs.

Programs for renovation within the City have indeed improved the quality of life for City residents. The extent and variety of the existing housing stock also offers comparative bargains which are attractive to young middle income families. The changing role of women further mitigates against the putative values of homogenous suburban enclaves.

The investment in improved facilities in housing in black neighborhoods has improved their livability and desirability, - even though much remains to be done in these neighborhoods.

These trends suggest that the dynamics of population change are being significantly altered. These shifting trends present opportunities

for the City of Huntington. The stage is set for continuing programs of renovation of existing housing and for construction of new housing in desirable locations at increased densities to accommodate the changing needs of the population.

Migration

Migration patterns are shown on the Table "Cohort Survival Rates" in 1960-1970. These indicate survival rates for age-specific population cohorts. The Table shows the age of the cohort in 1960, the age of this cohort in 1970, the percentage of those who are estimated to have survived (the natural survival rate) based on national mortality tables, the percentage of each cohort that remained in Huntington at the end of the decade (not necessarily the same individuals) and the difference between the two - the net migration. Data are shown for both male and female.

The highest rates of out-migration are from males and females who were twenty-five to thirty-nine in 1970. The college population postponed the age of leaving, but about one third of the somewhat older males emigratedduring the decade, and more than a third of the females followed suit. The number of young children also decreased, supporting the hypothesis that families with school aged children tend to leave the City.

Emigration rates for males in their thirties and forties was lower, 14.9 percent; and for females, 13.0 percent. The rates dropped further to less than ten percent for those in their fifties, and showed an increase for elderly females.

These data are based on detailed reports from the 1960 and 1970 Censuses, and while such data is not yet available for 1980, the indications all point to the continuation of these trends at very similar levels.

Projection of Past Population Trends

A mathematical projection of population was performed to indicate the implications of a continuation of past trends. The projection was based on migration and survival experienced between 1969 and 1970. Future births were estimated based on a slightly reduced birth rate which was applied not to the total population, but only to the number of women in their child bearing years (15 to 44). The adjustment is important since there are proportionately fewer women in these years than the norm. The results are shown on Table , "Projected Population".

Table : Cohort Survival Rates, Net Migration, 1960-1970, Huntington, West Virgina

AGE 1960	-------MALE---------			------FEMALE-------			AGE 1970
	Nation	Hunt.	Migration	Nation	Hunt.	Migration	
0-4	99.2%	74.6%	-25.0%	99.5%	77.9%	-21.6%	10-14
5-9	99.3%	95.4%	-3.9%	99.7%	110.4%	10.7%	15-19
10-14	98.6%	97.2%	-1.4%	99.6%	109.5%	9.9%	20-24
15-19	98.3%	68.2%	-30.1%	99.4%	58.4%	-41.0%	25-29
20-24	98.3%	64.6%	-33.7%	99.4%	60.1%	-39.3%	30-34
25-29	98.2%	66.2%	-32.0%	99.2%	75.3%	-23.9%	35-39
30-34	97.6%	80.5%	-17.1%	98.7%	81.7%	-17.0%	40-44
35-39	96.2%	81.0%	-15.2%	98.0%	84.7%	-13.3%	45-49
40-44	94.2%	81.8%	-12.4%	96.9%	88.1%	-8.8%	50-54
45-49	86.6%	79.4%	-7.2%	95.2%	84.1%	-11.1%	55-59
50-54	85.0%	75.5%	-9.5%	92.8%	86.2%	-6.6%	60-64
55 +	54.1%	50.4%	-3.7%	72.4%	87.1%	14.7%	65 +

Source: Calculations by Beckman Associates, inc.

PROJECTED POPULATION: HUNTINGTON, WEST VIRGINIA

Based on Cohort Survival Ratios 1960-1970

	1960	Survival Ratio(60s)	1970	1980(proj)	1990	2000
MALE						
0-4	3963	.746	2468	2090	1765	1392
5-9	3676	.954	2673	2090	1765	1392
10-14	3420	.972	2958	1841	1559	1317
15-19	2878	.682	3506	2550	1994	1684
20-24	2538	.646	3324	2875	1789	1515
25-29	2379	.662	1963	2391	1739	1360
30-34	2532	.805	1640	2147	1857	1156
35-39	2681	.810	1574	1300	1583	1151
40-44	2580	.818	2038	1320	1728	1495
45-49	2397	.794	2172	1275	1053	1282
50-54	2352	.755	2111	1667	1080	1414
55-59	7753	.504	7583	1725	1012	836
60-64		.504		1594	1259	815
65+		.504		3822	3598	2958
				28686	23781	19767
FEMALE						
0-4	3703	.779	2380	2090	1765	1392
5-9	3650	1.104	2634	2090	1765	1392
10-14	3477	1.095	2883	1854	1628	1375
15-19	3453	.584	4031	2908	2307	1949
20-24	3006	.601	3809	3157	2030	1783
25-29	2522	.753	2017	2354	1698	1347
30-34	2853	.817	1806	2289	1897	1220
35-39	3177	.847	1898	1519	1773	1279
40-44	2873	.881	2331	1476	1870	1550
45-49	2922	.841	2692	1608	1287	1502
50-54	2731	.862	2532	2054	1300	1647
55-59	10140	.871	13647	2264	1352	1082
60-64		.871		2183	1771	1121
65+		.871		11887	14227	15113
Subtotal				39732	36670	33752
TOTAL				68418	60451	53519

The projected total for 1980 was very close to the actual figures reported in the advance counts, so that it is assumed that the trends from the sixties continued through the seventies. A future continuation of these trends would result in a continuing decrease in population to 60,451 in 1990, and to 53,519 in the year 2000. Moreover, the ratio of females to males would increase significantly, and the continued aging of the population would advance.

Such a projection is not intended to be used for planning purposes, but only to indicate the implications of trends of the past decades. Trends are changing, and many of the factors which influenced these past trends are changing.

Alternative Projections

The same procedures as were used to project population based on past trends were utilized to anticipate more likely projections. Table "Alternative Population Projections" shows the result of a projection without migration during the coming two decades. This alternative still indicates that the population will age, and that the ratio of female to male will increase, but it also shows a return to the population levels experienced in the 1940's.

Other projections support the concept of an increasing population in the coming decades, but not necessarily within the City. The OBERS projections of the early 1970's are now outdated, but anticipate growth in the Region. Since the OBERS projections were completed, the energy crisis has impacted the Nation, and coal has greatly increased in its future importance.

PROJECTED WORKING AGE POPULATION AND LABOR FORCE: HUNTINGTON, W VA

AGE:	1960	1970	1980*	1990*	2000*	2010*
MALE:						
20-29	4,917	5,287	5,266	4,322	3,713	4,475
30-54	12,542	9,535	7,709	9,763	11,236	10,355
55-64	3,846	3,678	3,319	2,521	2,140	3,633
Total	21,305	18,500	16,294	16,606	17,089	18,463
FEMALE:						
20-29	5,528	5,826	5,511	6,592	7,251	8,740
30-54	14,556	11,259	8,946	10,651	14,121	16,642
55-64	4,990	5,335	4,447	3,437	2,745	4,209
Total	25,074	22,420	18,904	20,680	24,117	29,591
IN LABOR FORCE:						
Male:	20,650	17,049	15,072	15,361	15,807	17,078
Change:		-3,601	-1,977	+289	+446	+1,271
Female:	11,499	11,551	10,927	13,421	16,882	20,714
Change:		52	-624	+2,494	+3,461	+3,832
Total:	32,149	28,600	25,999	28,782	32,689	37,792
Change:		-3,549	-2,601	+2,783	+3,907	+5,103

*Estimated

PROJECTED POPULATION: HUNTINGTON, WEST VIRGINIA

Based on Adjusted Cohort Survival Ratios with same migration patterns in 70's as in 60's; but no migration thereafter.

	1960	1970	Survival Ratios '60-'70	Nat.	1980 '60-'70	1990 Nat.	2000 Nat.	2010 Nat.
MALE								
0-4	3,963	2,468	.746	.992	1,712	2,290	2,660	3,083
5-9	3,676	2,673	.954	.993	2,089	2,290	2,660	3,083
10-14	3,420	2,958	.972	.986	1,841	1,698	2,272	2,639
15-19	2,878	3,506	.682	.983	2,550	2,074	2,274	2,641
20-24	2,538	3,324	.646	.983	2,875	1,815	1,674	2,240
25-29	2,379	1,963	.662	.982	2,391	2,507	2,039	2,235
30-34	2,532	1,640	.805	.976	2,147	2,826	1,784	1,646
35-39	2,681	1,574	.810	.962	1,300	2,348	2,462	2,002
40-44	2,580	2,038	.818	.942	1,320	2,095	2,758	1,741
45-49	2,397	2,172	.794	.866	1,275	1,251	2,259	2,368
50-54	2,352	2,111	.755	.850	1,667	1,243	1,973	2,598
55-59	2,026	1,903	.504	.541	1,725	1,104	1,083	1,956
60-64	1,820	1,775			1,594	1,417	1,057	1,677
65+	3,907	3,905			3,822	3,863	3,454	3,026
	39,149	28,869			28,308	28,821	30,409	32,935
FEMALE								
0-4	3,703	2,380	.779	.995	1,645	2,201	2,556	2,962
5-9	3,650	2,634	1.104	1.997	2,007	2,201	2,556	2,962
10-14	3,477	2,883	1.095	1.996	1,854	1,637	2,190	2,543
15-19	3,453	4,031	.584	.994	2,908	4,008	4,395	5,104
20-24	3,006	3,809	.601	.994	3,157	3,701	3,267	4,371
25-29	2,522	2,017	.753	.992	2,354	2,891	3,984	4,369
30-34	2,853	1,806	.817	.987	2,289	3,138	3,679	3,247
35-39	3,177	1,898	.847	.980	1,519	2,335	2,868	3,952
40-44	2,873	2,331	.881	.969	1,476	2,259	3,097	3,631
45-49	2,922	2,692	.841	.952	1,608	1,489	2,288	2,811
50-54	2,731	2,532	.862	.928	2,054	1,430	2,189	3,001
55-59	2,532	2,731	.871	.724	2,264	1,531	1,418	2,178
60-64	2,458	2,604			2,183	1,906	1,327	2,031
65 +	5,287	8,834			11,887	11,826	11,050	9,988
	44,507	37,646			39,205	42,553	46,864	53,150
TOTAL	83,656	66,515			67,513	71,374	77,273	86,085

Table : Employment, Annual Wages, by Industry, 1979, 1971, Cabell County, W Va

SUMMARY BY INDUSTRY	EMPLOYEES			ANNUAL PAYROLL		
	1979	1971	Percent Change	1979	1971	Percent Change
Agriculture	119	200	-40.5	1,297	788	64.6
Mining	301	200	50.5	1,297	788	64.6
Construction	647	619	4.5	7,275	3,876	87.7
Manufacturing	4,057	1,844	120.0	61,421	16,116	281.1
Transport, Utilities	1,786	2,496	-28.4	26,395	20,284	30.1
Wholesale Trade	3,385	2,693	25.7	45,899	19,484	135.6
Retail Trade	9,098	6,957	30.8	63,579	30,928	105.6
Finance, Insurance, Real Estate	2,115	2,217	-4.6	22,724	12,880	76.4
Personal and Business Services	8,569	521	1,544.7	75,548	2,112	3,477.1
Professional Services	4,995	3,479	43.6	52,528	14,492	262.5
TOTAL	35,072	21,226	65.2	357,963	121,748	194.0

NO NUMBER

Table : COMPARISON OF OCCUPATION GROUPS 1960-1970;

	1960	1970 Total	PERCENT CHANGE
MALE			
Professional & Technical	2,307	2,405	4.2
Managers & Administrators	2,594	2,084	-19.7
Sales	2,012	1,458	-27.5
Clerical	1,800	1,464	-18.7
Craftsmen/Foreman	3,561	3,192	-10.4
Operatives*	3,227	2,962	-8.2
Laborers	1,184	1,078	-9.0
Farm Workers	20	34	70.0
Services	1,317	1,472	11.8
Private Household	32	10	-68.8
Not Reported	1,330	0	
Sub Total	19,388	16,159	-16.7
FEMALE			
Professional & Technical	1,751	2,088	19.2
Managers & Administrators	437	410	-6.2
Sales	1,012	913	-9.8
Clerical	3,191	3,482	9.1
Craftsmen/Foremen	123	183	48.8
Operatives	1,339	1,231	-8.1
Laborers	33	81	145.5
Farm Workers	0	9	-
Services	1,259	2,006	59.3
Private Household Workers	768	584	-24.0
Not Reported	842	0	-100.0
Sub Total	10,755	10,987	2.2
TOTAL	30,143	27,146	-9.9

*Includes Transportation Operators

SOURCE: U.S. Census of Population, 1960,1970

NO NUMBER

ENVIRONMENT AND LAND USE

Huntington is a river city located on the Ohio River, one of the earliest industrial transportation corridors in the nation. Located at the western corner of West Virginia, where it meets Kentucky and Ohio, the City is centrally located with respect to most of the nation's population and industrial wealth. It site near the western edge of the Appalachian range, midway between eastern urban corridor and the midwestern regions. It lies within 500 miles of New York City, Savannah, Georgia, Memphis, Tennessee, Saint Louis, Milwaukee, Detroit and Buffalo. It sits astride one of the nation's major inland waterways and is a major shipping center utilizing the Ohio River. It is a major rail center and its growth and development as an industrial city was engendered by the extension of the railroads through the area and the establishment of central offices and maintenance facilities in Huntington. Interstate Highway I-64, follows the southern boundary of the City and provides convenient access to the national interstate system. Relatively convenient airline service is also available. The locational and transportational advantages with respect to major industrial markets and population are impressive.

The Ohio River flows from east to west and has over the ages carved a broad valley through the western foothills of the Applachians. The City is sited on the south bank of the River and its fork is the logical result of the land on which it is located. The most intensively developed area and the largest area of the city is located on a river terrace which extends to a mile or a mile and a half southward from the Ohio River Bank. This is essentially a level area formed by siltation deposits from the river during the long period of alternating erosion and deposition of soils, gravels and sands. In addition to being level it is reasonably fertile, well drained and subject to periodic flooding.

This level terrace is bounded by a series of fairly sharply insized hills and valleys which form the southern boundaries of the City. The City extends into these hills which are developed essentially for residential neighborhoods.

The Guyandotte River flowing from the south empties into the Ohio on the east side of Huntington. West of the confluence is the Guyandotte neighborhood which is the oldest section of the City. The Guyandotte enters the City from the Teays Valley, a broad valley formed by a river whose course was altered by the advance of successive glaciers through the ice ages. This valley extends from Huntington eastward into the Charleston area and affords a major transportation and development corridor extending between the two largest cities in West Virginia.

Smaller drainage systems flow from the south into the Ohio through Huntington. Four Pole Creek, the most significant of these flows into the Ohio near the western edge of the City. Through most of the City, this creek flows from the east to the west trending toward the north and follows the boundary between the river terrace and the hills to the south. Most of the land along Four Pole Creek is subject to periodic flooding and development is restricted along the areas adjacent to this creek to provide a ponding or holding area for storm water during major rain.

Heavy damage from flooding during the mid 1930's resulted in the construction of a flood wall along both the Guyandotte and the Ohio Rivers to protect the City from further damage. Storm water within the City is pumped into the Ohio.

The hills to the south of the City rise from three to five hundred feet above the terrace level. These hills and valleys have been formed by the long time weathering and erosion of the Applachian Plateau which had been upthrust long before the glaciation and subsequent formation of the Ohio River. Erosions have formed relatively narrow valleys with generally steep hillsides and narrow rounded ridges. The hillsides are for the most part heavily wooded. Development is limited in these areas because of the difficulty of road construction, the potential hazards of tree removal and construction which may result in landslides and heavy erosion, and the high cost and difficulty of accommodating structures to such hillside sites. A string of parks has been acquired by the Huntington Park Board over the years which utilizes in part these hillsides and some of the flood prone land along the Four Pole Creek. These parks provide an obvious and valuable usage of this land emphasizing the dramatic form of the river valley in providing recreational opportunities with an overview of the City.

Following the river terrace, the City assumed a linear form. This form has been emphasized not only by the presence of the river and the parallel rise of the hills both on the Ohio side of the river and to the south of the river terrace in Huntington but also by the subsequent construction of major transportation facilities paralelling the river. The main rail corridor traverses the City longitudinally about a half a mile south of the river. This corridor divides the City longitudinally and compartmentalizes neighborhoods. Interstate 64 built in the hills which rise to the south of the terrace extends this linear pattern east and west through the region.

Existing land use is shown on the generalized land use map and detailed calculations by analysis units are shown on Table . The

focal point of the community is the central business district located between the Ohio River and the railroad to the south approximately midway along the City's length. Major industrial uses are located within the terrace adjacent to the major rail corridor and adjacent to the river. The industrial usage is extended into the Altizer neighborhood east of the Guyandotte River. Marshall University lies close to the central business district and to the east of it.

Prior to the construction of Interstate 64 the major regional transportation facility through the region was U. S. Route 60 which was routed through the central business district of Huntington. This followed the major east west streets paralelling the river north of the rail corridor. Heavy traffic along these routes resulted in a fairly substantial commercial encroachment along most of the length of Route 60. The areas of mixed use follow this linear pattern and in addition extend southward from the business district toward the rail corridor. Suburban commercial expansion followed Route 60 southeastward along the south bank of the Guyandotte River. Other secondary business districts are also shown in Westmoreland along 14th Street West, First Street, 16th Street East, 20th Street East, and in Guyandotte.

Residential densities vary substantially according to topography. The most densely developed areas are naturally along the river terrace and in the areas around the business district. Slightly lower densities occur along the terrace in the neighborhoods south of the rail corridor. The eastern and western extremes, Westmoreland are characterized by lower densities. The gentler slopes of the hills in the Spring Hill area have resulted in the suburban level of residential densities in that area and the steeper slopes south of Ritter Park are more sparsely developed.

Population by neighborhoods is tabulated on the following table, and the neighborhoods (as shown on the Housing Map) have been separated into two groups: "Level Neighborhoods," which include those which are for the most part comprised of relatively flat, river terrace land; and "Steep Neighborhoods" which are those lying in the south and east sections which are mostly hilly. The tabulation shows 1970 and 1980 data and does include some population outside the City (in the steep neighborhoods). Nine of the sixteen neighborhoods were classified as level, and these contained 43,000 residents - two thirds of the City's population.

As in most cities, the age of housing varies with the distance from the business district, except that in Huntington the pattern is affected by the linear extension of the City. The hilly areas to the south were not extensively developed until after World War II. These

POPULATION BY NEIGHBORHOODS, 1980

"Level Neighborhoods"

ANALYSIS UNIT #	1970 POPULATION	1980(Prelim) POPULATION	CHANGE	1970 DWELLING UNITS	1980(Prelim) DWELLING UNITS	CHANGE	TOTAL AREA
2	4,626	4,355	-271	1,562	1,810	248	1196
5	7,936	6,155	-1,781	3,018	2,925	-93	912
6	3,573	2,538	-1,035	750	691	-59	200
7	8,645	7,086	-1,559	3,446	3,473	27	500
10	7,265	5,923	-1,342	3,171	3,141	-30	489
11	5,789	3,958	-1,831	3,026	2,971	-55	559
12	6,242	4,844	-1,398	2,470	2,561	91	569
14	3,757	3,014	-743	1,335	1,255	-80	528
15	5,851	5,085	-766	2,070	2,110	40	584
Sub Tot:	53,684	42,958	-10,726	20,848	20,937	89	5,537

"Steep Neighborhoods"

ANALYSIS UNIT #	1970 POPULATION	1980(Prelim) POPULATION	CHANGE	1970 DWELLING UNITS	1980(Prelim) DWELLING UNITS	CHANGE	TOTAL AREA
1	4,216	3,397	-821	1,448	1,505	57	1638
3	4,651	4,036	-615	1,514	1,610	96	541
4	7,017	5,538	-1,479	2,338	2,394	56	877
8	3,933	3,544	-389	1,358	1,496	138	728
9 + 13	8,364	8,657	293	2,666	3,654	988	1361
Sub Tot:	28,181	25,172	-3,011	9,324	10,659	1,335	6,111

Total	76,016	63,045	-12,971	28,102	29,486	1,384	11,648

TABLE : HOUSING CONDITIONS BY PLANNING UNIT, Huntington, W. Va.

Planning Unit	Single Family Units				Multi Family Units								Total Units
					2 to 4 Units				5 or more Units				
	Std.	Rehab.	Substd.	Total Single	Std.	Rehab	Substd.	Total 2-4	Std.	Rehab	Substd.	Total 5 or more	Total Multi Family	
1. Guyandotte	406	779	231	1,417	10	16	8	34	100	24	6	130		1,581
2. Altizer	1013	234	17	1,266	30	6	4	40	48	168	–	216		1,522
3. Beverly Hills	846	19	–	868	–	4	–	4	–	–	–	0		872
4. Peyton	1310	662	156	2,132	47	372	36	455	–	6	–	6		2,593
5. Highlawn	1282	680	64	2,031	71	141	32	244	126	38	5	169		2,444
6. University	112	167	38	323	6	38	6	50	326	78	–	404		777
7. Fairfield	1170	713	291	2,181	176	70	6	252	163	279	–	442		2,875
8. Spring Hill	1310	34	3	1,355	–	–	–	0	–	–	–	0		1,355
9. Ritter Park	660	12	–	681	–	–	–	0	100	–	–	100		781
10. Cammack	1699	215	4	1,928	400	99	4	503	592	58	–	650		3,081
11. Central Business District	257	311	44	612	43	167	19	229	647	180	–	827		1,668
12. Adams	713	608	96	1,429	19	44	6	69	343	50	–	393		1,891
13. Harveytown	262	123	64	462	–	–	–	0	–	–	–	0		462
14. Washington	669	375	109	1,167	6	27	4	37	92	–	28	120		1,324
15. Westmoreland	1470	298	93	1,876	12	6	6	24	42	–	–	42		1,942
	13,179	5,230	1,210	19,728	820	990	131	1,941	2,579	881	39	3,499		25,168

SOURCE: Field Survey, January 1980

Date: April 16, 1980

Notes: 1/Includes Riverview East, 100 Units

2/Includes Marcum Terrace, 284 Units

3/Does not include dormitories at Marshall (1,120 dunits/54 private, 1048 double serving 2151 students - 1976)

4/Includes Fairfield Towers, 100 Units; Washington Square, 80 Units; Northcott Court, 136 Units.

5/Includes Riverview Manor, 115 Units; Forest City, 135 Units.

6/Includes Madison Manor, 105 Units

7/1973 Plan shows 26,817 total units. 1980 Field Survey 25,060 – a loss of 1757 units. Recent Census estimates (Series P-25, No 861, November 1979) indicates a loss of 4723 people from April 1970 to July 1977. Assume 2,7 people per household and divide into 4723=1749 less households as of July 1977.

TABLE : EXISTING LAND USE (ACRES) BY PLANNING UNIT

Planning Unit	Residential				Commercial	Industrial			Transportation	Public	Recreation	Total Developed	Total Undeveloped	Total Area
	Single Family	Multi-Family	Apts.	Total Resid.		Light	Heavy	Total Indus.						
1. Guyandotte	379	3	3	386	15	3	169	172	20	20	25	638	1002	1,640
3. Beverly Hills	295	N	N	298	11	N	N	0	66	74	4	453	91	544
4. Peyton	303	10	18	335	26	N	6	6				367		367
5. Highlawn	238	16	7	266	91	13	225	238	181	48	2	826	91	917
6. University	24	2	7	39	20	2	22	24	57	66	N	206	-	206
7. Fairfield	264	9	10	290	27	1	19	20	134	19	15	505	2	507
8. Spring Hill	246	N	N	254	2	N	N	0	68	85	21	430	306	736
9. Ritter Park	349	N	6	364	1	N	N	0	79	30	125	599	771	1,370
10. Cammack	228	21	18	277	19	2	10	12	162	17	12	499	-	499
11. Central Business District	10	14	27	51	346	15	26	41	59	29	7	533	26	559
12. Adams	175	4	9	200	73	43	17	60	136	36	10	515	66	581
13. Harveytown	204	N	N	217	2	2	63	65	106	3	63	456	523	979
14. Washington	215	1	3	233	17	19	23	42	136	11	78	517	25	542
15. Westmoreland	310	1	1	327	26	8	8	16	171	30	22	592	7	599
T O T A L	3,575	84	112	3,880	765	108	788	896	1,425	482	385	7,833	3,411	11,244

PERCENTAGE OF TOTAL PLANNING UNIT AREA IN EACH USE CATEGORY

1. Guyandotte	14.1	.2	.2	23.5	.9	.2	10.3	10.5	1.2	1.2	1.5	38.9	61.1	100.
3. Beverly Hills	54.2	.0	.0	54.8	2.0	.0	.0	.0	12.1	13.6	.7	83.3	16.7	100.
4. Peyton	82.6	2.7	4.9	91.3	7.1	.0	1.6	1.6	.0	.0	.0	100.0	.0	100.
5. Highlawn	26.0	1.7	.8	29.0	9.9	1.4	24.5	26.0	19.7	5.2	.2	90.1	9.9	100.
6. University	11.7	1.0	3.4	18.9	9.7	1.0	10.7	11.7	27.7	32.0	.0	100.0	.0	100.
7. Fairfield	52.1	1.8	2.0	57.2	5.3	.2	3.7	3.9	26.4	3.7	3.0	99.6	.4	100.
8. Spring Hill	33.4	.0	.0	34.5	.3	.0	.0	.0	9.2	11.5	2.9	58.4	41.6	100.
9. Ritter Park	25.5	.0	.4	26.6	.1	.0	.0	.0	5.8	2.2	9.1	43.7	56.3	100.
10. Cammack	45.7	4.2	3.6	55.5	3.8	.4	2.0	2.4	32.5	3.4	2.4	100.0	.0	100.
11. Central Business District	1.8	2.5	4.8	9.1	61.9	2.7	4.7	7.3	10.6	5.2	1.3	95.3	4.7	100.
12. Adams	30.1	.7	1.5	34.4	12.6	7.4	2.9	10.3	23.4	6.2	1.7	88.6	11.4	100.
13. Harveytown	20.8	.0	.0	22.2	.2	.2	6.4	6.6	10.8	.3	6.4	46.6	53.4	100.
14. Washington	39.7	.2	.6	43.0	3.1	3.5	4.2	7.7	25.1	2.0	14.4	95.4	4.6	100.
15. Westmoreland	51.8	.2	.2	54.6	4.3	1.3	1.3	2.7	28.5	5.0	3.7	98.8	1.2	100.
T O T A L	31.8	.7	1.0	34.5	6.8	1.0	7.0	8.0	12.7	4.3	3.4	69.7	30.3	100.

areas are still growing and have vacant land available for future growth.

The City has a total area of 11,244 acres - or about seventeen and one half square miles. Seventy percent (7,833 acres) of the land is developed. The undeveloped land amounts to about 3400 acres, but this figure is misleading. The Map "Slope, Soils and Floodprone Areas" indicates the high proportion of the area which is too steep for urban use. Most of the land which is classified as undeveloped is unusable for normal development.

Residential uses account for more than one third of the total area. Commercial usage accounts for 6.8% and industrial usage for 8% of the land area. The remaining portion is used for transportation, public uses and recreation.

Housing

The Housing Map delineates the Neighborhood Analysis Units and indicates recent and proposed housing activities in two categories which show those assisted housing projects for elderly and for non-elderly. Four neighborhoods have been identified as target areas for neighborhood revitalization. These include Fairfield East, Fairfield West, Guyandotte and Adams.

Areas for significant rehabilitation and rebuilding are also indicated on this map. The areas are based on a survey of housing conditions in Huntington, the results of shich are tabulated by neighborhood. Indentified on the map are areas where the present stock of housing is obsolete or deteriorating, and where opportunities for new investment should be sparked to offset the potential further spread of housing blight. Specific sites for multi-family housing construction are also identified on the Map.

EXISTING COMMUNITY FACILITIES

Existing community facilities have been identified and are shown on the Map, "Community Facilities". The map indicates also the basic planning unit designations that have served as a basis for analysis of facilities on a neighborhood basis. These planning units are coterminus with census tracts so that detailed census data from 1970 can be prepared to observe conditions within the neighborhoods. When detailed data from the 1980 census is available later the neighborhoods can again be evaluated to determine shifts in local trends.

A detailed evaluation of recreational facilities, programming and needs was recently completed for the Huntington Park Board. The plan indicated that while Huntington has the framework for an outstanding Park system, extensive investment is needed in rehabilitation of parks and in the provision of needed new recreational facilities. Significant progress has recently been made in the provision of new facilities at Rotary Park, St Clouds Commons, Altizer Park and Ritter Park. Master Plans for Ritter Park and Riverfront Park are now in process.

Public schools are provided on a county basis. Since Huntington is located in both Wayne and Cabell Counties, residents are served by two separate school districts which extend beyond the municipal boundaries into the surrounding counties. A new elementary school, Spring Hill, has been constructed recently along with a new Vocational-Technical School. There has been a decline in the schoold age population within the City which has resulted in the closing of some of the older elementary schools in recent years. A projected continuation in this decline indicates that a further closing of some additional schools may be necessary.

The primary City need for additional community facilities include a new Fire Station in the Fairfield West Neighborhood, a library for the Guyandotte area, community centers for Adams and Westmoreland, and additional space for the Police Department. For the police facility the most critically need is for an area for use as a police training center. Prospects for joint City-County training facility should be investigated with the possible use of Sims School for this purpose.

An important need is for a centralized maintenance center and for some new equipment. The City should program the development and location of this maintenance center.

The sanitary land fill in Dietz Hollow has lettle remaining capacity, and a new site must be found in the near future. A regional evaluation of options for solid waste management has been completed and should be utilized. Since this - like many other City operations - is clearly a regional problem, the cooperation of the two counties and of the Region should be forthcoming.

UTILITIES

The sewer systems of Huntington are shown on the Map called Sanitary and Storm Sewers". Three major sewer interceptors serve the City, one following the shore of the Ohio River, one following the Guyandotte River, and the third tracing Four Pole Creek. Most of the City has a single system to handle both storm water and sanitary sewage, thus

increasing the volume of water requiring treatment at the sewage treatment plant located at the western end of the City. Only a few areas such as the area north of the Four Pole Creek interceptor have a separation of the storm water from the sanitary sewage. Substantial storm water improvement projects are being undertaken now in the Westmoreland, Fairfield East, Fairfield West, Guyandotte and Altizer areas.

Sewage capacity within the system is limited in some areas by the age of the sewerage system and by the build up of deposits in the mains. The acquisition of a jet cleaner for the sewer pipes is recommended as a way of overcoming this limitation.

The map indicates the location of storm water pump stations. These are located periodically along the floodwalls where storm water is pumped into the Ohio River.

Water service is extended to all developed portions of the City. Other utilities are provided by non-governmental agencies on an adequate basis.

TRANSPORTATION

Transportation is a major strength for Huntington and its region. It is located on the Ohio River which is an important transportation facility in itself. Its founding was based upon the railroads which followed the Teays Valley and the Ohio River and its central location helped fix Huntington as the headquarters for the Cheasapeake and Ohio Railroads. Its location is not merely near the apex for three states are joined; it is on the seam between three significant industrial regions in the United States. These three significant regions are the Mid-Atlantic States, the North Central States and the Southeast States. A five hundred mile arc centered on Huntington includes most of the states in these three regions and transportation connections throughout this area are provided by air, rail, and interstate highway. Additionally, the highly energy efficient transportation provided by the Ohio River and the inland waterways system benenfits Huntington greatly.

Transportation Issues

The chief issues associated with transportation are economic vitality, quality of life, investment, environment and maintenance.

Economic vitality is perhaps the most important of these issues. Huntington's manufacturing employment is a direct result of the transportation facilities which serve Huntington. Expansion of job opportunities and improvement of the industrial base depend upon further use of the transportation facilities. Expanded usage of the river transportation is a sensible and obvious objective for the continued health of the railway system. It is also essential to long term economic health and growth. The maintenance of the competitive position of Huntington's revitalized central business district would be assisted substantially by improving vehicular connections to the regional network. The quality of life is affected by the transportation system of the community. Safety, ease, and convenience of movement are related to this issue. A number of improvements are needed to improve the circulation system for automobiles within the City and to relieve congestion and improve safety. Similarly, the improved convenience of mass transit will benefit those residents who are without automobiles. Improved facilities for pedestrians and cyclists are also needed.

Investment to offset obsolescence to improve the quality of life within the community is needed in Huntington. Safe convenient and workable transportation facilities will facilitate investment and provide an incentive for private revitalization of the community.

Environment is affected in a wide variety of ways. Obsolescent investment and quality of life all deal in some measure with an improved environment for the community. Energy conservation and efficiency also are of concern to the future environment of Huntington. Reducing the residents need to rely on the private automobile will aid in this endeavor.

Obsolescence and maintenance are problems which affect the existing street system in Huntington. They are inter-related with the above issues and impact upon future transportation considerations.

Interstate Highway System

Huntington has excellent access to the Interstate System. The limited access routes serving Huntington include I-64 and I-92. I-64 provides a high service limited access highway which by-passes the City on the South and which replaces U S Route 60 as the major east-west regional highway. It provides interchanges to serve Huntington connecting with U S 60 southeast of the City; State Route 10 on 16th Street; U S 52 at Fifth Stret; and I-94 near 15th Street West. The next interchange to the west ties to State Route 75 and provides access to the Tri-State Airport. I-64 follows the Teays Valley to Charleston on the East and by-passes Ashland enroute to Lexington. North-south interstates are tied to I-64 at both Charleston and Lexington, and expand to provide service throughout the United States.

I-94 includes a high service bridge crossing the Ohio River and connecting with the highway systems serving the Ohio section of the region.

Local Street System

Two distinct street patterns are apperent in Huntington: the grid pattern of the level river terrace areas, a rectangular pattern of straight streets crossing at right angles; and the curvilinear, serpentine pattern of streets which wind through the hilly terrain in the southern and eastern sections of the City.

The grid system has been modified in response to traffic demand. Grid patterns are familiar in American Cities because they provided a simple and easily comprehensible pattern for urban organization in a time when traffic volumes were low and vehicular speed did not comprise a major safety problem. The shortcoming of the pattern is that streets lacked functional differention; all streets were more or less equal and traffic through intersections was unnecessarily complicated. In Huntington, the pattern has been modified to favor east-west traffic, and one-way couples have reduced potential conflict

at intersections. North-south movements are handicapped somewhat by the system as well as by the limitations of the relatively few underpasses at the rail corridor.

The curvilinear system in Huntington results from difficult topography which precludes the extension of the grid system. It cannot accommodate much traffic due to the low standards of improvement of most of the roads in this hilly area. Collectors and local streets are generally too narrow and have too limited sight clearances to meet an acceptable contemporary level of service. Many collector streets are too narrow and require realignment and intersection improvements. Many local streets are too narrow to accommodate both on-street parking and two-way traffic.

Functional Classification

The street and highway system for Huntington has been classified into a functional Hierarchy of four types: limited access arterials, primary and secondary urban arterials, urban collectors, and local streets.

Limited access arterials are interstate highways and other freeways and expressways which provide rapid, long-distance movement of traffic within and through the urban area. These continuous flow traffic carriers carry the heaviest volumes of traffic and provide a high level of safety taking into account volumes and speed.

Urban arterials provide for rapid and convenient movement of traffic within the city and connect residential, commercial and industrial areas to the limited access highways. They carry a realtively high volume of traffic and normally provide access to abuting properties.

Collectors are streets which serve to collect traffic from local streets and provide an intermediary connecection to arterials and limited access highways. Local streets function primarily for access to private properties but may also serve as low grade distributors of the City's traffic. They are not, however, intended to carry any significant volume of traffic.

The principal arterial routes are U. S. Route 60 which follows Washington and Adams through the eastern half of the City and Third Avenue and Fifth Avenue in the western portions. These are one way couples and function well and move traffic in an east west direction through the City. U. S. 60 then follows the east bank of the Guyandotte River out to and beyond the eastern City limits. The extension of U. S. 60 eastward to a connection with West Virginia Route 2 through Guyandotte is an arterial. West Virginia Route 10 and

U. S. Route 52 are classified as arterials. Eighth street is a principal distribution artery on the south side of the rail corridor and First Street from Eighth Avenue to Washington is also classified as an arterial.

Local Street System

The paved width of local streets in Huntington vary from 12 feet to 40 feet. Many of the local streets will only accommodate one lane traffic when there are parked vehicles on either side of the street. Many of the streets vary in width, especially as they connect primary or secondary collector streets.

Many local streets that have a surface width of 26 feet or less are still being used for parking on both sides. This use of the street for parking eliminates two-way traffic. The city may have to be to eliminate parking on both sides or at least one side of the street to allow for a reasonable flow of traffic. In most cases, a street with a paved surface less than 24 feet will barely accommodate parking on one side. Ideally a paving width of 36 feet is needed to accommodate parking on two sides.

Railroads

The Norfolk and Western and the Chessie System are major (Class 1) railroads extending over wide areas of the eastern United States. Lines radiating from Huntington extend to the Eastern Seaboard, the Pittsburgh Industrial Complex, the Great Lakes Region and the Midwest to St. Louis. There are connections from those points to other major rail carriers serving the remainder of the nation and Canada.

The hinterland of the proposed port (western West Virginia, eastern Kentucky and southeastern Ohio) is also served principally by the Chessie system and the Norfolk and Western. Huntington and Tri-State Area serve, to a large degree, as a major hub of their service. Therefore, the rail access between the proposed port sites and the Appalachian coal fields, forests and other generators of potential river traffic is already in place.

The Chessie System has substantial yard facilities within the City of Huntington, and the availability of these facilities within nine miles of the potential port sites will tend to lessen the amount of storage and classification tracks required at the port.

The Chessie System averages about twenty eastbound and twenty westbound freights per day. Switching facilities and siding for over 12,000 cars are available at Russell, Kentucky, as are rail refrigera-

tion and heating services. Piggyback failities are also available at the Huntington yards. The Chessie System connects with the main line of the Norfolk and Western Railway Company three miles west of Huntington in Kenova, West Virginia.

Other Transporation Facilities

Regularly scheduled air service is provided at the Tri-State Airport in Wayne County southwest of the City. Improved service would be desirable from this airport so as to enhance the Huntington Region as a site for new or expanded industry. Present service is workable, however.

Transit service is provided within the City. Expanded service is desirable, but economic viability may not be achieved until a higher density of population is located within the service areas. There are no identified or improved bicycle paths or routes in Huntington at present. Improved facilities for transit and for walkers and cyclists would hlep reduce transporation costs and would contribute to the revitalization of the City.

Goals and Strategies

GOALS

The overview of existing conditions in Huntington has isolated a number of issues which characterize the problems that the City of Huntington must face in the future. These issues are briefly discussed below.

Population Trends

The population is decreasing in Huntington, and the characteristics of the population are changing significantly. The proportion of elderly is increasing inordinately. Females outnumber males and this imbalance is increasing. The proportion of broken families exceeds the norm. The composition of the population is shifting more toward families and individuals who need public services and assistance, and away from those who can easily contribute to the costs of such services and assistance.

Economic Vitality

The industrial sector in Huntington has not increased employment opportunities significantly. The central business district is being challenged by a large new suburban shopping center. The proportion of workers to non-workers among the City's residents is decreasing.

Quality of Life

Huntington enjoys significant cultural, educational and recreational facilities, but improvement and maintenance of many of these facilities is indicated.

INVESTMENT

For many reasons private investment in new community development has to too great an extent been outside the City limits. Strategies should be evolved to increase the investment in private development within the City.

ENVIRONMENT

Despite substantial progress in improving the living environment of the City, much additional work is needed. Parts of the sewerage system are overloaded and flooding occurs in some of the key underpasses. Protection to avoid future erosion landslides and

flooding are needed. Street and neighborhood environments can be improved.

OBSOLESCENCE

The majority of the structures in Huntington are from fifty to eighty years of age. Changing functions and aging have rendered many of these structures obsolete. Many are unused or underused.

LAND LIMITATIONS

The readily usable land areas in the City are largely filled. Few tracts remain for construction of new facilities. Assemblage of parcels of land for new development is difficult and expensive.

MAINTENANCE

The age of facilities, the changing demand for use of facilities, and the narrowing margins of public funds available make difficult the continuing need for proper maintenance of the City's streets, utilities, and facilities. Maintenance by private citizens, business and industry is also a need.

G O A L S

In view of the issues cited above the following goals are set forth to guide in the establishment of plans and the setting of priorities for private and public action.

Return of Middle Class: To reverse population trends, Huntington needs to increase the housing opportunities and neighborhood facilities which are attractive to the middle and upper income families. This process is being termed "regentrification", that is the return of the gentry to the central city.

Stop Regional Emigration: Families and individuals - especially young adults - should have adequate employment opportunities and a satisfactory quality of life within the City to stop the outflow of nearly one/third of them away from the region.

Stabilize Existing Jobs: The existing commercial and industrial base should be protected and supported sufficiently so the presently available employment is not diminished.

Increase Job Opportunities: Additional basic industry, services and business should be attracted into the City or region in order to provide additional job opportunities for residents.

Increase Personal Income: A broader range of job opportunities, and an increased diversification of industry, the addition of industries with high value-added processes should be sought to increase incomes for residents.

Meet Needs of City's Poor: The provision of adequate housing, and related services, assistance for low income and needy families should continue.

Increase Private Investment: Incentives and programs should be developed to make more attractive the investment of private funds in business, industry and housing in the City.

Cultural Activities: An adequate and broad range of cultural activities should be available for the residents of the City.

Education: A complete range of educational opportunities should be provided and maintained.

Recreation: An adequate and broad range of recreational activities should be provided.

Reduce Transportation Costs: A more efficient energy system utilizing a broader range of transportation modes should be available to the business and industrial segments of the City and to residents of the City in order to reduce the cost of transportation.

Reduce Energy Consumption: The increasing costs and periodic shortages of energy point to the wisdom of conservation of the energy. Reduction in consumption of energy should be a key goal in addressing the future of the City.

Expand Housing Quantity: Additional housing is needed if the City's population trends to be reversed.

Improve Housing Quality: Regentrification and improved quality of life for the citizens point to the need for higher standards in housing within the City.

Intensify Use of Old Buildings: Unused and underused buildings should be adapted for reuse so that they may provide space for the increased requirements for housing industry and business.

Improve Value of City Services and Facilities: Effective management and maintenance of services and facilities provided by the City is a key goal.

Protect, Improve City's Environment: Both the natural environment and the man made environment should be improved to enhance the quality of life for the citizens.

Improve Management Capabilities: Administrative procedures and methods should be enhanced to guide and coordinate efforts at resolving the issues of the City.

STRATEGIES

Strategy for revitalization of Huntington is based on utilization of existing wealth and potential to focus action on identified issues. Existing wealth included the people of Huntington, the existing commercial and industrial establishments of the City, and the facilities and resources of the City and its institutions. The people in Huntington possess energy and imagination, and in the aggregate, this is perhaps the most important force for revitalization of the City. Harnessing this potential will be the key to the strategies set forth below.

The strategies are grouped according to the functional systems for the City, but such groupings should not be taken to mean that the strategies in one group are independent from the strategies in other groups. The adequate resolution of the issues the City will require broad based accomplishment in all areas since the issues are interrelated and depend upon interrelated solutions. For instance, improved housing requires added employment opportunities, and new jobs may well hinge upon improved transportation for utilities or conservation measures.

The issues, goals and strategies are shown on an abbreviated table to better illustrate the extent to which issues, goals and strategies are intertwined. Population trends is one issue which is addressed by most of the goals that are listed. The strategies for accomplishing these goals are also cross connected, each to a broad number of individual goals.

I S S U E S	G O A L S	S T R A T E G I E S
POPULATION TRENDS	Return of Middle Class	INDUSTRIAL Facilitate Capital improvements for existing industries Incubator facilities for new industries Expand value of River with new Port Facility Promote service opportunities for mining industry Increase venture capital
	Stop Regional Emigration	
	Stabilize Existing Jobs	
ECONOMIC VITALTY	Increase Job Opportunities	COMMERCIAL Improve competitive position of CBD Promote services and other ancillary uses in CBD Improve access from CBD to Region Promote University goals Rennovation of satellite business centers Commercial growth through re-use of existing commercial
	Increase Personal Income	
QUALITY OF LIFE	Meet Needs of City's Poor	TRANSPORTATION Complete key improvements to road and highway system Improve safety and flow at intersections, underpasses and congested areas Improve facilites for non-vehicular trasportation Continue and improve mass transit Facilitate use and maintenance of railroads
	Increase Private Investment	
	Cultural Activities	
INVESTMENT	Education	HOUSING Protection for stability of sound residential neighborhoods Higher density for expanded housing stock in central areas. Incentive zoning for better private amenities Promote and support rehabilitation and adaptive re-use for residential Complete improvement programs in targetted neighborhoods Land Bank and related assistance to encourage new housing Focus regentrification energies to aggragate market Historic preservation
	Recreation	
ENVIRONMENT	Reduce Transportation Costs	
	Reduce Energy Consumption	
OBSOLESCENCE	Expand Housing Quantity	RECREATION Increase use and access to River Acquire and improve land for City's recreation loop Improve community parks Provide neighborhood facilities for focus and identity Expand curtural activities in City
	Improve Housing Quality	
	Intensify Use of Old Buildings	
LAND LIMITATIONS	Improve Value of City Services and Facilities	UTILITIES AND FACILITIES Provide needed community facilities Promote joint school-park usage Improve sewerage system
	Protect, Improve City's Environment	CONSERVATION Control flood areas, erosion and sedimentation Controls for steep, wooded areas Corelate recreation and environmental conservation plans Promote landscaping, tree planting and such amenities
MAINTENANCE	Improve Management Capabilities	

Comprehensive Plan Elements

COMPREHENSIVE PLAN

The Comprehensive Plan for Huntington is updated and revised in accordance with the following maps and discussion. The updating reflects the strategies and actions proposed and discussed earlier in this report.

Huntington, and indeed every American city, has eveloved and continues to evolve as the sum total of thousands of individual decisions made both by the general public and public agencies. The purpose of this Comprehensive Plan is to provide a framework for these decisions so that those who are responsible for new investment and additions will know best where to place them and how to fit them into the other improvements which will follow theirs. Within this framework of objective foresight, this updated plan attempts to avoid error and waste for both public and private decisions by allowing for a better understanding and judgement of total community development, and by proposing strategies that will be responsive to the issues which Huntington faces during the coming decades.

The Plan is set forth with enough flexibility to allow latitude for individual decisions. Such latitude may encourage better ways of building communities than have been used in the past. As such, this Plan presents a challenge to citizens and developers to pursue excellence within an overall pattern for development. By accumulating excellence in individual building projects and tying them together by an overall pattern, Huntington should in the future be a reflection of the best capabilities of our society. It should evolve into a series of beautiful and liveable neighborhoods set within the City's magnificent natural setting, to make possible a community life of substance and vitality.

LAND USE POLICY

The recommended future land use plan for the City of Huntington is shown on the Map "Land Use Policy". This plan is based in part of a continuation of desirable existing land uses and patterns of development which prevail within the City. Commercial, industrial and residential patterns are indicated together with the recommended pattern for parks and public land and the principal traffic circulation system.

The policies are pointed toward the revitalization and intensification of structures and uses in the older areas of the City which are characterized by many obsolescent structures. The plan calls for adaptive re-use of such obsolete structures as are structurally sound and

capable of being adapted on a sound economic basis. Incentives to replace those structures having no further useful life with new productive structures and developments are recommended as a part of the policy for revitalization of the City.

Many of the neighborhoods of Huntington are stable and desirable neighborhoods at the present time. Future policies should ensure that inappropriate land uses should not intrude upon these neighborhoods, and that community improvements which add to the livablity of the neighborhood should be made.

Neighborhoods along the southern fringe of the City which are characterized by ridges and valleys separated by steep hills are used as low density residential neighborhoods. Further development of these areas should be encouraged, but only with appropriate zoning and development controls which will ensure that future development continues to be consistent with the limitations of nature in these areas.

INDUSTRY

Industrial uses follow a linear pattern using land adjacent to the Ohio and Guyandotte Rivers and land along the major rail corridor paralleling the river and about one half mile to the south. The linear pattern is derived from the linear nature of the transportation facilities which are essential to the industries. The pattern is discontinuous, however, being interrupted by commercial and residential uses which are interposed along the industrial and transportation corridors. The pattern is relatively stable with adjacent uses having evolved near the industrial establishements using site orientation, parking areas and the like as buffer zones.

Further intensification of these industrial districts is proposed. It is recommended that the City survey existing industrial uses within the City and through discussions with industrial leaders and managers, determine how City facilities may be modified to best encourage further investment within these existing industrial complexes.

Vacant structures within these industrial districts should be surveyed and catalogued for promotion to future industrial prospects. It is recommended that at least one larger industrial site be obtained for subdivision to encourage a variety of industrial spaces which may be leased to individual users. These smaller industrial spaces can serve as a "incubator" to assist in the beginning of new industrial enterprises which from time to time are initiated by the many entrepreneurs of the Region.

The industrial River Port which has been proposed for development by the City of Huntington along the Ohio River should be constructed. A feasibility study is presently underway for this port as a first step in its development. The addition of new industrial lands which enjoy immediate access to river transportation will be a key factor in drawing new industrial employment and job opportunities to the region. Provision of river transportation to all the industries within the region which do not presently utilize such low cost bulk shipping advantages, will serve to improve those industrial operations and enhance their prospects for renewed success and operation.

The newly focused attention on the coal industry in West Virginia and in the areas to the south of Huntington suggests that Huntington may be a reasonable location for centralized services to the mining industry. Concerted efforts to harness this potential and to encourage the establishment of service industries to this industry in Huntington are recommended.

COMMERCIAL

Huntington is the commercial and institutional center for the Region and this Plan is oriented toward continuance of this role for the City as the core of the Region.

The core should be multi-dimensional having not just retail shopping, but also the ancillary facilities which are key to the operation and enjoyment of the City and its region. Any facility which is used by a large number of people, which serves not just one neighborhood or one segment of the community but draws residents from a large area, and which is sufficiently specialized that only one or a few of them may be located in a region belongs in the core area. Marshall University, the Civic Auditorium, the Central Library, governmental offices, corporate headquarters and the like are examples of such core uses.

The shopping community within the central business district is supported and enhanced by this wide variety of collateral activities including governmental, cultural, recreational and educational facilities. The interaction of these many different activities is essential to the functioning of the central business district as the central core of the region.

The centralized location of these uses facilitates easy communication and interaction among them. This urbanity benefits each of the segments and participants in the mix, and it is this extra dimension which is the basis of the long term strength of the Central Business District when competing against a one dimensional outlying shopping center.

Concentration of such uses within the core area also facilitates the focusing of transportation services and other necessary community services within one area. The accommodation of peak traffic flows of mass transportation are all enhanced by the business and service functions within this core area.

The Commercial Land Use Plan calls for the completion of the major urban renewal and revitalization program which the City has been undertaking for the growth and expansion of offices and service industries in and near the business district, for the revitalization of the older satellite commercial districts to provide convenient shopping for residential neighborhoods, and for actions which will enhance the competitive position of the Central Business District.

The super block which is the northern property of the urban renewal project bounded by the Civic Auditorium, Veteran's Boulevard, Heritage Village and the business district should be developed in accordance with current plans. A plan for the public improvements which accompany and enhance the private developers investment in this block should be prepared. The extension of Veteran's Boulevard to tie into Adams as the westbound leg of the major arterial route through the City should be completed to enhance the access to the business district. Riverfront Park which is presently being planned will also enhance the attractiveness of the business district. The location of Marshall University near the central business district affords an additional opportunity for increasing activity in the business district.

Adaptive Reuse

The policy calls for adaptive reuse of underutilized or vacant structures in and near the central business district. Innovative zoning is being recommended as a part of this plan to accommodate such adaptive reuse. Under the proposals specific adaptive reuse projects can be approved as unit projects if overall planning of the project is carried out by the developer and approved by the City in accordance with stated goals. Essentially, the project approach would encourage the rehabilitation and renovation of groups of structures into appropriate and possibly mixed uses. For instance, restaurant and other commercial uses might be located on the ground floor, perhaps along an interior mall, with residential uses occupying the upper floors. The methods by which the developer proposes to accommodate off-street parking and handle open space and other neighborhood improvements would be key factors in review and approval of the project. Greater flexibility would be afforded to the developer if he meets these basic neighborhood improvement criteria.

The purpose of such provisions is to intensify usage of properties in the City and to accommodate growth that heretofore has been forced outside the City limits. The increased usage of properties will add to the economic vitality not only of the properties being rehabilitated, but also to the central business district and nearby commercial and community facilities. The increase in density will reduce transportation needs, increase general activities within the business area, and increase the opportunities for middle class families to return to the convenience of central City living. Additionally, the opportunities for creating more dwelling units at an affordable cost for newly formed families is a desirable goal in itself.

Specific areas for adaptive reuse are recommended in the University area so as to encourage a more active and intensively developed tie between the Marshall University campus and the Central Business District.

Additionally, the areas between Fifth Avenue and the railroad within the central business district are recommended for such action as well as parts of the Adams neighborhood. It is recommended that the City initiate the studies to guide private developers in the achievement of this proposal. Specific adaptive re-use of the above identified neighborhoods should be prepared to provide detailed overall guidance to these efforts.

Recommended zoning changes are also proposed to increase the density in these areas. A higher density of population will better utilize the facilities which the City now enjoys, but which require a greater population to assure economic viability. An increased population within the core area will assist in the achievement of many of the goals planned in detail.

Plans are now underway for the revitalization of the 14th Street West commercial district. The addition of convenient parking in accordance with the needs of the business area, with the addition of landscaping and street furniture, the rehabilitation and renovation of structures and preservation of buildings of historic nature will greatly enhance this area for convenient shopping serving adjacent neighborhoods. In addition to providing for added employment in the commercial center, the renovation of this district will aid in the improvement and stabilization of adjacent residential neighborhoods. The plan proposes the revitalization of the other outlying commercial districts and shopping plazas in the City.

The zoning policies discourage the further encroachment of commercial uses into residential neighborhoods. The indiscriminate mixture of urban land uses results in adverse impacts on both categories of uses.

Shopping should be provided conveniently to residential neighborhoods, but not scattered throughout the residential areas. To implement this objective, a firm policy should be followed by the Planning Commission against they rezoning of residential land for commercial uses. Sufficient commercial areas and structures exist within the City to accommodate through revitalization and adaption of existing structures and rebuilding on existing sites to accommodate commercial needs of the City. Extension of commercial zoning will not enhance the economic base of the City, but rather will most often result in a deterioration of property values of nearby properties.

The proliferation of mixed uses along 3rd and 5th Avenues and Adams and Washington Streets where U.S. 60 traffic has been routed, provides an example of the extent to which mixed uses can proliferate unless controls are rigidly applied. These areas are now characterized by discontinuous commercial and industrial uses interrupted by residential areas. The stability of the residential neighborhoods is damaged by the intrusive non-residential uses. At the same time, the discontinuity of the industrial and commercial uses works against the maintenance of either commercial or industrial environments. These areas are proposed for revitalization. However, mixed usage cannot easily be eliminated, and the area cannot be assigned to either a residential nor a commercial category. Specific site by site determinations of the best options for future use must be made as the proposals for re-use are brought forth.

RESIDENTIAL

Three different categories of residential neighborhoods are indicated by the future land use plan. In the older areas where obsolescent structures predominate a planned unit development approach to revitalization and adaptive re-use by both public and private investment is proposed. The policy is recommended for the Adams, Central Business District, University, Fairfield East, Fairfield West and Guyandotte neighborhoods districts. In addition, parts of the Washington and Highlawn neighborhoods are in this category.

Stable residential neighborhoods are the second major classification of future land use policy and include areas of predominantly residential areas free from extensive non-residential intrusion. These include areas for the most part on a more level river terrace area which are stable and easily identifiable as residential enclaves. These neighborhoods should be protected from the intrusion of adverse non-residential uses.

The formation of neighborhood associations and groups should be encouraged and assisted by the City. Such groups can help to provide

neighborhood identity and to focus upon needed neighborhood improvements and joint actions. Such groups may become the focal point for volunteer action to assist in neighborhood upkeep and installation of agreed upon improvements. They also facilitate social interchange which is important to the constructive cooperative efforts at neighborhood maintenance and revitalization.

Multi-neighborhood recreation centers have been proposed and are indicated on the Map "Land Use Policy". These are intended to provide a combination of indoor/outdoor recreational facilities where centralized neighborhood action and recreation will support neighborhood goals. Municipal support and assistance in providing needed neighborhood improvements should be provided feasible within fiscal policies. Recreational improvements, adaptation of local streets to accommodate off-street parking needs and local traffic flow and the maintenance of the utilities and sidewalks, landscaping, street lighting and the like should all be promoted.

The third category of residential covers the hilly southern fringe neighborhoods which are classified as limited residential development. While these are intended to be only for residential uses, the development potential is limited because of topographic and geologic constraints. Controls should be administered so that minimal destruction and disruption of the natural systems would occur.

A relatively low density of housing is proposed for these areas because of the natural limitations of the land. However, proposals to cluster housing at the sites will be encouraged when such clustering is offset by permanent reservation of the unusable portions of the building site. The clustering would not increase the overall density of the area but would simply allow modification to build more safely and more economically in these areas.

PARK AND RECREATION PLAN

The Park Plan for Huntington entails a continuous ring of recreational facilities surrounding the built-up area of the City. This ring follows two corridors which define important physical and topographic scenes or zones of changes in the City. Both are largely underused land not suitable for more intensive development but lands which can be utilized for park and open space with active recreational facilities and land occupying sites of opportunity around this ring. The first is the area which follows the front of the ridge of the hills rising to the south of the river terrace on which most of the development of the City is located. This land is characterized by a large proportion of steep slope land and much of lies along Four Pole Creek providing areas of water interest and bringing this corridor to a junction with a second important corridor.

The second corridor follows the frontage of the Ohio River and lies outside of the flood wall or flood levee which protects the City of Huntington from major floods of the Ohio River. This flood plain extends the entire length of the City and in addition reaches southeastward along the Guyandotte providing a second connection to the foothills corridor and completing the ring.

Most of the major community parks are located along this ring. These include Ritter Park in the center of the foothills corridor, St. Cloud Commons and Kiwanis Park on the west of the foothills corridor, and Rotary Park on the eastern end of the foothills corridor. Camp Mad Anthony Wayne and Wallace Park and the proposed Dietz Hollow Park are the other two major parks, and these are not connected to this ring. Development of Campbell Park is also recommended.

Ritter Park is the most important and most heavily used park in the City, and it occupies the central focal point of the ring. The heavy use of Ritter results from its location within the City -- close to the older built-up neighborhoods and midway along the length of the City. The planned improvements for Ritter Park will greatly enhance recreational opportunities for the residents of targeted neighborhoods, and the trails following the ring to Ritter will improve access and enhance its role as the central park of Huntington.

The standards for providing neighborhood parks cannot readily be met in Huntington due to the limited amounts of land and the high cost of land in the areas where the population is concentrated. However, these limitations are offset by the prospect of utilizing the land outside the flood wall and connecting the hilly land along the Foothills Memorial Trail into the continuous beltway of community parks. This system will then provide neighborhood park facilities in

convenient locations to the population. The generalized objectives of providing nearby neighborhood parks are therefore met through greater emphasis on the overall community park system which occupies land that should appropriately be reserved for open space, parklands and limited recreational use. Neighborhood park facilities are also met in part by the grouping together of existing facilities within the neighborhoods. These include community centers, school playgrounds and ballfields, and small parks where available.

Such proposed multi-neighborhood recreation centers are key components in this park and recreation system. They are not attached directly to the ring of community parks but rather are centrally located within residential districts so as to provide immediate and convenient access to residents of the neighborhoods. Nine such multi-neighborhood recreation centers are proposed and these include the recreation centers provided by Marshall University as one such center, and the YMCA facilities in the Cammack neighborhood as a second such facility.

Eight such recreation centers are indicate on the plan. Two are operated by quasi-public agencies -- Marshall University and the YMCA. The A. D. Lewis Center is now complete and has very good facilities, but the Center at Guyandotte will require rehabilitation. Other centers are called for in Adams West, East Fairfield/Lincoln, Highlawn and Beverly Hills.

Riverfront - Foothills Recreation Trail

The ring connecting the large community parks and encircling the inner city will provide a continuous trail system which is an important recreation facility in itself. The trail will not only provide improved access from the older congested neighborhoods to the major parks, but also will be an active multi-purpose trail.

Trails are increasingly important as an element of a community's recreational system and are extensively used. Joggers are evident in large numbers along the Memorial trail, in Ritter Park and even along the flood protection levee. Bicycling, walking and jogging are now year-round activities which are pursued by all age groups. Trails are vital needs.

The proposed trail will be about thirteen miles in length and would vary through its course. On some stretches it might be paved while on others it would have a grass or tanbark surface. Access points near the flood wall will be needed, and an occasional foot bridge may be needed. It will be usable as an alternative method of commuting being close to the business district and to many industrial employers. It will provide an intimate contact with the Ohio River.

Tree Planting

The Park Plan proposes major tree plantings along selected north-south streets to improve access to parks and recreation facilities located on the park ring. This program expands upon an excellent tree planting program that the City has followed in its Central Business District.

Five streets are proposed -- the principal circulation system for the City across the railroad lines which separate the City longitudinally. These are the streets which have under-passes and upon which all pedestrian and vehicular traffic is focused. The selected streets are Twentieth Street; Sixteenth Street; Eighth Street; First Street; and Fourteenth Street West.

TRANSPORTATION PLAN

An overall regional transportation study was completed under the auspices of the KYOVA Interstate Planning Commission. This Huntington Ironton Ashland Area Transportation Study (HAIATS) has proposed a conceptual highway system for the City of Huntington. The system is designed to expedite regional flow on a safe, fairly continuous flow system. To accommodate this flow within the City it proposes an expansion of the one-way couple system, - that is, the use of two parallel streets with traffic flowing one way on each of them. The advantage of such a system is that it simplifies turning movements at each intersection and thereby reduces potential conflict; it allows for better timing of traffic signals so that a more continuous flow of traffic is possible; and it allows for multiple lane movements on the existing street system without the need to acquire wider rights-of-way through condemnation nor to demolish valuable structures or disrupt to the neighborhood through which the one-way couple passes. The 3rd and 5th Avenue one-way couple accommodating U. S. Route 60 through Huntington illustrates the advantages of this system.

The conceptual plan proposes additional one-way couples: 8th and 9th Avenues south of the rail corridor from 5th Street to U. S. 60; 5th and 6th Streets with new underpasses to provide north-south connections between the Interstate Interchange at 5th Street and the U. S. 52 Bridge; and 15th and 16th Streets within the City to accommodate north-south traffic to the Interstate. Additionally, the 3rd and 5th Avenue one-way pair is extended through Guyandotte. The system also calls for a new connection with the Interstate south-east of the City with a new connection between the Interstate and Route 60. There is little doubt that these improvements would expedite the flow of traffic through the region, but only one of these proposals are not incorporated into this plan - the extension of 5th through Guyandotte.

The future highway network which is recommended by this plan is scaled down from the HAIATS conceptual plan primarily to maintain the stability and residential character of neighborhoods through which the proposed new one-way couples would run. The recommendations are shown on the Map "Transportation Plan". One-way couples previously proposed for 5th and 6th Streets, for 15th and 16th Streets, and for 8th and 9th Avenues are replaced on the plan by single, widened and improved arterials following 5th Street, 16th Street and 8th Avenue. The proposed new tie between the Interstate and U. S. 60 has been dropped. High costs of the proposed improvements were a consideration in the decision to revise the plan.

The plan has two east-west and four north-south arterials: U.S. Route 60, a two-way couple through most of the City; Eighth Avenue south of

the rail corridor; I-94; Fifth Street with a new underpass; 16th Street; and U.S. 60 augmented by the new bridge to Procterville.

For the 5th Street Corridor, Test Plan 1 of the HAIATS is recommended. Test Plan 1 provides improvement on 5th Street from 2nd Avenue to Washington Boulevard to provide an improved CBD connection from Route I-64 and additional capacity across the C&O Railroad. The West Virginia Department of Highways set aside $300,000 in 1976 for the improvement of 5th Street, from 3rd Avenue to the I-64 interchange. The anticipated improvements will include the construction of a grade separation underpass on 5th Street at the Chessie System tracks, replacement and realignment of the bridge crossing Twelvepole Creek and othe physical improvements. Fifth Street would tie into the Sixth Street Bridge as part of an improvement to extend Veteran's Boulevard to Washington Street. With the completion of this route, Fifth Street will become an arterial and the present arterial routing of U. S. 52 along Eighth Street will be discontinued, with Eighth Street reverting to the lower classification of collector.

The 16th Street corridor is to eventually carry about 29,000 vehicles per day. The conversion of 15th Street from a residential street to a one-way major thoroughfare has been proposed to accommodate the additional traffic. However, the conversion of the street to a major egress from the CBD would cause a number of land use changes. There are about 170 dwelling units that would be adversely affected by the additional traffic and the A. D. Lewis Recreation Center would be bisected. It would pass directly east of Fairfield School increasing the conflict between students and the projected additional vehicular traffic. In lieu of this disruption of a neighborhood where substantial investment has been made for improved livability, the plan recommends that 16th Street be adapted to handle future traffic volumes. The removal of parking and other relatively inexpensive traffic flow improvements would lead to this adjustment.

Eighth Avenue will continue to be a two-way street functioning as the City's major east-west traffic distributor south of the rail corridor. HAIATS indicates that the 8th Avenue corridor between 10th Street and 29th Street attracts about 22,000 trips per day. The projected traffic volume indicates that the ADT will not increase if the other improvements are made to the system by 1990. The improvement of 8th and 9th Avenues as one-way pairs is not recommended. The history of one-way streets in Huntington suggests that they tend to deteriorate the residential land uses and disrupt neighborhood stability. Changes of these streets to one-way would affect abutting neighborhoods and adversely impact the stability of residential uses along 9th Avenue between 20th Street and 26th Street. There are 133 dwelling units in this area, and funds have been targetted in this neighborhood

to stabilize housing and improve the quality of neghborhood amenities. The two-way couple would be counter-productive and is not recommended.

A major highway improvement will be the completion of the East Huntington Bridge which will span the Ohio River from the mouth of the Guyandotte to Proctorville and provide a connection with Ohio Route 7. Concurrent with the installation of that bridge, the one-way couple from Third and Fifth Avenues should be extended through Guyandotte with necessary turnaround facilities to accommodate the Bridge traffic.

Long range improvements are indicated on the Plan by letters which correspond to the following:

A. New Railroad underpass at 5th Street, connection to the 6th Street Bridge, and to the one-way systen of 3rd and 5th Avenues.

B. Widening and alignment improvements of 8th Avenue between 26th and 29th Streets.

C. Improvements of 28th Street between 8th Avenue and Olive Avenue.

D. New overpass and alignment - Spring Valley Bridge.

E. Improvement and widening of Olive Street and Roby Road.

F. Improvement of Harveytown and Johnstown Roads between Memorial Boulevard and U. S. 52.

Additionally the HAIAT Study recommends intersection and systems improvements which are listed below and for which corresponding numbers appear on the Transportation Plan map.

2 Adams, First Street, Fifth Avenue realignment

3 Roby Road, between US 60, Perry Dr: Drainage and grade improvement

4 W Va 527, I-64 to North Blvd: realign and widen, Four Pole Creek Bridge

5 Olive Street - Norway Avenue - Washington Blvd: Channelization, realignmnent.

6 Memorial Blvd - 14th Street West: Channelization, lighting, signing

7 Charleston Ave - 20th St - Norway Ave: Channelization, lane marking

8 Eighth Ave at 29th St: Realign intersection

9 Adams at 18th St West: Channelization

10 South Blvd - 8th Street Hill Intersection: Bridge Parapet

11 Arlington Blvd. U. S. 60: Widening/Channelization

12 Arlington Blvd.- Norway Avenue Intersection/Signing/Striping/Culvert Relocation

13 1st Street - 3rd and 8th Avenues: Widen

14 5th Street West - Jefferson & Monroe Avenues: Widen

15 20th Street Viaduct: Reversible lane indicators

16 Saltwell, Norway, Norwood Roads: Intersections, widening, channelization, signalization

17 8th Street: Remove sidewalks & build pedestrian overpass & 8th Street bridge (8th Street underpass)

18 15th Street West - Maison Avenue to Washington Avenue: Paving and curbing

19 Fairfield Plaza: Signals at north entrance

20 Saltwell Road to serve Beverly Hills Jr. High

21 20th Street - Charleston Ave.: Channelization and Street approach to Spring Hill Elementary School

22 Riverside - Main Street - 3rd Avenue to Inco Bridge: Improvement. Wall on piling will be required.

23 Third & Fifth Avenue - Twenty Third Street: Grade Separation

PROPOSED OHIO RIVER PORT

The Huntington area contains many private river port facilities, making it one of the busiest shipping and receiving areas on the inland waterway system. However, it is recognized that the lack of a major public port facility effectively retards many areas of economic growth in the area. Existing port facilities owned by major shippers and

receivers, are specialized to handle only the owners' cargoes and provide no service to smaller potential shippers/receivers. Those industries which could take advantage of Ohio River transportation are not now attracted to the Huntington area because there is no port facility available for their use.

Though trucking serves as an intermodal method of transporting commodities by picking up goods and bulk commodities for shipment and delivering them to their final destinations, railroads are more suited for mixed shipments of goods and "unit train" transport of bulk items over intermediate to long distances. However, waterborne or barge transportation is best suited to large bulk, high volume shipments of single commodities adaptable to continuous handling operations such as coal, aggregates, ores and minerals, chemicals, cement, etc. Moreover, such shipments are most cost-effective, or competitive, for line hauls of 300 miles or more.

The present regional highway network within the three states contains I-64, U S 52, U S 60, and U S 23. There are presently four-lanes on portions of all the U.S. highways and upgrading to four-lane facilities is scheduled for several of these highways in all three states. Some state routes are also programmed for improvements to four-lanes or modern two-lane roads including Ohio State Route 7 and West Virginia State Route 2. The principal highways leading to the Huntington area are Interstate 64, which effectively provides connection to the West Virginia and Kentucky portions of the hinterland, and Ohio Route 7, which connects with the Ohio portions.

The existing highway network in the Huntington area would be augmented by the improvements presented in the above discussion. Traffic destined for the Port Site would use the new East Huntington Bridge, West Virginia Route 2 along the extended one-way couple through Guyandotte, and US Route 60 to the Interstate system. While the roads are structurally adequate to carry the loads, consideration must be given to upgrading the geometrics of the roads for purposes of minimizing traffic congestion and improving safety.

In order to encourage and facilitate the continued diversified economic development of the area, the City of Huntington has determined to pursue the concept of developing a public river port. To this end, the City is now having a feasibility study prepared to recommend the most effective means of providing the port facility.

The overview of the area's economy, as it relates to the prospects for port development, is that of a well-balanced and diverse economy in which all the major ingredients of both capital and labor intensive industries are represented. The demands for transport services by

water, and for near-water industrial facilities, encompass both primary bulk commodities such as coal and petroleum products, plus manufactured products such as steel, metal alloys, chemicals, etc.

As the cost of energy spirals upward, the economy of moving bulk cargoes by water continues to increase the viability of the River as an economically advantageous shipping mode. Further, the existence of bulk raw energy sources (coal, oil) in the region promises to further magnify the importance of water-borne transportation on the Ohio River.

Bikeways

The Transportation Plan shows routes proposed for bikeways. The proposed routes follow the Riverfront-Foothills trails proposed as a part of the City's Recreation Plan. Alternatives are also shown in the neighborhoods south of Rotary Park.

Tenth Street is proposed to serve as a primary pedestrian and bicycle link from Ritter Park to the Riverfront Park. Tree planting should add to the value of this street for these purposes.

It is recommended further that short local streets which are not a part of the principal traffic carrying system for the City may, with support of local residents, be converted to serve primarily as parking access areas to abutting properties, with heavier emphasis being given to pedestrian and other non-traffic uses. Such conversions and adaptations of local streets can add substantially to the environment and amenity of the neighborhood.

Action Program

CAPITAL IMPROVEMENTS AND ACTION PROGRAM

The following are recommended action programs needed to implement the strategy recommended. Items are classified according to general functional groupings relating to the Comprehensive Plan. Those actions which can be related to specific geographic locations are identified on the Map "Action and Capital Improvement Plan". Such recommendations are identified in the text with a corresponding numerical heading.

INDUSTRIAL

Establish industrial task force. A high level industrial committee should be established to represent the interests of existing industry in the City of Huntington. This task force would be asked to identify problems which present industries face such are related to community development and maintenance. Working with the City administration, this task force can be instrumental in encouraging new capital investment and expansion of industry in the City and in coordinating the needs which these industrial concerns have for community improvements and cooperation.

1 Catalogue of existing vacant structures for marketing. Vacant structures which are usable should be catalogued, industrial development committees, real estate brokers, civic leaders and the like may have a data source.

2 Review Feasibility Study and implement River Port program. A feasibility study is being undertaken by PRC Harris, Inc. to determine overall feasibility and methods of proceding with a financing and construction of a river port facility and has a high priority for completion.

3 Develop incubator space for new industries. An appropriate vacant industrial structure should be sought for subdivision to these individual entrepreneurs seeking to establish new industries. The potential addition to the economic base is such that every feasible assistance should be provided to those seeking to start new industry.

Mining symposium for coal industry. The industrial task force should utilize contacts within the coal industry to encourage the location of service industries. A symposium for the mining industry to address problems and potential may be one way of advertising the interest of Huntington in serving as a center for them.

Task Force to provide industrial funding. The availability of venture capital, taxes, and related financial matters should be addressed by the industrial task force to determine how capital may be made more readily available in Huntington.

COMMERCIAL

5 Completion of Super Block. The City should cooperate in the completion of the Super Block so as to expedite the early construction of these facilities.

6 Develop plan for public improvements. The City should undertake the preparation of plans for landscaping, pedestrian, street furniture and the like that will be installed with the construction of the Super Block.

7 Increase residential densities near CBD. The Zoning Ordinance should be revised so as to encourage higher density of population both in new structures and in rehabilitated structures in the area near the central business district.

8 Completion of Riverfront Park.

9 Adaptive re-use for offices and services near CBD. Under utilized or vacant buildings near the central business district should be made available for adaptive re-use. Zoning regulations should be amended to provide incentives for rehabilitation of older commercial structures.

Joint efforts for hours and promotion by merchants. Downtown merchant associations propose to provide more evening shopping time to compete more effectively with the new shopping mall. Additionally, the business should be promoted through advertising as a unit to compete with the new mall.

10 Intensify 4th Avenue link to Marshall University. Efforts should be made to bring together the activity generated by Marshall University in that business district. Fourth Avenue should be treated as a link between the two with facilities to encourage pedestrian interchange between those two areas.

Establish City-Univerity Relations Committee. A committee should function on a continuing basis to address mutual goals. The effort to increase activities in the Central Business District can be supported by cooperating with Marshall University in utilization of the Plaza for arts fairs and other university related activities.

11 Complete 14th St Revitalization Plan and implement. Revitalization of 14th Street West of the business district is recommended and should be pursued vigorously.

12 Increase activities in Plaza and Auditorium. As with the University, joint and cooperative operations between Auditorium and the management of the Ninth Street Plaza should help to increase activities for the benefit of the District.

13 Revise Zoning to permit planned adaptive re-use projects. Revise Zoning regulations to help facilitate innovative improvements and investment in and near the Central Business District.

Establish policy of commercial growth on presently zoned land only. New commercial investment should be directed to existing commercial buildings and land and no intrusion into residential areas should be permitted.

13A Encourage renovation of existing shopping plazas. Shopping facilities which are convenient to neighborhoods will improve the quality of life in Huntington.

TRANSPORTATION

14 Increase use of river transportation for industrial growth. The low cost of movement of bulk goods by barge is a major aspect of industrial strength for Huntington which should be expanded upon.

15 Completion of East Huntington Bridge. The East Huntington Bridge will provide improved access tothroughout the Region.

16 Fifth Street Underpass and improvements for increased traffic capacity. This improvment will reduce turning movements and increase traffic capacity and flow within the City.

17 Lighting, pumps, realignment and widening of underpasses. The limited number of underpasses are an obstruction in the traffic carrying system for Huntington, and improvements are needed in some of these.

18 Widen 8th Ave and improve intersection with Rt 60. Major designated circulation systems south of the Chessie rail corridor and must be improved.

19 Improvements for traffic flow from Veteran's Blvd to Third Ave. The traffic from Veteran's Blvd. to Third Avenue, the Cheasapeake Bridge and Fifth Street need critical extensions in order to facilitate traffic flow.

20 Improve Fifth Avenue through Guyandotte. The extension of Fifth Avenue along the railroad to provide a one-way couple through

Guyandotte is important for accommodating industrial traffic along West Virginia Route 2.

21 16th Street improvement for increased traffic capacity. 16th Street should such improvements as widening, removal of on-street parking and the like so as to accommodate increasing traffic on that major arterial.

22 Improve intersection of Adams, First St and Fifth Ave. At Fifth Avenue so as to eliminate unnecessary and dangerous turning movements.

23 Assure adequacy of off-street parking. New developments and increased intensity in the older sections of the City should be made only where adequate provision is assured for off street parking.

24 Designate and improve bicycle routes for intra-city travel. Bicycle routes are help accommodate non-vehicular traffic and relieve traffic congestion and reduce transportation costs.

25 Mass transit system to be improved with more frequency and routes. Extension of a routes and increased frequency of service will substantially improve the value of mass transit to the residents of the City.

Continue coordination of Railroads to assure high quality service. Railroads like the river are important to the continued industrial health of Huntington. Continued maintenance and improvement is a concern to the City.

26 Pedestrian paths on park loop and sidewalk improvements. Improved pedestrian environment will operate to reduce traffic, will benefit transportation service for emergency access.

27 Helicopter Access near CBD. A pad near or in the Riverfront park will provide an added transporation facility to the central city.

Improve Airport. Continued expansion of facilities and services at Tri-State Airport is important to the transportation goals of the City.

Continuation of street improvement program. Critical intersection improvements and system improvements are needed as detailed in the transportation plan.

HOUSING

34 Firm policies and zoning provisions to protect sound neighborhoods. Stable residential neighborhoods can be protected with little

outlay through the sound administration and enforcement of protective zoning regulations.

35 Zoning revisions for adaptive re-use and increased densities. These provisions will help with intensification of the use of the prepared development plans for the University, CBD and Adams Neighborhoods.

28 Prepare development plans for University, CBD and Adams neighborhoods. Specific development plans for these three neighborhoods should be developed to help initiate adaptive reuse projects beneficial to the City.

37 Adopt zoning with provisions to grant increased densities where loper provides additional landscaping, open space and other amenities. Zoning provisions to the developer when he provides in connection with his development.

38 Establish land bank to assist assembley of land for new housing. To encourage significant improvement programs for rehabilitation of non-residential structures should be publicized in order to stimulate private market activity.

29 Complete programs for improvements in Fairfield East, Fairfield West and Guyandotte. Neighborhood improvement programs for these targetted neighborhoods should be finished and progrmmed improvements installed.

40 Publicize tax incentives for historic preservation. The new tax code can be used to direct provate funds into this and renovation of older non-residential structures.

41 Assist in formation of neighborhood social centers in action neighborhoods. These provide a mechanism for unified local action.

42 Utilize joint School-Recreation-Community Centers. Centers can focus localized recreation, social and civic activities.

30 Inventory remainder of City for historic preservation opportunities. The primary center for historic sites which are now designated are, in Guyandotte. Other historically significant sites around the City should by inventoried.

31 Identify potential multiple family housing sites. The Map indicates potential sites for multiple family development. Opportunities for acquiring these or promoting investment on these sites should be pursued.

RECREATION

8 Review and implement plans for Riverfront Park. The Comprehensive Plan for Riverfront Park is now being prepared and the completion of this park will add needed river oriented recreation to residents of the City and Region.

32 Acquire and improve land for City's recreation loop. The combination of the Riverfront and Foothills trail will touch almost every neighborhood in the City and add needed active recreation opportunities to the City.

33 Complete improvements at Ritter, Rotary, St Clouds Commons, Wayne and Altizer Parks. These are all key community parks.

46 Review and Implement UPARR Plan. The plan calls for rehabilitation of important recreation areas.

47 Coordination of goals and activities with private and public groups. Needed for better programming and utilization of parks.

37 Develop Guyandotte Library The library will provide an important element to generate rehabilitation activities.

36 Develop Adams Neighborhood Center Needed as a neighborhood focal point.

35 Develop Westmoreland Community Center This project has been in progress and is needed.

COMMUNITY FACILITIES AND FACILITIES

39 Develop City Maintenance Center and acquire needed equipment. The availability of an efficient center is central to improved efficiency in maintenance.

40 Construction of new Fire Station in Fairfield West. Neede for public safety.

41 Determine means of obtaining expanded Police Station. Consider options and coordination with County.

42 Complete programmed storm and sanitary sewerage improvements. Needed for public health, and to permit growth.

Acquire sewerage system cleaning equipment to increase capacity. This will be a cost efficient method of increasing sewerage capacity.

43 Acquire new landfill site Cooperation with Region is needed for a timely solution.

44 Adams, Fire station and expand treatment plant. Neede for public safety and for support of rehabilitation efforts.

CONSERVATION

45 Adopt development controls for erosion and sedimentation control. Adminitration of such prudent regulations will provide future safety at minimal costs.

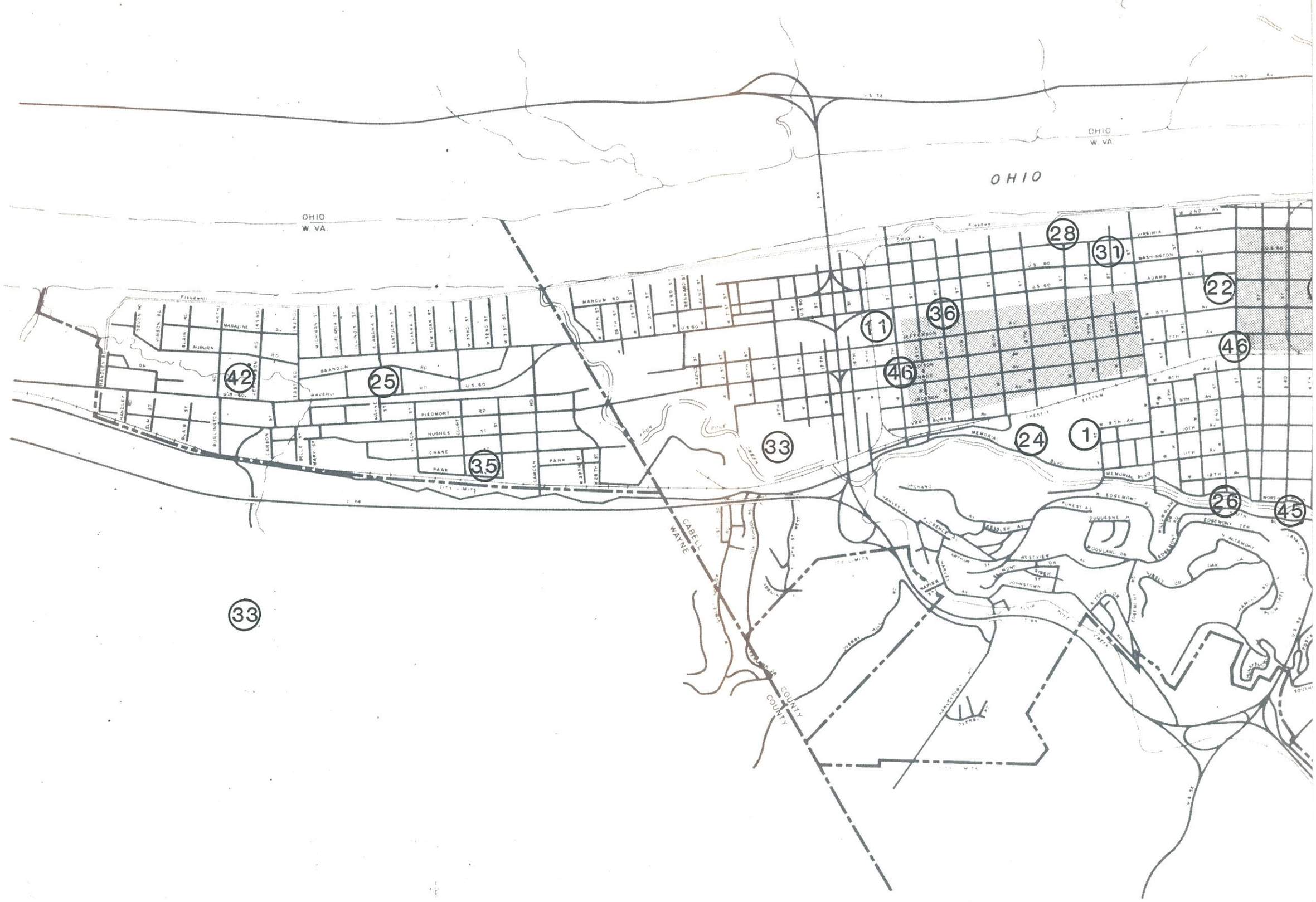
54 Review and continue enforcement of flood plain zoning. Vital for safety of the City and its residents.

46 Expand program for street tree planting on major streets. The program has been successful in the CBD and should be extended to improve the City's image and environment.

56 Adopt zoning provisions which treat steep slope areas as conservation areas. The use of these will provide for improved ways of developing unused land in Huntington.

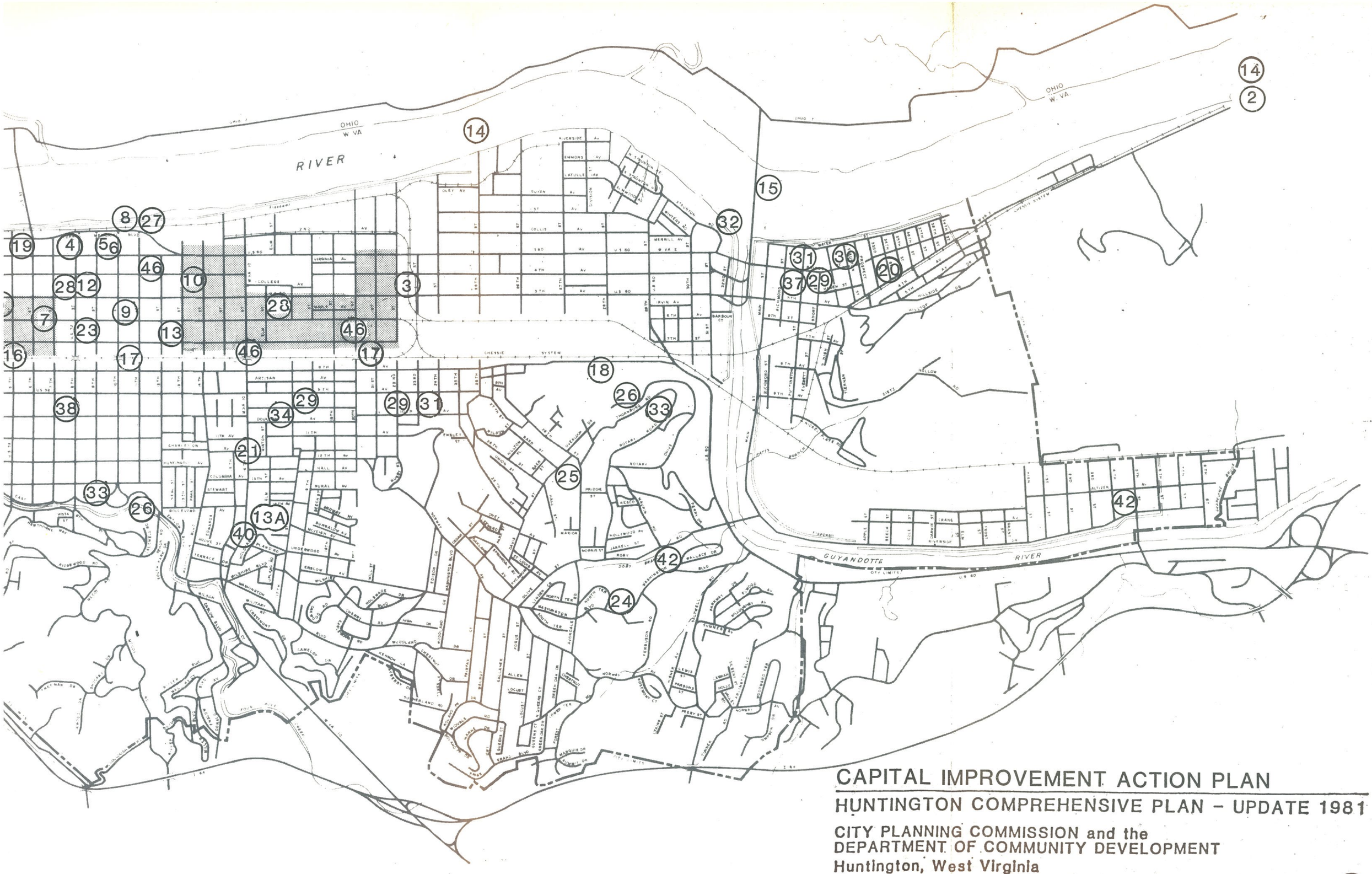
TRATEGIES	Map Key	ACTIONS
INDUSTRIAL		
Facilitate Capital improvements for existing industries		Establish industrial task force.
Incubator facilities for new industries	1	Catalogue of existing vacant structures for marketing.
Expand value of River with new Port Facility	2	Review Feasibility Study and implement River Port program.
Promote service opportunities for mining industry	3	Develop incubator space for new industries.
Increase venture capital	4	Mining symposium for coal industry.
		Task Force to provide industrial funding.
COMMERCIAL		
Improve competitive position of CBD	5	Completion of Super Block.
Promote services and other ancillary uses in CBD	6	Develop plan for public improvements.
Improve access from CBD to Region	7	Increase residential densities near CBD.
Promote University goals	8	Completion of Riverfront Park.
Rennovation of satellite business centers	9	Adaptive re-use for offices and services near CBD.
Commercial growth through re-use of existing commercial		Joint efforts for hours and promotion by merchants.
	10	Intensify 4th Avenue link to Marshall University .
		Establish City-Univerity Relations Committee.
	11	Complete 14th St Revitalization Plan and implement.
	12	Increase activities in Plaza and Auditorium.
	13	Revise Zoning to permit planned adaptive re-use projects.
		Establish policy of commercial growth on presently zoned land only.
	13A	Encourage renovation of existing shopping plazas.
TRANSPORTATION		
Complete key improvements to road and highway system	14	Increase use of river transpotation for industrial growth.
Improve safety and flow at intersections, underpasses and congested areas	15	Completion of East Huntington Bridge.
	16	Fifth Street Underpass and improvements for increased traffic capacity.
Improve facilites for non-vehicular transportation	17	Lighting, pumps, realignment and widening of underpasses.
Expand usage of mass transit	18	Widen 8th Ave and improve intersection with Rt 60.
Facilitate use and maintenance of railroads	19	Improvements for traffic flow from Veteran's Blvd to Third Ave.
	20	Improve Fifth Avenue through Guyandotte.
	21	16th Street improvement for increased traffic capacity.
	22	Improve intersection of Adams, First St and Fifth Ave.
	23	Assure adequecy of off-street parking.
	24	Designate and improve bicycle routes for intra-city travel.
	25	Mass transit system to be improved with more frequency and routes.
		Continue coordination of Railroads to assure high quality service.
	26	Pedestrian paths on park loop and sidewalk improvements.
	27	Helicopter Access near CBD.
		Improve Airport
		Continuation of street improvement program

STRATEGIES (Continued)	Map Key	ACTIONS
HOUSING		
Protection for stability of sound residential neighborhoods	34	Firm policies and zoning provisions to protect sound neighborhoods.
Higher density for expanded housing stock in central areas.	35	Zoning revisions for adaptive re-use and increased densities.
Incentive zoning for better private amenities	28	Prepare development plans for University, CBD and Adams neighborhoods.
Promote and support rehabilitation and adaptive	37	Adopt zoning with provisions to grant increased densities where developer provides additional landscaping, open space and other amenities.
Complete improvement programs in targetted neighborhoods	38	Establish land bank to assist assemble of land for new housing.
Land Bank and related assistance to encourage new housing	29	Complete programs for improvements in Fairfield East, Fairfireld West and Guyandotte.
Focus regentrification energies to aggragate market	40	Publicize tax incentives for historic preservation.
Historic preservation	41	Assist in formation of neighborhood social centers in action neighborhoods.
	42	Utilize programs for joint School-Recreation-Community Centers.
	30	Inventory remainder of City for historic preservation opportunities.
	31	Identify potential multiple family housing sites.
RECREATION		
Increase use and access to River	8	Review and implement plans for Riverfront Park.
Improve community parks	32	Acquire and improve land for City's recreation loop.
Improve access to and between Community Parks	33	Complete improvements at Ritter, Rotary, St Clouds Commons, Wayne and Altizer Parks.
Provide neighborhood facilities for focus and identity	46	Review and Implement UPARR Plan.
Expand curtural activities in City	47	Coordination of goals and activities with private and public groups.
	34	Develop Simms Community Center
	37	Develop Guyandotte Library
	36	Develop Adams Neighborhood Center
	35	Develop Westmoreland Community Center
	38	Senior Citizens Center, 724 10th Ave.
UTILITIES AND FACILITIES		
Provide needed community facilities	39	Develop City Maintenance Center and acquire needed equipment.
Promote joint school-park usage	40	Construction of new Fire Station in Fairfield West.
Improve sewerage system	41	Determine means of obtaining expanded Police Station.
	42	Complete programmed storm and sanitary sewerage improvements. Acquire sewerage system cleaning equipment to increase capacity.
	43	Acquire new landfill site
	44	Adams, Fire station and expand treatment plant
CONSERVATION		
Control flood areas, erosion and sedimentation	45	Adopt development controls for erosion and sedimentation control.
Controls for steep, wooded areas	54	Review and continue enforcement of flood plain zoning.
Corelate recreation and environmental conservation plans	46	Expand program for street tree planting on major streets.
Promote landscaping, tree planting and such amenities	56	Adopt zoning provisions which treat steep slope areas as conservation areas.



OO – NUMBERS KEYED TO ACTION PLAN

REVITALIZATION STUDY AREAS



CAPITAL IMPROVEMENT ACTION PLAN

HUNTINGTON COMPREHENSIVE PLAN – UPDATE 1981

CITY PLANNING COMMISSION and the
DEPARTMENT OF COMMUNITY DEVELOPMENT
Huntington, West Virginia

Ridenour Associates Inc. landscape architects • planners

LEGEND

STEEP SLOPE – 25% OR MORE

LANDSLIDE PRONE SOILS

100 YEAR FLOOD AREA

FLOODWALL / LEVEE

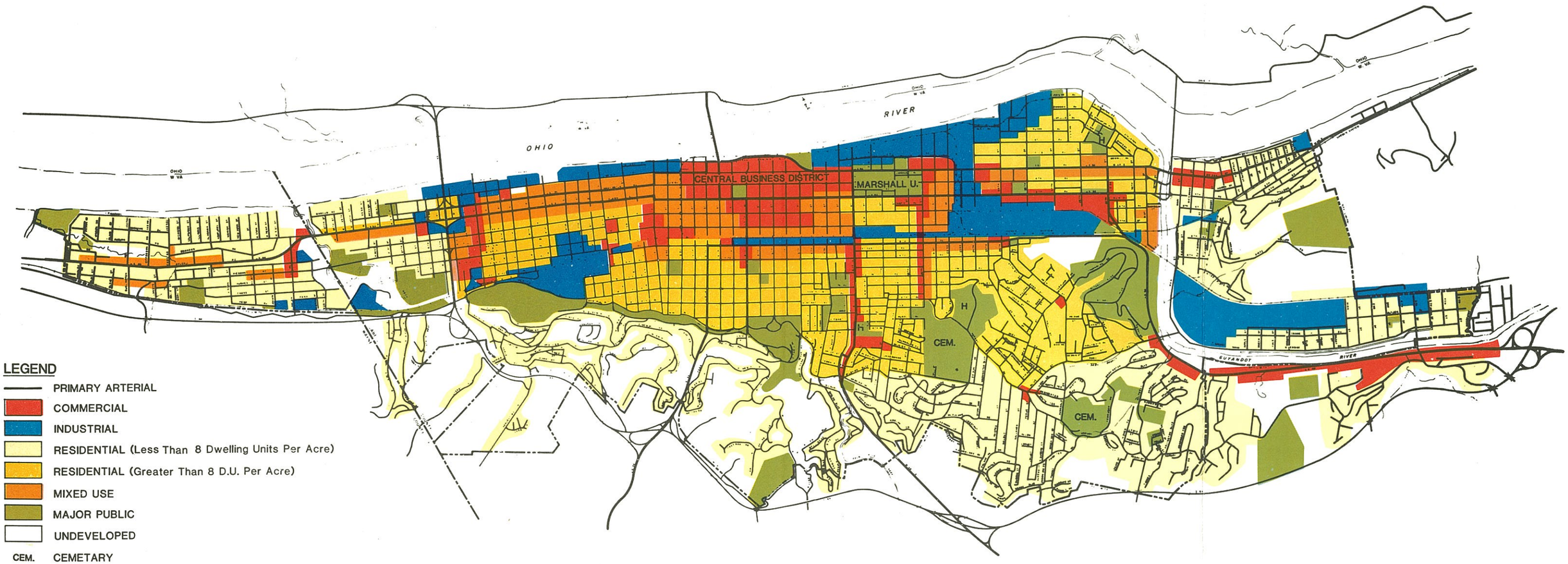
ENVIRONMENTAL FEATURES

HUNTINGTON COMPREHENSIVE PLAN - UPDATE 1981

CITY PLANNING COMMISSION and the
DEPARTMENT OF COMMUNITY DEVELOPMENT
Huntington, West Virginia

ra Ridenour Associates Inc. landscape architects • planners
850 ridge avenue pittsburgh pennsylvania 15212 (412) 323 8384

1000' 0 2000'



LEGEND

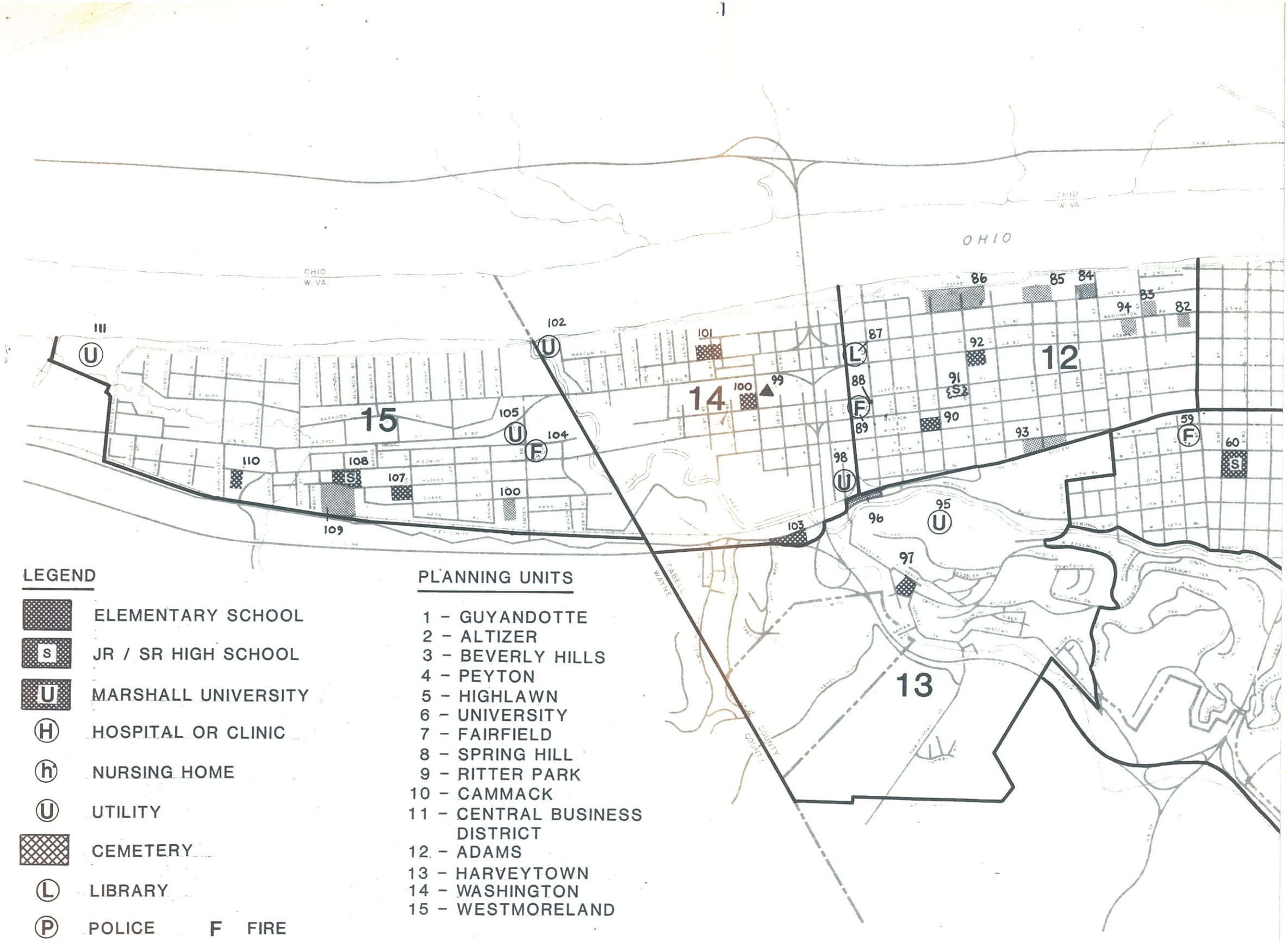
- PRIMARY ARTERIAL
- COMMERCIAL
- INDUSTRIAL
- RESIDENTIAL (Less Than 8 Dwelling Units Per Acre)
- RESIDENTIAL (Greater Than 8 D.U. Per Acre)
- MIXED USE
- MAJOR PUBLIC
- UNDEVELOPED
- CEM. CEMETARY
- H HOSPITAL

GENERALIZED LAND USE - 1980

HUNTINGTON, WEST VIRGINIA

Ridenour Associates Inc. landscape architects · planners
850 ridge avenue pittsburgh pennsylvania 15212 (412) 323 8384

1000 0 2000



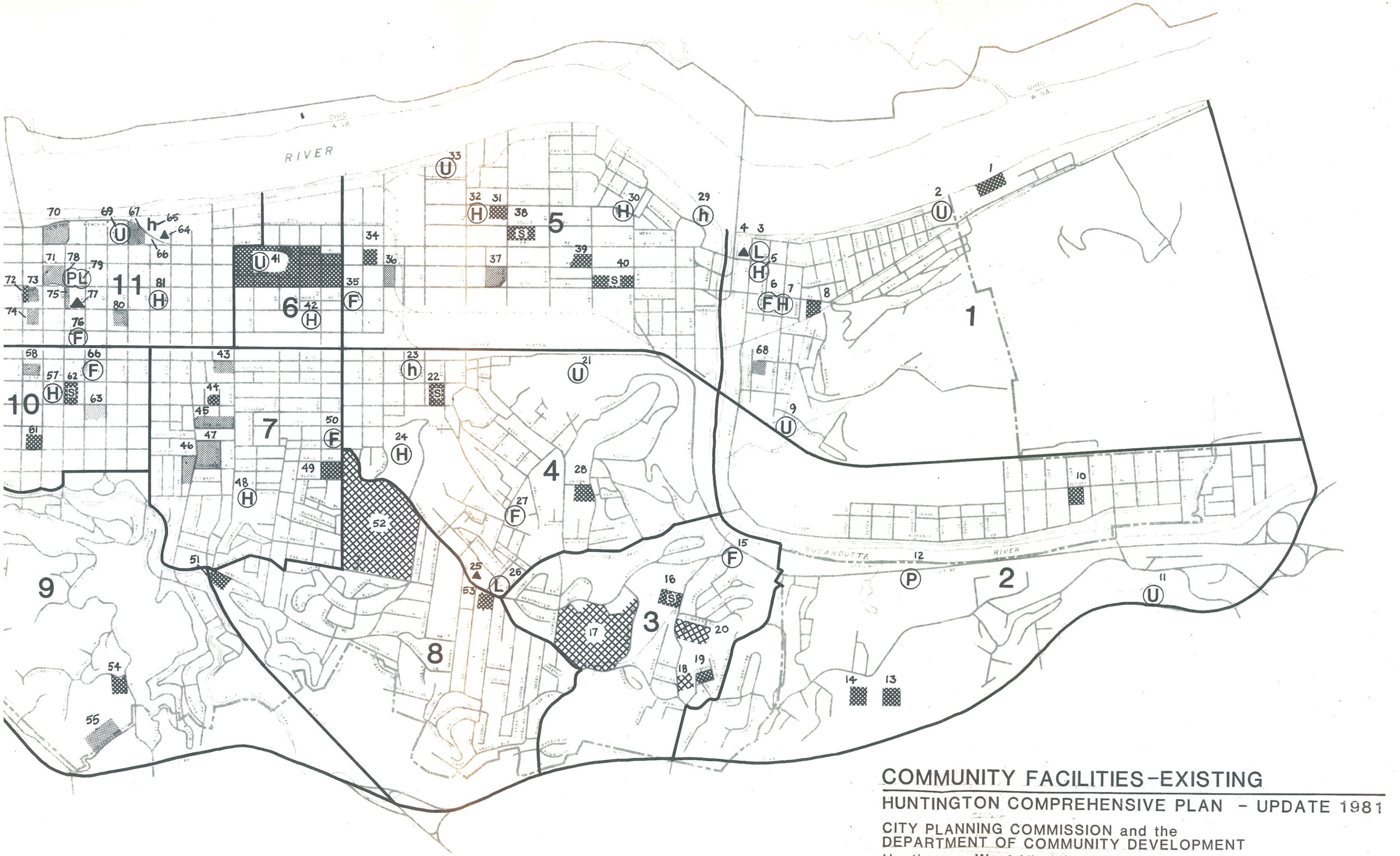
LEGEND

- ELEMENTARY SCHOOL
- S — JR / SR HIGH SCHOOL
- U — MARSHALL UNIVERSITY
- H — HOSPITAL OR CLINIC
- h — NURSING HOME
- U — UTILITY
- CEMETERY
- L — LIBRARY
- P — POLICE F — FIRE
- ▲ — POST OFFICE
- CULTURAL AND OTHER

PLANNING UNITS

1 – GUYANDOTTE
2 – ALTIZER
3 – BEVERLY HILLS
4 – PEYTON
5 – HIGHLAWN
6 – UNIVERSITY
7 – FAIRFIELD
8 – SPRING HILL
9 – RITTER PARK
10 – CAMMACK
11 – CENTRAL BUSINESS DISTRICT
12 – ADAMS
13 – HARVEYTOWN
14 – WASHINGTON
15 – WESTMORELAND

—— PLANNING UNIT BOUNDARY



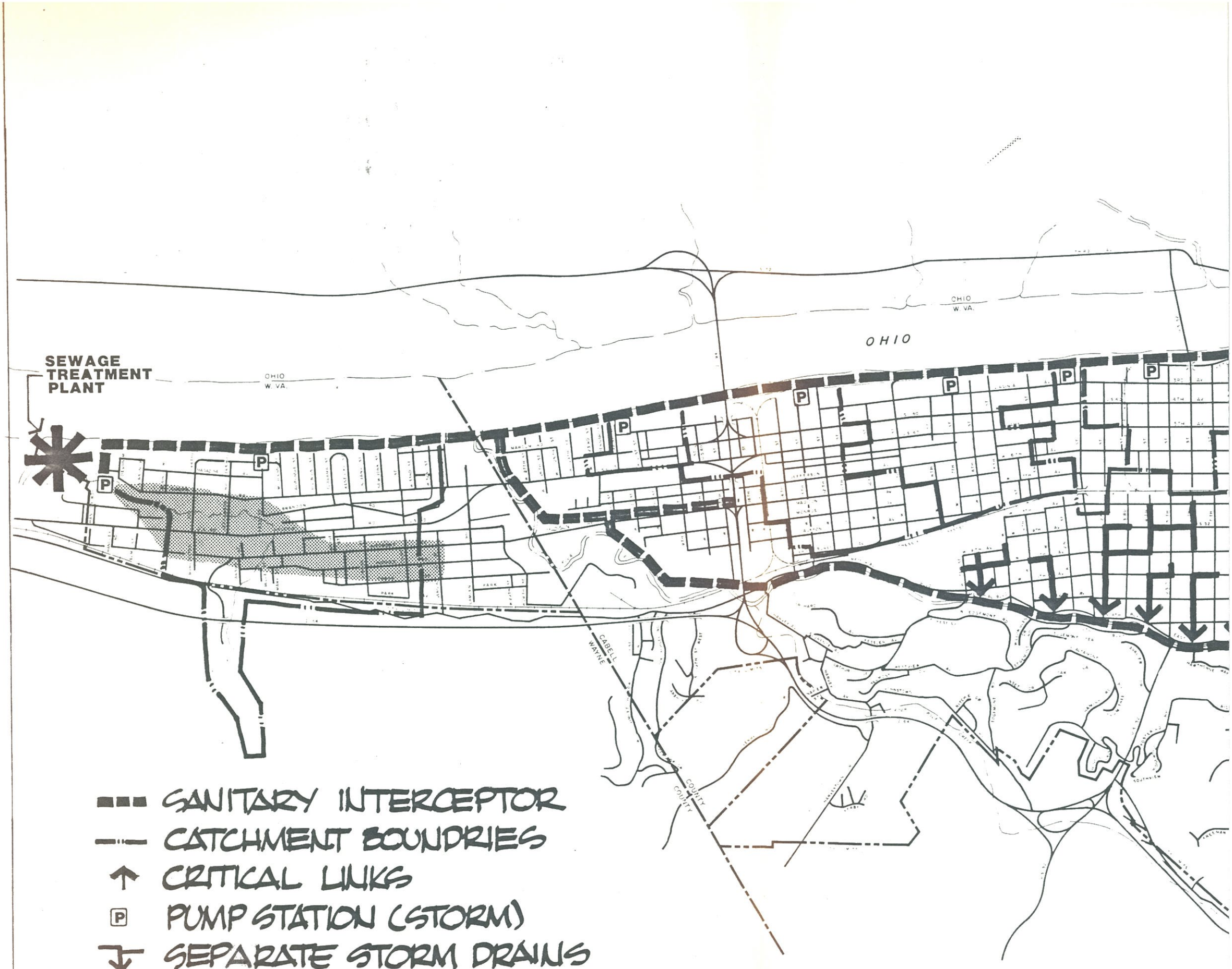
COMMUNITY FACILITIES-EXISTING

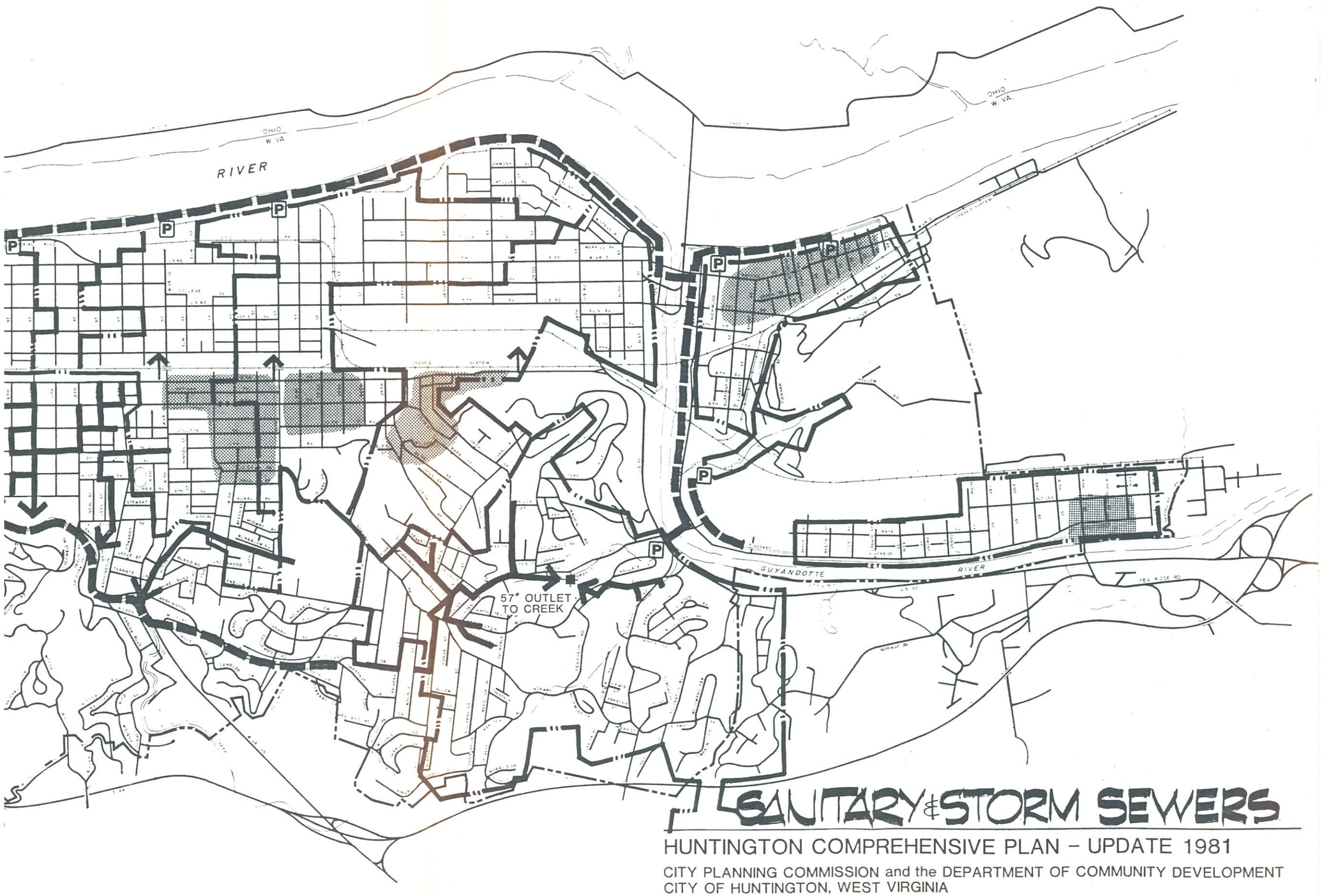
HUNTINGTON COMPREHENSIVE PLAN - UPDATE 1981

CITY PLANNING COMMISSION and the
DEPARTMENT OF COMMUNITY DEVELOPMENT
Huntington, West Virginia

Ridenour Associates Inc. landscape architects • planners

1000' 0 2000'


SEWAGE
TREATMENT
PLANT
OHIO
W. VA.
OHIO
OHIO
W. VA.
P
CABELL
WAYNE
COUNTY
COUNTY
SANITARY INTERCEPTOR
CATCHMENT BOUNDRIES
CRITICAL LINKS
PUMP STATION (STORM)
SEPARATE STORM DRAINS
STORM SEWER PROJECT AREAS



SANITARY & STORM SEWERS

HUNTINGTON COMPREHENSIVE PLAN – UPDATE 1981

CITY PLANNING COMMISSION and the DEPARTMENT OF COMMUNITY DEVELOPMENT
CITY OF HUNTINGTON, WEST VIRGINIA

Ridenour Associates Inc. landscape architects · planners
(412) 322-8384

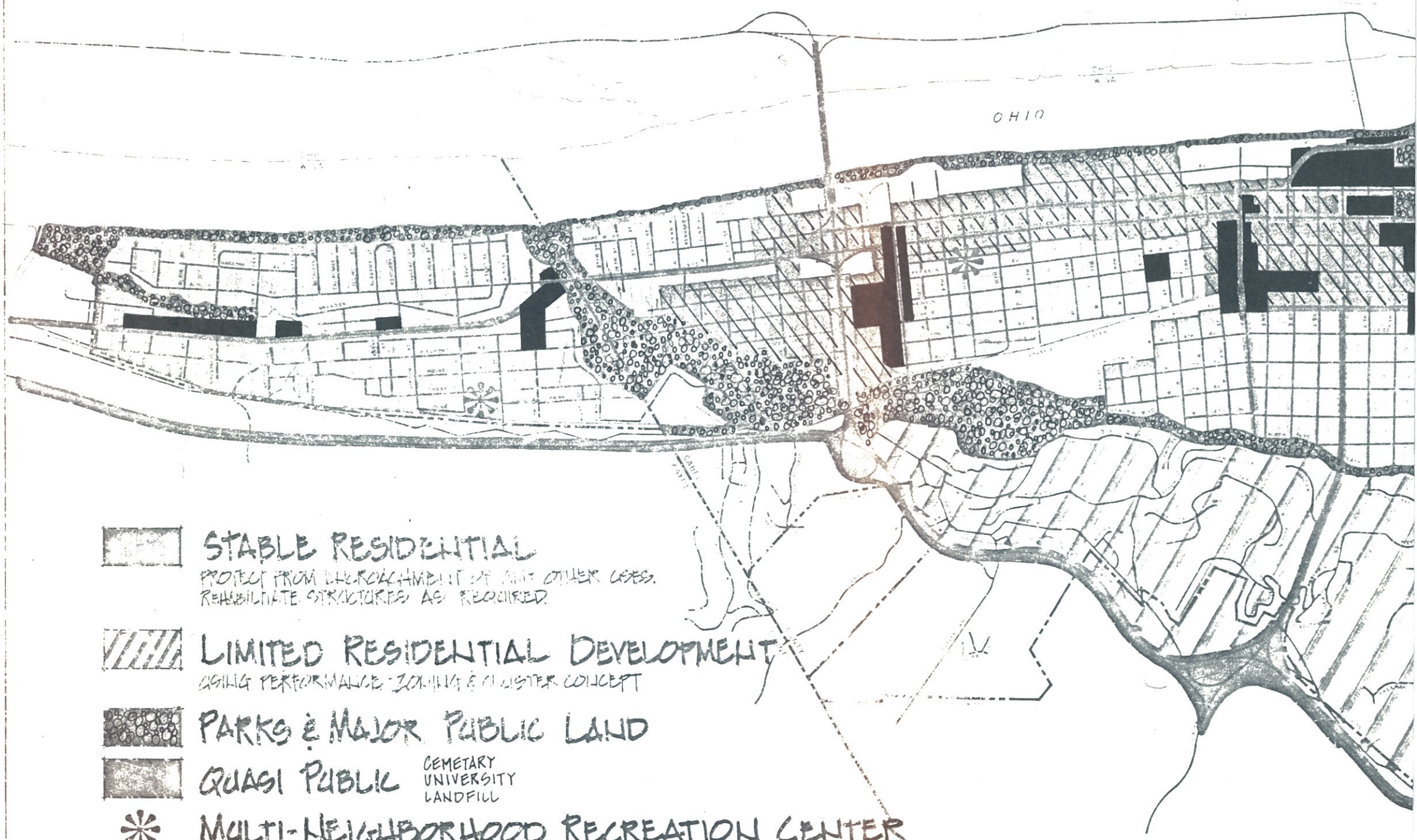
0 1000' 2000'

COMMERCIAL

INDUSTRIAL

P.U.D., PLANNED UNIT DEVELOPMENT

INNOVATIVE RE-USE & SELECTIVE RENEWAL
BY PUBLIC & PRIVATE INVESTMENT



STABLE RESIDENTIAL

PROTECT FROM ENCROACHMENT OF ANY OTHER USES.
REHABILITATE STRUCTURES AS REQUIRED

LIMITED RESIDENTIAL DEVELOPMENT

USING PERFORMANCE ZONING & CLUSTER CONCEPT

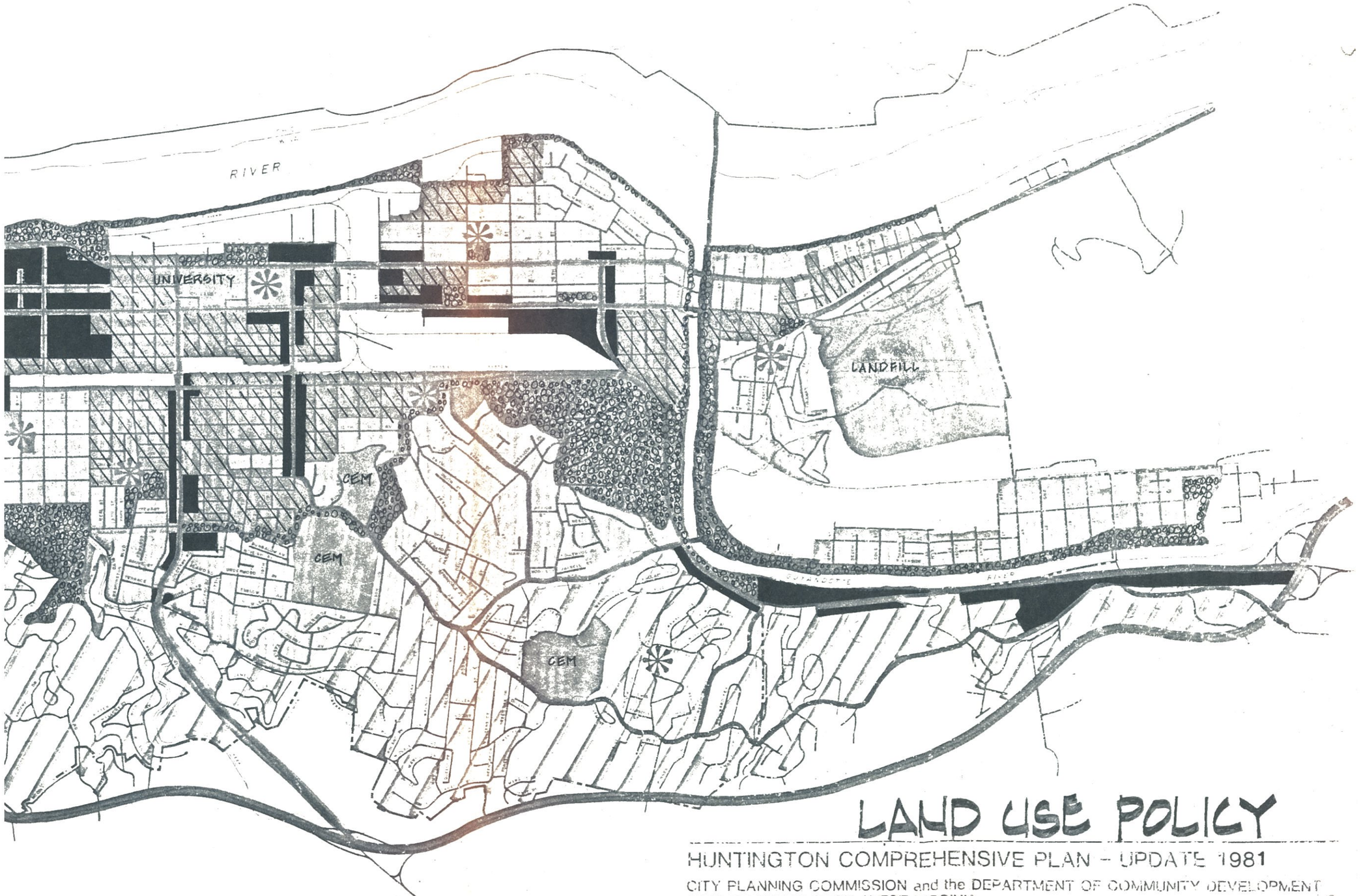
PARKS & MAJOR PUBLIC LAND

QUASI PUBLIC — CEMETARY, UNIVERSITY, LANDFILL

MULTI-NEIGHBORHOOD RECREATION CENTER

MAJOR TREE LINED STREETS

PRIMARY STREET SYSTEM



LAND USE POLICY

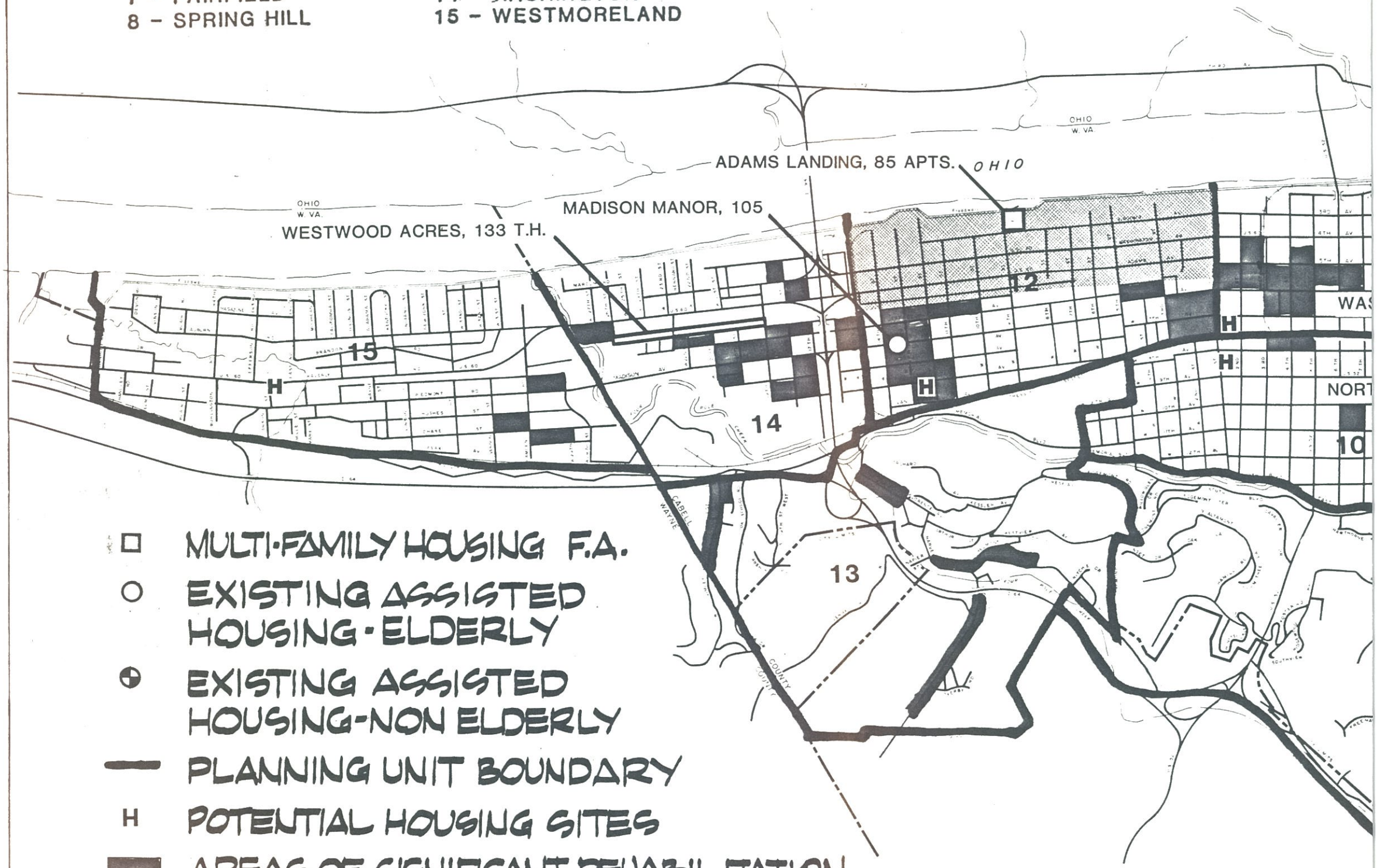
HUNTINGTON COMPREHENSIVE PLAN - UPDATE 1981

CITY PLANNING COMMISSION and the DEPARTMENT OF COMMUNITY DEVELOPMENT
CITY OF HUNTINGTON, WEST VIRGINIA

Ridenour Associates Inc. landscape architects
850 ridge avenue pittsburgh pennsylvania 15212

PLANNING UNITS

1 – GUYANDOTTE
2 – ALTIZER
3 – BEVERLY HILLS
4 – PEYTON
5 – HIGHLAWN
6 – UNIVERSITY
7 – FAIRFIELD
8 – SPRING HILL
9 – RITTER PARK
10 – CAMMACK
11 – CENTRAL BUSINESS DISTRICT
12 – ADAMS
13 – HARVEYTOWN
14 – WASHINGTON
15 – WESTMORELAND



□ MULTI-FAMILY HOUSING F.A.

○ EXISTING ASSISTED HOUSING - ELDERLY

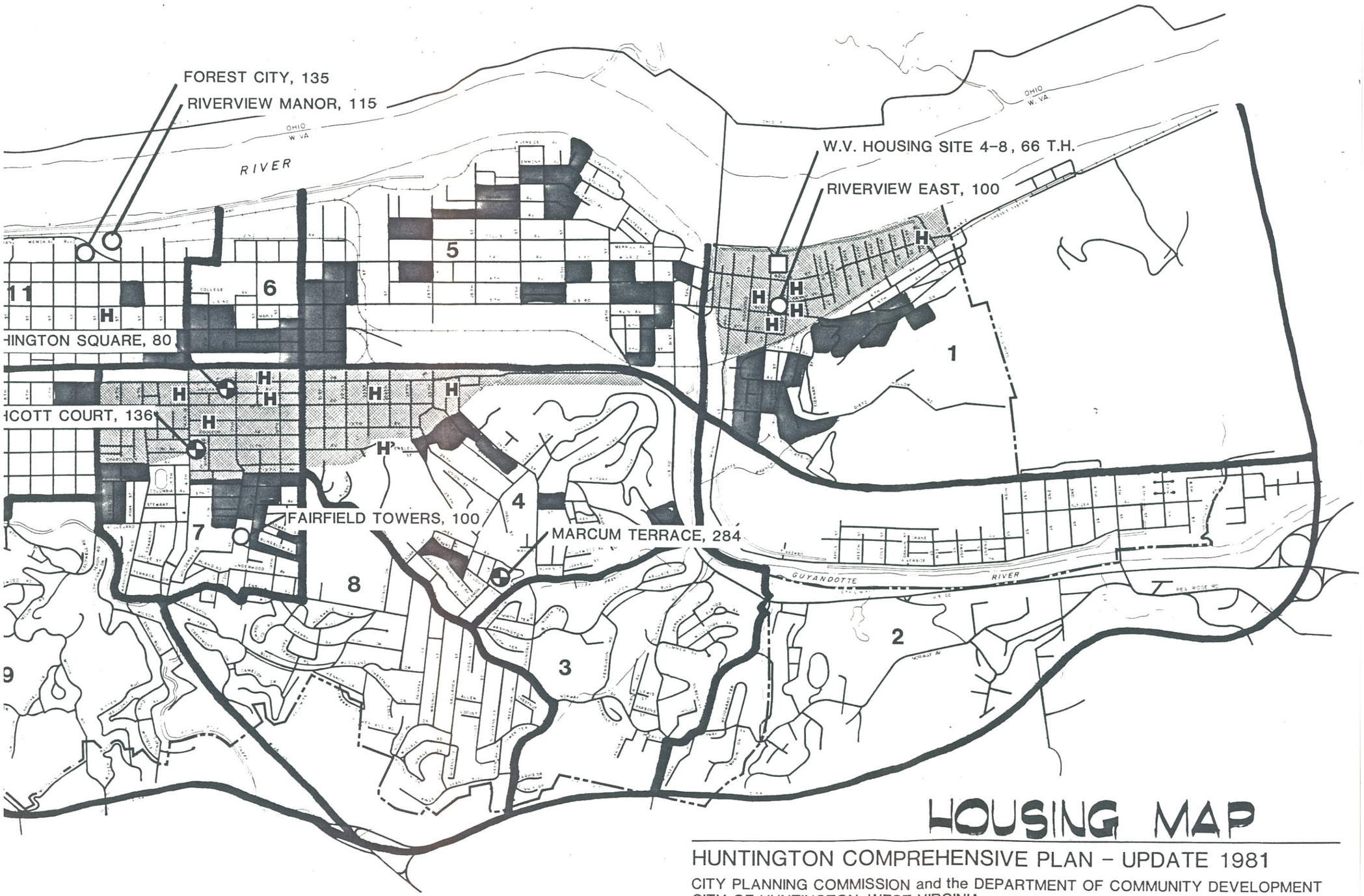
⊕ EXISTING ASSISTED HOUSING-NON ELDERLY

— PLANNING UNIT BOUNDARY

H POTENTIAL HOUSING SITES

▬ AREAS OF SIGNIFICANT REHABILITATION AND REBUILDING

▨ NEIGHBORHOOD REVITALIZATION TARGET AREA



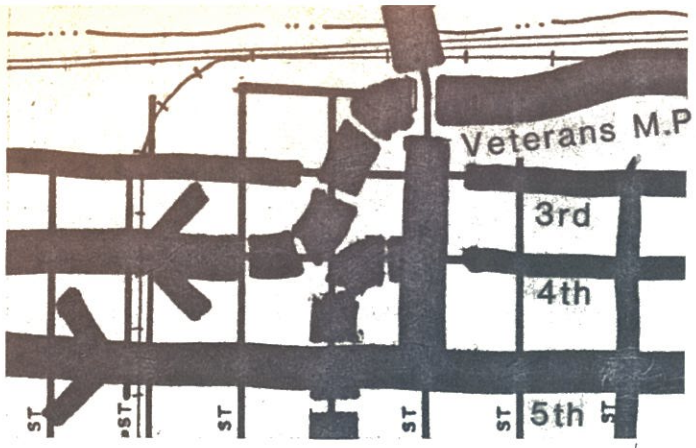
HOUSING MAP

HUNTINGTON COMPREHENSIVE PLAN – UPDATE 1981

CITY PLANNING COMMISSION and the DEPARTMENT OF COMMUNITY DEVELOPMENT
CITY OF HUNTINGTON, WEST VIRGINIA

Ridenour Associates Inc. landscape architects · planners
850 ridge avenue pittsburgh pennsylvania 15212 (412) 323 8384

0 1000' 2000'



CBD BLOW-UP

OHIO
W. VA.

OHIO

OHIO
W. VA.

NEW UNDERPASS

EXISTING PROPOSED

ARTERIAL

COLLECTOR

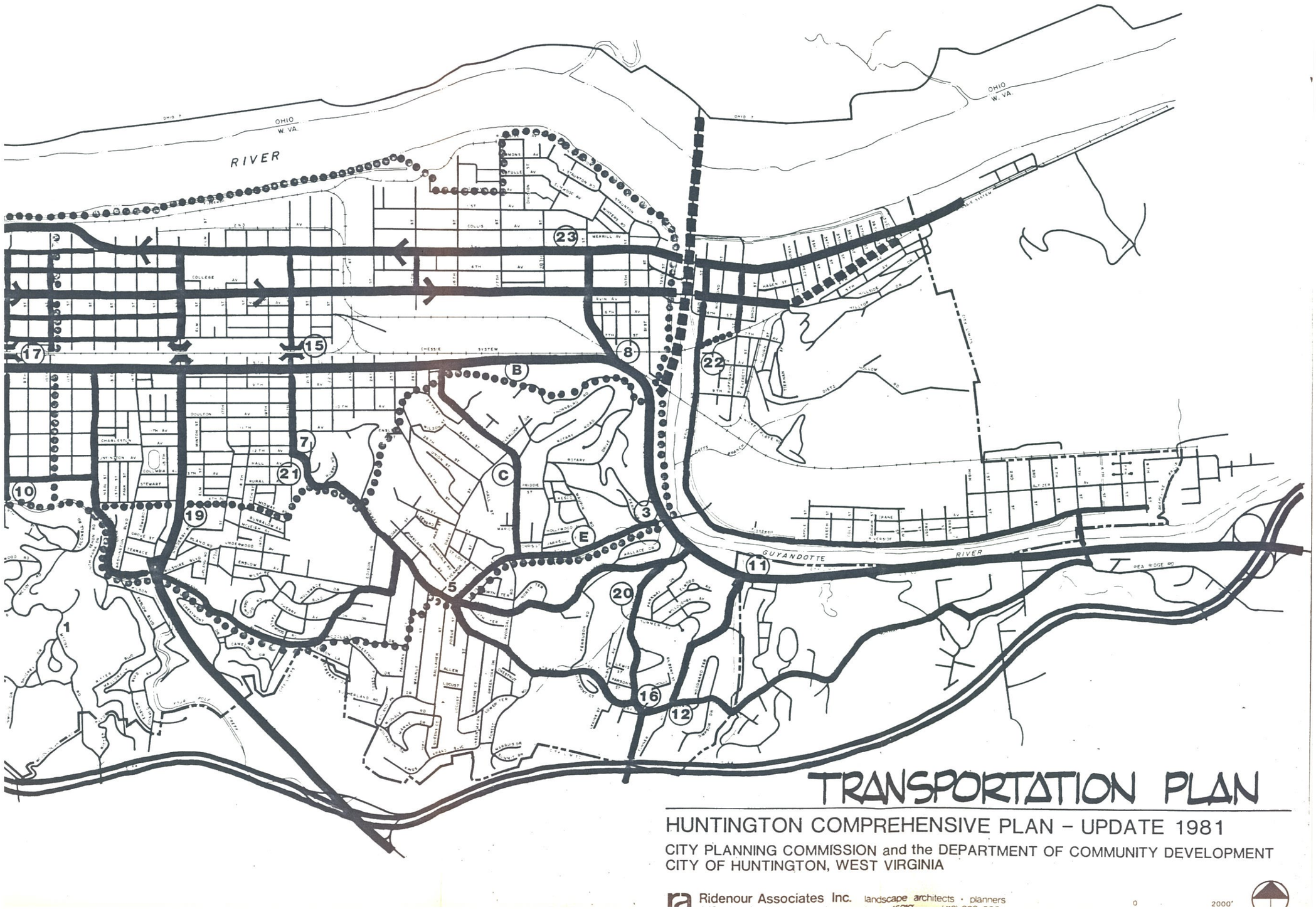
LOCAL

INTERSTATE

BIKE & PEDESTRIAN

① INTERSECTIONS & SYSTEMS IMPROVEMENTS

Ⓐ LONG RANGE IMPROVEMENTS



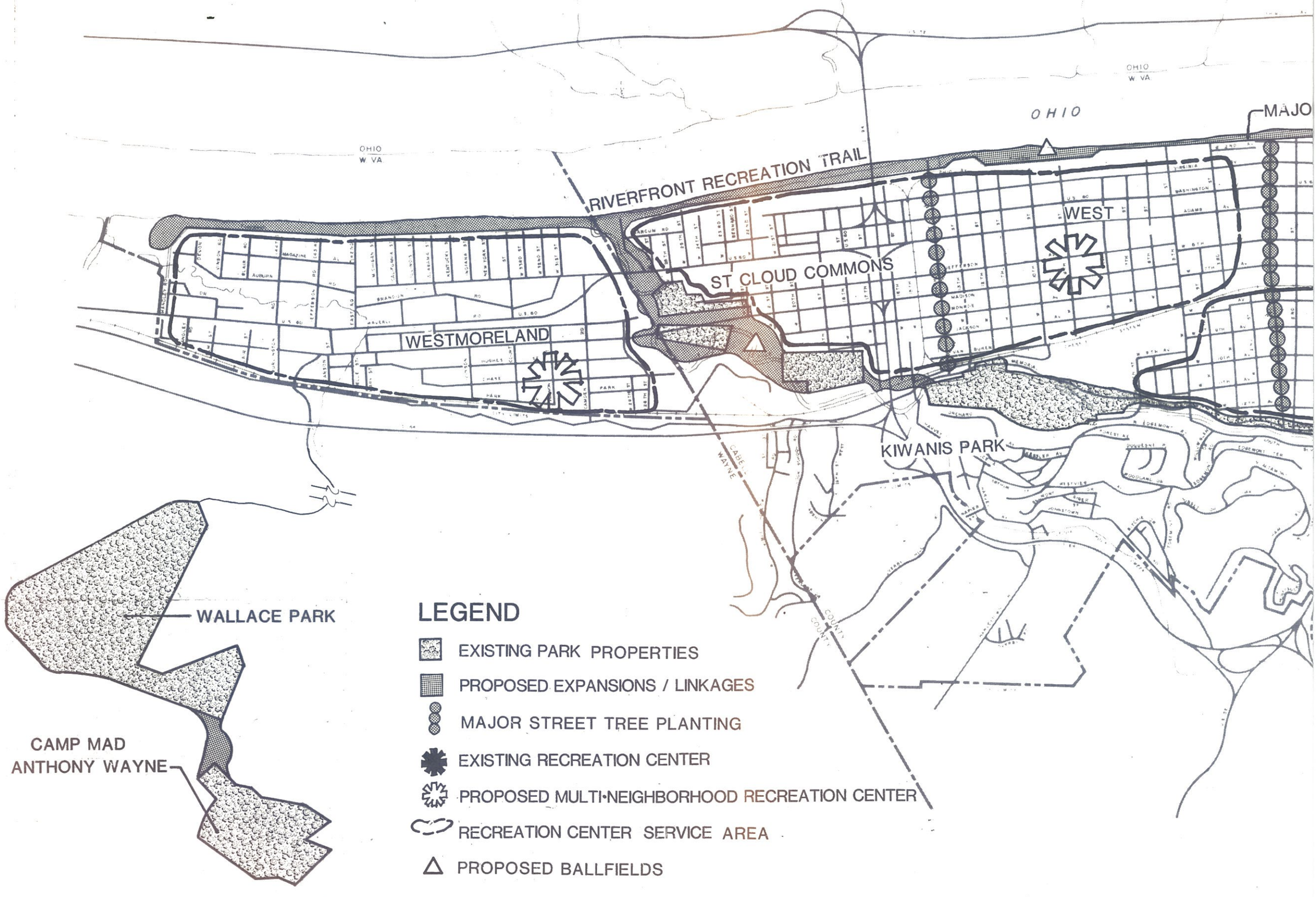
TRANSPORTATION PLAN

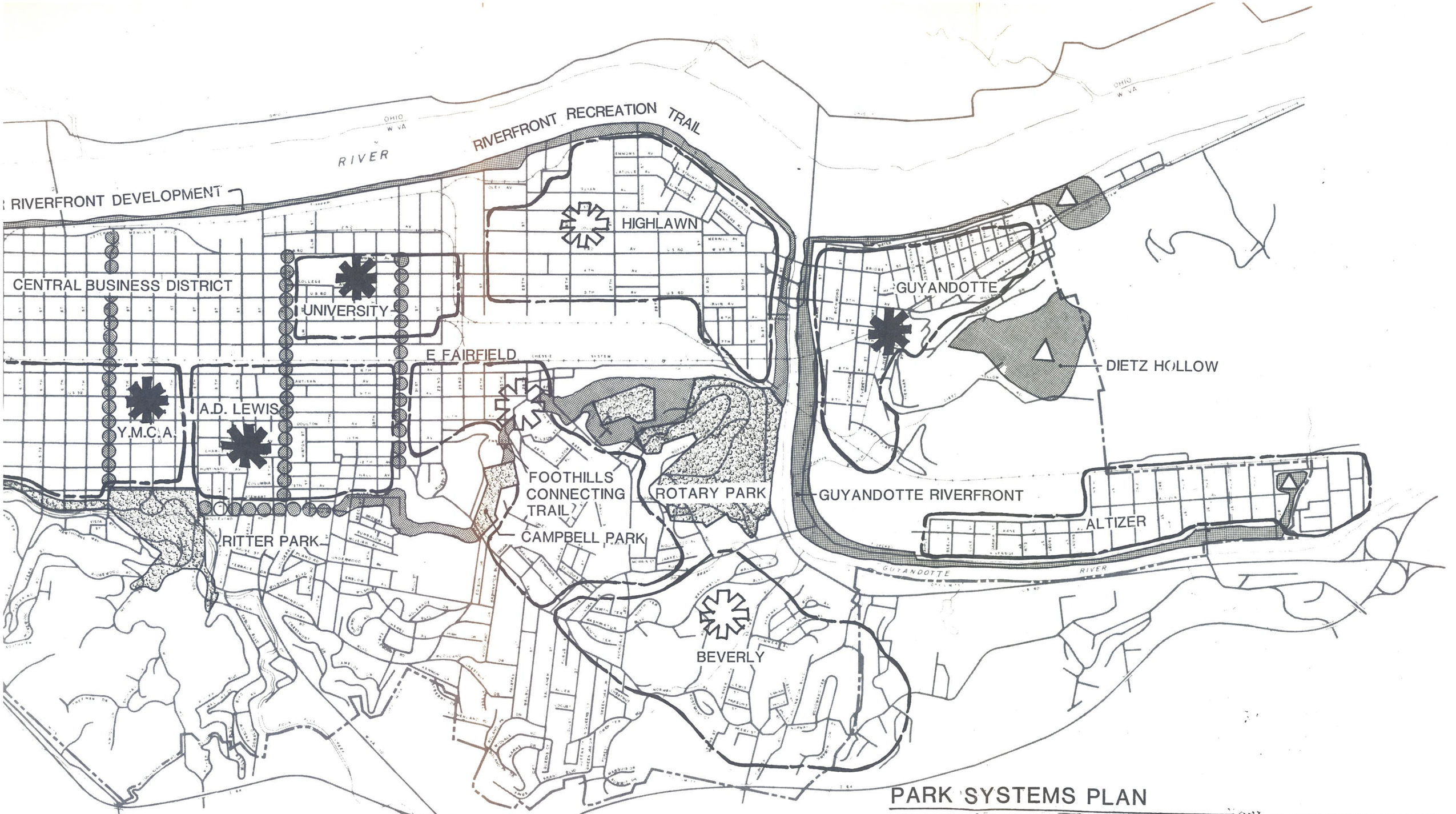
HUNTINGTON COMPREHENSIVE PLAN – UPDATE 1981

CITY PLANNING COMMISSION and the DEPARTMENT OF COMMUNITY DEVELOPMENT
CITY OF HUNTINGTON, WEST VIRGINIA

Ridenour Associates Inc. landscape architects · planners

0 2000'


OHIO
W VA
OHIO
W VA
OHIO
MAJO
RIVERFRONT RECREATION TRAIL
WEST
ST CLOUD COMMONS
WESTMORELAND
KIWANIS PARK
WALLACE PARK
CAMP MAD
ANTHONY WAYNE
LEGEND
EXISTING PARK PROPERTIES
PROPOSED EXPANSIONS / LINKAGES
MAJOR STREET TREE PLANTING
EXISTING RECREATION CENTER
PROPOSED MULTI-NEIGHBORHOOD RECREATION CENTER
RECREATION CENTER SERVICE AREA
PROPOSED BALLFIELDS



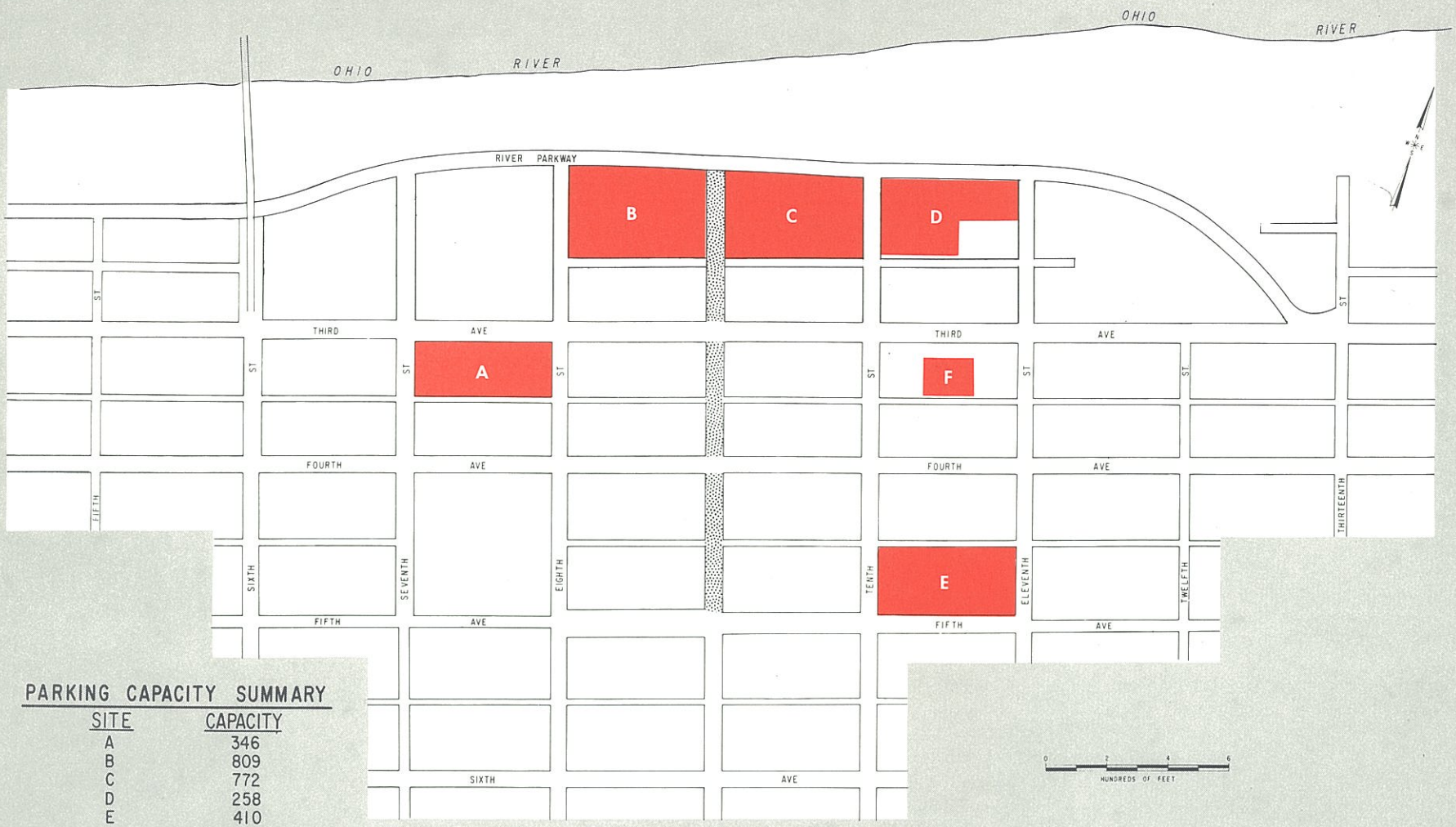
PARK SYSTEMS PLAN

HUNTINGTON COMPREHENSIVE PLAN - UPDATE 1981

CITY PLANNING COMMISSION and the
DEPARTMENT OF COMMUNITY DEVELOPMENT
Huntington, West Virginia

Ridenour Associates Inc. landscape architects • planners
850 ridge avenue pittsburgh pennsylvania 15212 (412) 323 8384

1000' 0 2000'



PARKING CAPACITY SUMMARY

SITE	CAPACITY
A	346
B	809
C	772
D	258
E	410
F	237
TOTAL	2832

PROPOSED SITE LOCATIONS
OFF-STREET PARKING PROGRAM
HUNTINGTON, WEST VIRGINIA

Wilbur Smith and Associates

FIGURE 11