

Comprehensive Plan

DRAFT



Town of Clifton Forge, VA
May 25, 2012

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Comprehensive Plan

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Chapter 1 Introduction

Vision Statement

Clifton Forge, nestled in the mountains of the Alleghany Highlands, is a small town with a high quality of life featuring affordable historic homes in safe neighborhoods, a welcoming approach to small business development and growth, a rich railroad heritage, and a long-lasting and sustained history of support of the arts. All of these features, when combined with the natural beauty and abundant recreation in the area provide an ideal location for business success, a destination for travel, an unusual quality of family life, unlimited opportunities in retirement, artistic endeavors and in general, a highly desirable place to live.

Purpose of the Comprehensive Plan

The Plan is intended to serve as a general guide for local officials in their decisions concerning land development, expansion (or development) of community facilities, and the establishment of community-related services. The Plan is intended to be general in nature and emphasizes the long-range needs of the town. As such, the Plan can be utilized to examine trends in order to meet existing needs and respond to new opportunities.

Legal Authority and Requirements

The process and purpose of the Comprehensive Plan is outlined in the Code of Virginia, Title 15.2, Subtitle II, Chapter 22, Article 3, Section 15.2-2223:

In the preparation of a comprehensive plan the commission shall make careful and comprehensive surveys and studies of the existing conditions and trends of growth, and of the probable future requirements of its territory and inhabitants. The comprehensive plan shall be made with the purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the territory which will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the inhabitants.

The Code of Virginia mandates that every incorporated jurisdiction in the Commonwealth adopt a comprehensive plan. Furthermore, the Code mandates that each jurisdiction review/reassess their Plan every five years. This mandate supports the need for an on-going process of plan reassessment – the plan should never be viewed as a "static" document.

Chapter 2 History

In 1971, Elizabeth Corron wrote in her book *Clifton Forge, Virginia* that, the land presently occupied by the City of Clifton Forge was originally part of a land grant to Robert Gallaspy (Gillespie) in 1770 from Lord Botetourt, Governor of Virginia. After the title had changed ownership several times, the land came into the hands of the Williamson family and the Smith family in the 1820s. Several houses were built and a small settlement was located along “Jackson River on both sides from Slaughter Pen Hollow to Smith Creek, extending northward as the population increased.”

The iron industry in Alleghany County and the completion of a road over North Mountain (now U.S. 60) in 1826 began the growth of the settlement. A forge located in the Iron Gate Gorge was named “Clifton” after the boyhood home of the owner. Hence, the name Clifton Forge was formed. The iron was originally shipped by bateaux (flat boats) down the Jackson and James rivers to Lynchburg in rough ingots formed from molten ore poured into pig troughs. With the advent of the railroad in 1850, more cargo could be transported out, thus allowing more development to occur in the Alleghany area.

The War Between the States caused disruption of the region as Union troops destroyed the railroad tracks in the region. However, the tracks were repaired and extended after the war, at which time the Chesapeake and Ohio Company formed from several smaller companies. Clifton Forge became the terminal point for three divisions of the Chesapeake and Ohio. An extension yard facility was also built.

The population numbered about 700 in 1882 when the railroad began referring to the Williamson Stop as Clifton Forge. Several large hotels were built and lots were put up for sale. A bowery grew as well, and barrooms were built “across the tracks.” A reservoir and rudimentary water system were established, along with street lights.

Various businesses were established at this time, including a meat market (Westerman’s), grocery, lumber company, livery stable and a brickyard. Clifton Forge became an incorporated town in 1884.

In 1889 the C&O Development Company was formed and the railroad sold all its excess land to that corporation for \$250,000. Clifton Forge entered a boom period and speculators and promoters claimed it would be the “Altoona of the South.”

The “Heights” part of the town was cleared of trees and brush, and streets were surveyed. Lots in the “flats” were developed by the Clifton Forge Company and land prices skyrocketed as speculators bought and sold land. However, by December 1890, the boom broke and land prices fell.

Fortunately, 1890 also saw the completion of the new C&O passenger depot and repair stops in West Clifton. This marked the wave to the west and the Old Town was left behind. West Clifton incorporated in 1900.

Edward P. Fisher is credited with building the first bridges across Dry and Smith creeks. This improved circulation between the sections of the town. This venture was financed by town taxes (fixed at \$1.00 per \$100 of assessed valuation). A bond issue for \$20,000 in 1899 paid for subsequent steel replacement bridges.

By 1895, nine hotels were in operation in the Clifton Forge area. One eventually became the C&O hospital (later a new hospital was built on the site). The town received telephone service in 1896 when the Clifton Forge – Waynesboro Telephone Company received a franchise. Also the Clifton Forge Light and Water Company was formed and a cemetery (Crown Hill) opened.

In 1906, the towns of West Clifton and Clifton Forge were incorporated as a city. Subsequently, a bond issue of \$75,000 for paved streets, sidewalks, sewers, schools, and a jail was passed. The present courthouse was completed in 1911 and a municipal water system began with development of the Smith Creek Reservoir in 1913. A playground was developed in 1916.

Following World War I, the C&O enlarged its rail yard, altering the channel of the Jackson River in the process. The town was still expanding as new businesses were established. However, new industrial development had not been sought or encouraged.

During the depression the City was assisted by the Works Progress Administration (W.P.A.). Improvements to water, sewers, and streets resulted. The Woodrow Wilson Bridge (old Route 220) was completed in 1937.

After World War II, Clifton Forge began a decline due to the conversion of the C&O from steam to diesel engines. A number of the repair shops were moved to Huntington, West Virginia. In response to this the Clifton Forge Development Corporation was organized in 1950 to contact new industries. As a result of their efforts, the Mizzy Corporation located in nearby Cliftondale in 1953, the H.O. Canfield Company in Iron Gate (1954), and Jane Colby Enterprises (of U.S. Industries) in 1962 in Alleghany County were established.

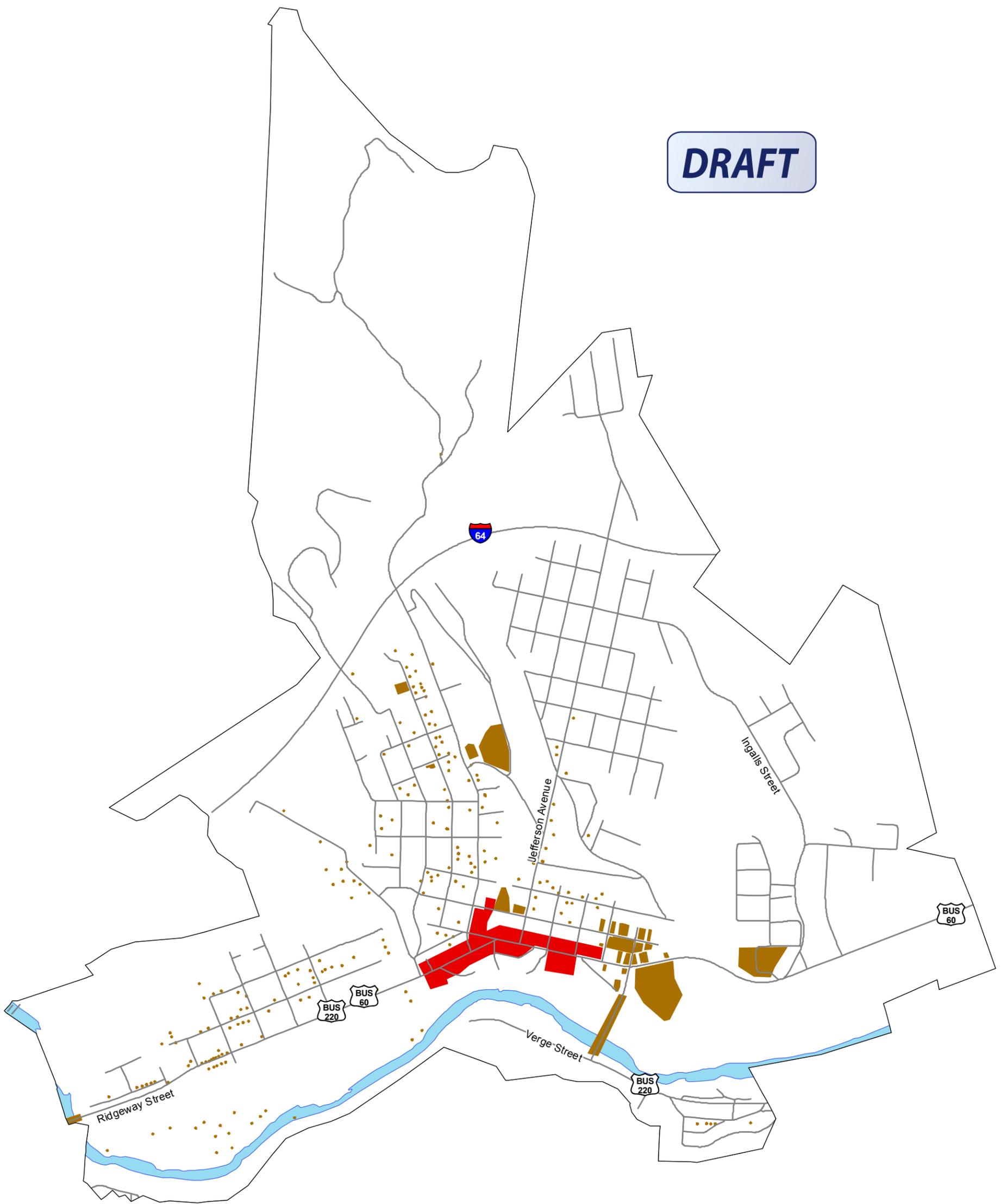
Clifton Forge expanded by annexing Fairview Heights from Alleghany County in 1962. New building sites became available. This portion of the City grew during the 1960s and it has been aided by the completion of I-64 north of the City.

In August 1991, the commercial area in downtown Clifton Forge was placed on Virginia's Landmark Register. This nomination formally recognized the unique and valuable architecture characteristics of downtown Clifton Forge.

Clifton Forge became a Main Street Community in April 1992. As of 2005, Clifton Forge is an Affiliate Member of the Virginia Main Street Program. This program's intent is to strengthen the community and economic development potential of downtown business districts. The program also enables the local property owners to take advantage of financial incentives and tax credits when buildings are restored to their original integrity.

Clifton Forge filled notice with the Commission on Local Government of its intentions to petition the court for an order granting it the status of a town in Alleghany County in November 1999. The notice was accompanied by revenue data and other statistics supporting its request. Loss of jobs in the railroad industry, rising costs of maintaining its own schools and a general decline in the economy led to the decision to revert to a town. Over the next 6 months, officials met with representatives from Alleghany County and the Commonwealth of Virginia to reach an agreement on revision to a town. On May 30, 2000, the revision agreement was presented for comment at a public hearing. The city held a referendum on March 6, 2001 and passed by a vote of 1,071 to 617. In July 2001, Clifton Forge reverted from a city to a town. Under the agreement, Alleghany County took over the Clifton Forge school system, solid waste collection, and property tax assessment and collection. The Town of Clifton Forge retained its police department and water and sewer services.

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Town of Clifton Forge

Map 1 Historic Resources

Legend

-  Surveved Properties
-  Virginia and National Register

Scale 0 500 1,000 2,000 Feet

Chapter 3 Demographics

Population Trends

Clifton Forge population has fluctuated over the past century with the greatest change occurring during the period of 1900 to 1910. The population has been declining since 1970, dropping from 5,501 to 3,884 in 2010.

Table 1
Population Change, 1900 - 1990

Year	Population	Change
1900	3,212	-
1910	5,748	79.0%
1920	6,164	7.2%
1930	6,834	10.9%
1940	6,461	-5.5%
1950	5,795	-10.3
1960	5,268	-9.1%
1970	5,501	4.4%
1980	5,046	-8.3%
1990	4,679	-7.3%
2000	4,289	-8.3%
2010	3,884	-9.4%

Source: U.S. Census Bureau, 1900-2010.

Migration

According to information provided by the Census Bureau, 1,003 persons age 5 and over moved to Clifton Forge between 1995 and 2000. In addition, 562 residents age 5 and over of Clifton Forge moved from one home to another within the Town between 1995 and 2000.

Table 2
Residence in 1995, Persons Age 5 and Over

Category	Persons
Total Persons Age 5 and Over	4,056
Same house in 1995	2,438
Different house in 1995	1,565
In United States in 1995	
Same locality	562
Different locality	1,003
Same state	732
Different state:	271
Elsewhere in 1995:	53

Source: U.S. Census Bureau, Census of Population, 2000.

The Census Bureau's American Community Survey provides migration data for 2010. Table 3 provides geographical mobility for persons relative to their residence at the time they were surveyed. According to the survey 200 people moved to Clifton Forge from a different locality in 2010. In addition, 61 people from a different state moved to the town in 2010.

Table 3
Migration in the Past Year, 2010

Category	Persons
Total:	3,694
Householder lived in owner-occupied housing units	2,479
Householder lived in renter-occupied housing units	1,215
Same house 1 year ago:	3,303
Householder lived in owner-occupied housing units	2,392
Householder lived in renter-occupied housing units	911
Moved within same county:	130
Householder lived in owner-occupied housing units	42
Householder lived in renter-occupied housing units	88
Moved from different county within same state:	200
Householder lived in owner-occupied housing units	45
Householder lived in renter-occupied housing units	155
Moved from different state:	61
Householder lived in owner-occupied housing units	0
Householder lived in renter-occupied housing units	61
Moved from abroad:	0
Householder lived in owner-occupied housing units	0
Householder lived in renter-occupied housing units	0

Source: *Geographic Mobility 2006-2010, American Community Survey, 2012.*

Natural Increase

Natural increase is a measure of the population change based on the number of births and deaths that have occurred based on place of residence over a period of time. Natural decrease in Clifton Forge from 1999 to 2001 was 76 persons.

Table 4
Natural Increase, 1999-2001

Year	Births	Deaths	Natural Increase
1999	50	81	-31
2000	67	91	-24
2001	22	43	-21

Source: *Virginia Vital Statistics Annual Reports, Virginia Department of Health, 1999-2001.*

Age Distribution

The age composition of the Town has changed from 2000 to 2010. The percentage of population below age 45 decreased by 16.8 percent from 2,280 to 1,898. The number of persons age 65 and over, also decreased during that same period by 13.5 percent. The workforce age population between the ages of 20 and 64 decreased 8.2 percent. The 45 to 54 and 55 to 64 age groups both increased from 2000 to 2010.

It should be noted that the median age in Clifton Forge has been increasing over the last few decades, with a decreasing youth population. The median age statistics illustrate this point. In 1980 the median age was 38.5 years, while in 2010 the figure was 45.8.

Table 5
Population Distribution by Age

	2000		2010		Change 2000-2010
	Persons	Percent	Persons	Percent	
Total population	4,289	100	3,884	100	-9.4%
Under 5 years	227	5.3	192	4.9%	-15.4%
5 to 9 years	251	5.9	238	6.1%	-5.2%
10 to 14 years	262	6.1	242	6.2%	-7.6%
15 to 19 years	263	6.1	249	6.4%	-5.3%
20 to 24 years	188	4.4	183	4.7%	-2.7%
25 to 34 years	474	11.1	335	8.6%	-29.3%
35 to 44 years	615	14.3	459	11.8%	-25.4%
45 to 54 years	525	12.2	578	14.9%	10.1%
55 to 64 years	469	11	530	13.6%	13.0%
65 to 74 years	453	10.6	425	10.9%	-6.2%
75 to 84 years	387	9	297	7.6%	-23.3%
85 years and over	175	4.1	156	4.0%	-10.9%

Source: U.S. Census Bureau, Census of Population, 2000 and 2010.

Table 6
Population by Age Group and Sex

	2000			2010			Percent Change		
	Total	Male	Female	Total	Male	Female	Total	Male	Female
Total	4,289	1,892	2,397	3,884	1,809	2,075	-9.4	-4.4	-13.4
Under 5 years	227	112	115	192	109	83	-15.4	-2.7	-27.8
5 to 9 years	251	125	126	238	114	124	-5.2	-8.8	-1.6
10 to 14 years	262	127	135	242	123	119	-7.6	-3.1	-11.9
15 to 19 years	263	132	131	249	124	125	-5.3	-6.1	-4.6
20 to 24 years	188	92	96	183	98	85	-2.7	6.5	-11.5
25 to 29 years	220	97	123	180	89	91	-18.2	-8.2	-26.0
30 to 34 years	254	115	139	155	76	79	-39.0	-33.9	-43.2
35 to 39 years	275	141	134	229	98	131	-16.7	-30.5	-2.2
40 to 44 years	340	155	185	230	114	116	-32.4	-26.5	-37.3
45 to 49 years	242	124	118	268	137	131	10.7	10.5	11.0
50 to 54 years	283	126	157	310	150	160	9.5	19.0	1.9
55 to 59 years	235	113	122	230	112	118	-2.1	-0.9	-3.3
60 to 64 years	234	95	139	300	136	164	28.2	43.2	18.0
65 to 69 years	205	92	113	212	93	119	3.4	1.1	5.3
70 to 74 years	248	88	160	213	97	116	-14.1	10.2	-27.5
75 to 79 years	236	74	162	137	54	83	-41.9	-27.0	-48.8
80 to 84 years	151	48	103	160	52	108	6.0	8.3	4.9
85 and Over	175	36	139	156	33	123	-10.9	-8.3	-11.5

Source: U.S. Census Bureau, Census of Population, 2000 and 2010.

Household Characteristics

While the Town's population decreased by 9.4% from 2000 to 2010, the number of households decreased by 7.6 percent. The average household size has decreased by 1.8 percent.

Table 7
Household Characteristics

Category	2000	2010	Change
Total Households	1,841	1,701	-7.6%
Average Household Size	2.22	2.18	-1.8%

Source: U.S. Census, Census of Population, 2000 and 2010.

Income

Although the median household income in Clifton Forge increased by almost 29% from 2000 to 2010, this amount was still equal to only 56% of the state median in 2010. Family median income was also only 74.5% of the state median family income. Per capita income was approximately 65.1% of the state median per capita income.

Table 8
Median Income

Category	2000	2010	Change
Household	\$26,090	\$33,621	28.9%
Family	\$31,509	\$53,787	70.7%
Per Capita	\$15,182	\$20,586	35.6%

Source: Census of Population, U.S. Census Bureau, 2000 and American Community Survey, U.S. Census Bureau 2010.

Table 9
Median Income

Category	Clifton Forge	Virginia
Household	\$33,621	\$60,316
Family	\$53,787	\$72,193
Per Capita	\$20,586	\$31,606

Source: 2005-2009 American Community Survey, U.S. Census Bureau, 2010.

Poverty Statistics

Clifton Forge experienced a slight increase in the percentage of persons below the poverty level between 2000 and 2010. The percent of person age 65 and over increased from 10.5% to 12.4 percent. However the percentage of families, families with children, and female householder families below the poverty level all decreased.

Table 10
Persons Living Below Poverty Level

Category	2000	2010
Persons	19.4%	20.9%
Persons Age 65 and Over	10.5%	12.4%
Families	15.1%	11.3%
Families with children under 18 years old	28.2%	23.5%
Female Householder Families	35.3%	26.1%

Source: 2000 Census and 2005-2009 American Community Survey, U.S. Census Bureau, 2010.

Chapter 4 Housing

Housing Units

There was a small decrease in the number of housing units in Clifton Forge for the period 2000 to 2010. The number of vacant housing units increased by almost 33% during the same period.

The percentage of owner-occupied housing increased from 2000 to 2010. The number of owner-occupied units has decreased by 119 units from 2000 to 2010. The number of renter-occupied units decreased by 21 units during the 10 year period.

Table 11
Housing Units by Occupancy

	2000	2010	Change	Percentage of Total Units in 2010
Total Housing Units	2,069	2,004	-3.1%	100.0
Vacant Units	228	303	32.9%	15.1
Occupied Units	1,841	1,701	-7.6%	84.9
Owner-Occupied	1,153	1,034	-10.3%	51.6
Renter-Occupied	688	667	-3.1%	33.3

Source: U.S. Census Bureau, Census of Housing, 2000 and 2010.

Housing Type

Single-family units have remained the dominant type of housing in Clifton Forge over the past decade. The number of multi-family units, including duplexes, has decreased.

Table 12
Housing Type

Type	2000		2009	
	Number	Percent	Number	Percent
Single-Family	1,564	75.6%	1,583	78.1%
Multi-Family	499	24.2%	433	21.4%
Mobile homes	6	0.3%	11	0.5%

Source: U.S. Census Bureau, Census of Housing, 2000 and 2005-2009 American Community Survey, 2010.

General Housing Characteristics

The median house value increased by almost 61 percent from 2000 to 2010. The median rent increased 44 percent. The amount of housing stock 30 or more years old increased to more than 95 percent.

The Census figures which best reflect the condition of housing units in the town are percent of occupied units with more than 1.01 persons per room and percent of occupied units lacking complete plumbing for exclusive use. The percent of overcrowded units decreased and the percent of units lacking complete plumbing remained at zero from 2000 to 2010.

Table 13
Housing Characteristics

Characteristic	2000	2009
Median Value	\$52,800	\$84,900
Median Contract Rent	\$341	\$491
Percent of Housing 30 Years or Older	92.1	95.2
Percent of Occupied Units with More than 1.01 Persons / Room	1.0	0.9
Percent of Occupied Units Lacking Complete Plumbing for Exclusive Use	0.0	0.0

Source: 2005-2009 American Community Survey, U.S. Census Bureau, 2010.

Housing Age

Almost half of Clifton Forge's housing stock was built prior to 1950. In general, pre-WWII urban housing stock consists, in large part, of multi-story construction tailored to relatively narrow lots, thereby allowing more square-footage on a smaller footprint such as a city lot. While many of the town's homes can be classified as historic, these units will require additional attention from their owners. Beyond accessibility issues often associated with an aging housing stock, repair, maintenance, and high utility cost can also negatively impact affordability and general quality of life for elderly and/or disabled residents.

Table 14
Housing Units by Year Structure Built, 2009

Time Period	Number	Percent
Built 2005 or later	0	0.0%
Built 2000 to 2004	9	0.4%
Built 1990 to 1999	88	4.3%
Built 1980 to 1989	170	8.4%
Built 1970 to 1979	203	10.0%
Built 1960 to 1969	330	16.3%
Built 1950 to 1959	221	10.9%
Built 1940 to 1949	181	8.9%
Built 1939 or earlier	825	40.7%

Source: 2005-2009 American Community Survey, U.S. Census Bureau, 2010.

Affordable Housing

The Code of Virginia, Sec. 15.2-2223, under the scope and purpose of the comprehensive plan, states that “The plan shall include: the designation of areas and implementation of measures for the construction, rehabilitation and maintenance of affordable housing, which is sufficient to meet the current and future needs of residents of all levels of income in the locality while considering the current and future needs of the planning district within which the locality is situated.” Housing affordability should be monitored by local governments to ensure that all citizens are capable of meeting this basic need.

Summary of Affordable Housing Needs

The Census Bureau’s Comprehensive Housing Affordability Strategy database definition of housing problems includes the following criteria “any occupied units lacking a complete kitchen, lacking complete plumbing, having more than 1.01 persons per room, or costing more than 30 percent of the occupant households (monthly) income.”

Table 15
Housing Problems

Criteria	2000	2009
Units Lacking Complete Kitchen	0.3	0.0
Units Lacking Complete Plumbing	0.0	0.0
Units With More Than 1.01 Persons Per Room	1.0	0.9
Renters Paying More Than 30% of the Occupant Households Income	34.8	50.9
Owners with a Mortgage paying more than 30% of the Occupant Households Income	20.5	8.7
Owners without a Mortgage Paying More Than 30% of the Occupant Households Income	4.8	16.0

Source: U.S. Census Bureau, 2000 and 2010.

In 2010 the Clifton Forge median rent was 53% of the statewide median rent. Approximately 30% of renters in Clifton Forge were paying less than \$300 per month. Fewer than 17% of renters were paying above \$750 per month compared to 66.4% of renters statewide.

Table 16
Gross Rent

Category	Clifton Forge	Virginia
Median	\$491	\$931
Below \$300	29.5%	5.4%
\$750 or More	16.1	66.4%
No Cash Rent	17.3	6.6%

Source: 2005-2009 American Community Survey, U.S. Census Bureau, 2010.

Clifton Forge median owner costs with a mortgage were 51% of the statewide median while median owner costs without a mortgage were 91 percent of the state median. The lower monthly mortgages may be attributed to lower house values, yet similar costs for utilities, maintenance and taxes. The percentage of owners with a mortgage in Clifton Forge was lower than the percentage for the state. This is possibly due to lower median house value and a long term ownership trend in the town creating an opportunity for owners to pay off a mortgage.

Table 17
Owner Costs

	Clifton Forge	Virginia
Median Costs with a Mortgage	\$853	\$1,668
Median Costs without a Mortgage	\$340	\$375
Owners with a Mortgage	55.2%	72.9%

Source: 2005-2009 American Community Survey, U.S. Census Bureau, 2010.

A standard measure of affordability for both owner and renter is the percentage of income being applied toward housing costs. This cost includes rent or mortgage, utilities, maintenance and taxes. An acceptable rate is 30 percent of the household's income.

In 2010, 8.7% of home owners with a mortgage in Clifton Forge were applying more than thirty percent or more of their income toward housing costs and 50.9% of renters were applying 30 percent or more of their income toward housing costs.

Local housing programs can help residents access safe affordable housing by addressing the needs of specific clients, improving existing housing and assisting in financing. In addition, programs for the elderly and handicapped, energy efficiency and weatherization, water and sewer system programs and local regulations such as the building code and zoning, all play a role in providing affordable housing.

Additional housing resources are available from the following agencies for financial and technical assistance: Virginia Department of Housing and Community Development's Division of Community Development, Virginia Housing Development Authority, USDA Rural Development, and Southeast Rural Community Assistance Project.

Chapter 5 Economy

The purpose of this chapter is to provide an analysis of the labor force, occupations, major employers, and trade sectors in order to identify important changes and trends in the Alleghany County economy.

Clifton Forge's reversion to a town in July 2001 eliminated data collection performed by many agencies that track figures only for counties and cities. Clifton Forge is counted as a part of Alleghany County by agencies such as the Virginia Employment Commission, the Bureau of Economic Analysis and Bureau of Labor Statistics.

Labor force Characteristics

The number of persons in the Alleghany County labor force has declined by approximately 1,000 persons over the past 10 years. The annual number of unemployed persons has increased during that same time period from 231 in 2000 to 641 in 2010.

Table 18
Labor Force Characteristics, Alleghany County

Year	Civilian Labor Force	Employment	Unemployment	Unemployment Rate (%)
2000	7,684	7,453	231	3.0
2001	7,764	7,441	323	4.2
2002	8,064	7,639	425	5.3
2003	8,087	7,714	373	4.6
2004	7,578	7,229	349	4.6
2005	7,512	7,162	350	4.7
2006	7,349	6,997	352	4.8
2007	7,000	6,695	305	4.4
2008	6,857	6,484	373	5.4
2009	7,179	6,515	664	9.2
2010	7,122	6,481	641	9.0

Source: Virginia Employment Commission, 2011.

The unemployment rate dropped from a peak of 9.3% in January 2011 to 7.7% in December 2011.

Table 19
Labor Force Characteristics, 2011, Alleghany County

Period	Civilian Labor Force	Employment	Unemployment	Unemployment Rate (%)
January	7,178	6,507	671	9.3
February	7,201	6,556	645	9.0
March	7,346	6,729	617	8.4
April	7,404	6,847	557	7.5
May	7,458	6,895	563	7.5
June	7,328	6,733	595	8.1
July	7,196	6,632	564	7.8
August	7,204	6,612	592	8.2
September	7,277	6,710	567	7.8
October	7,307	6,803	504	6.9
November	7,277	6,768	509	7.0
December	7,248	6,692	556	7.7

Source: Virginia Employment Commission, 2012.

Quarterly Census of Employment and Wages

The Quarterly Census of Employment and Wages program derives its data from quarterly tax reports submitted to State Employment Security Agencies by employers subject to State unemployment insurance laws and from Federal agencies subject to the Unemployment Compensation for Federal Employees program. This includes 99.7% of all wage and salary civilian employment. These reports provide information on the number of people employed and the wages paid to the employees each quarter.

Covered employers in most States report total compensation paid during the calendar quarter, regardless of when the services were performed. Under most State laws or regulations, wages include bonuses, stock options, profit distributions, the cash value of meals and lodging, tips and other gratuities, and, in some States, employer contributions to certain deferred compensation plans such as 401(k) plans. Data for Alleghany County is shown below.

Table 20
 Employment and Wages, Alleghany County

Year	Average Establishments	Average Employment	Average Weekly Wage
2001	265	4,476	\$491
2002	301	4,778	\$503
2003	309	4,830	\$512
2004	313	4,761	\$538
2005	312	4,634	\$563
2006	306	4,522	\$576
2007	313	4,466	\$575
2008	321	4,319	\$595
2009	323	4,216	\$585
2010	311	4,272	\$681

Source: Quarterly Census of Employment and Wages, U.S. Bureau of Labor Statistics, 2011.

Table 21
 Average Weekly Wage, Alleghany County

Year	Alleghany County	Virginia
2001	\$491	\$706
2002	\$503	\$716
2003	\$512	\$742
2004	\$538	\$779
2005	\$563	\$813
2006	\$576	\$847
2007	\$575	\$885
2008	\$595	\$908
2009	\$585	\$928
2010	\$681	\$955

Source: Quarterly Census of Employment and Wages, U.S. Bureau of Labor Statistics, 2011.

Industry of Employed Persons

Industry data describe the kind of business conducted by a person's employing organization. The data provides industry classifications that group establishments into industries based on the activities in which they are primarily engaged. The industry categories do not necessarily reflect the occupation/job of residents. For example, people employed in agriculture include truck drivers and bookkeepers; people employed in the transportation industry include mechanics, freight handlers, and payroll clerks; and people employed in the health care profession include nurses, janitors, security guards, and secretaries.

Table 22
Industry of Employed Persons, Clifton Forge

Industry Category	Number	Percent
Civilian employed population 16 years and over	1,522	-
Agriculture, forestry, fishing and hunting, and mining	0	0.0%
Construction	112	7.4%
Manufacturing	282	18.5%
Wholesale trade	14	0.9%
Retail trade	122	8.0%
Transportation and warehousing, and utilities	64	4.2%
Information	48	3.2%
Finance and insurance, and real estate and rental and leasing	68	4.5%
Professional, scientific, and management, and administrative and waste management services	79	5.2%
Educational services, and health care and social assistance	519	34.1%
Arts, entertainment, and recreation, and accommodation and food services	110	7.2%
Other services, except public administration	27	1.8%
Public administration	77	5.1%

Source: 2005-2009 American Community Survey, U.S. Census Bureau, 2011.

Occupation of Employed Persons

Occupation describes the kind of work a person does on the job. The data is used to formulate policy and programs for employment, career development and training; to provide information on the occupational skills of the labor force in a given area to analyze career trends; and to measure compliance with antidiscrimination policies. Companies also use this data to assist in deciding where to locate new plants, stores, or offices based on the implied skills of the existing labor force.

Table 23
Occupation of Employed Persons, Clifton Forge

Occupation Category	Number	Percent
Civilian employed population 16 years and over	1,522	-
Management, professional, and related occupations	547	35.9%
Service occupations	247	16.2%
Sales and office occupations	295	19.4%
Farming, fishing, and forestry occupations	0	0.0%
Construction, extraction, maintenance, and repair occupations	162	10.6%
Production, transportation, and material moving occupations	271	17.8%

Source: 2005-2009 American Community Survey, U.S. Census Bureau, 2011.

Major Employers

The following table shows major employers for Allegheny County in 2011 based on data provided by the Virginia Employment Commission. Major employers represent several sectors including industrial, retail, medical and government.

Table 24
Major Employers, 3rd Quarter, 2011

Employer	Industry	Size Class
Mead Westvaco	Paper Manufacturing	1000 and over
Allegheny Highlands Public School Board	Educational Services	250 to 499
Allegheny Regional Hospital	Hospitals	250 to 499
Wal Mart	General Merchandise Stores	250 to 499
County of Allegheny	Executive, Legislative, and Other General Government Support	100 to 249
Dabney S. Lancaster Community College	Educational Services	100 to 249
Mead Westvaco	Paper Manufacturing	100 to 249
Bacova Guild	Textile Product Mills	100 to 249
Covington City School Board	Educational Services	100 to 249
City of Covington	Executive, Legislative, and Other General Government Support	100 to 249
Allegheny Highland Mental Health Services	Social Assistance	50 to 99
GGNSC	Nursing and Residential Care Facilities	50 to 99
Team Carriers	Truck Transportation	50 to 99
AFS of Low Moor Inc	Nursing and Residential Care Facilities	50 to 99
Kroger	Food and Beverage Stores	50 to 99
WVVA Health Care Alliance	Ambulatory Health Care Services	50 to 99
The Woodlands	Nursing and Residential Care Facilities	50 to 99
Boys Home	Nursing and Residential Care Facilities	50 to 99
Hammond Mitchell	Heavy and Civil Engineering Construction	50 to 99
McDonald's	Food Services and Drinking Places	50 to 99
Kmart	General Merchandise Stores	50 to 99
Mead Westvaco	Management of Companies and Enterprises	50 to 99
Waco Inc.	Specialty Trade Contractors	50 to 99
YMCA	Social Assistance	50 to 99
Manpower International	Administrative and Support Services	50 to 99
Cucci Pizzeria	Food Services and Drinking Places	50 to 99

Source: Virginia Employment Commission, 2012.

Chapter 6 Natural Physical Environment

Geology

Clifton Forge lies within the Valley and Ridge physiographic province. In Virginia, the Valley and Ridge province is characterized by long, narrow ridges traveling in a northeast-southwest direction and capped with an erosion resistant layer of sandstone, with intervening valleys underlain by more easily erodible limestone or dolomite.

Although there are no detailed geological maps of the town, generally the rocks underlying Clifton Forge are sedimentary in nature and belong to the upper Silurian and lower Devonian geologic periods. The Devonian period is characterized by sandstone, shale, limestone, gypsum and coal. Limestone, dolomite, shale, and sandstone are typical components of the Silurian period. Sandstone from the Cayuga Group and the Clinton formation is prevalent in a small southwest and south-central part of town including the Main Street area downtown and part of the CSX rail yard.

Topography

Clifton Forge is characterized by two basic landforms: the valley of the Jackson River in the south and the hilly terrain rising above the river in the north. Elevations range from 1025 to 1520 feet above sea level. The northern upward sloping area is dissected by several streams; Dry Run, Hazel Run, Smith Creek, and East Branch. Much of the town's level land and moderate slopes have been developed for residential and commercial use.

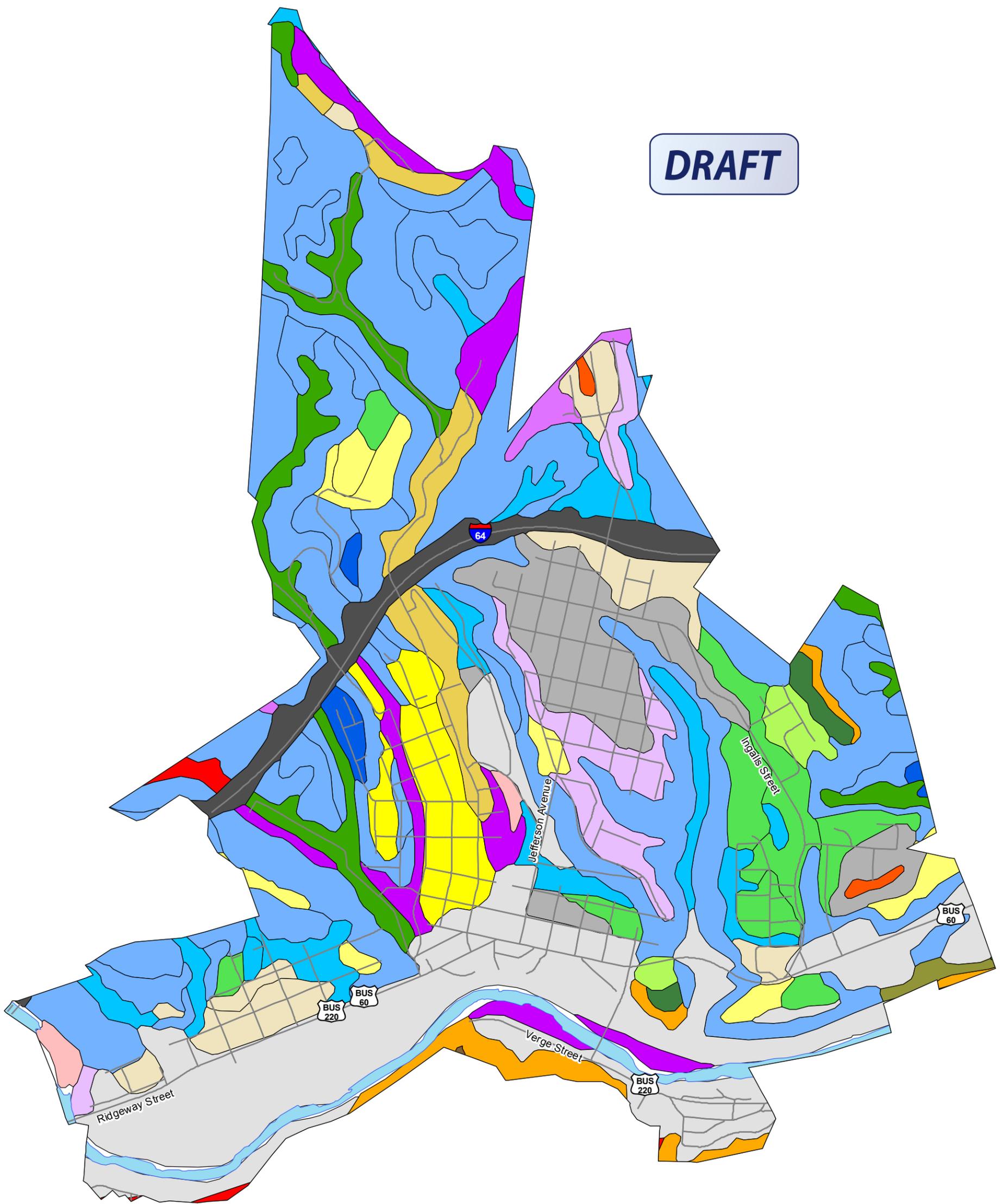
Soils

Virginia is characterized by two of the major types of soils: utisols, which are very old, nutrient-poor, have distinct horizons, and are yellow to red in color, and inceptisols, which are young, have few or faint horizons and are gray to red in color. The Alleghany Highlands is primarily inceptisols.

The most recent soil survey for Alleghany County was completed in 2006 by the National Resources Conservation Service. This data consists of georeferenced digital map data and computerized attribute data. The data includes a field verified inventory of soils and miscellaneous areas that normally occur in a repeatable pattern on the landscape and that can be cartographically shown at the scale mapped. This data set is not designed for use as a primary regulatory tool in permitting or citing decisions, but may be used as a reference source. The mapping and information in the survey and the Comprehensive Plan is for reference only and cannot be used for design or construction.

Map Unit Delineations (see Map 2) are described by the National Soil Information System database. This attribute database gives the proportionate extent of the component soils and the properties for each soil. The database contains both estimated and measured data on the physical and chemical soil properties and soil interpretations for engineering, water management, recreation, agronomic, woodland, range, and wildlife uses of the soil. The complete Soil Survey Geographic database for Alleghany County, Virginia should be referenced for additional soil information.

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Town of Clifton Forge

Map 2 Soil Classifications

Legend

Alonzeville loam	Nicelytown silt loam
Berks-Weikert complex	Ogles very cobbly loam
Caneyville silt loam	Oriskany cobbly sandy loam
Cottenbend silt loam	Purdy
Cottenbend-Urban land complex	Shelocta-Berks complex
Coursey-Ogles-shelocta complex	Sugarhol silt loam
Dekalb-Lily complex	Udorthents rock outcrop complex
Escatawba loam	Urban land-Udorthents complex
Gilpin silt loam	Watahala-Frederick complex
Gladehill loam	Weikert-Berks-Rough complex
Lily-McClung-Dekalb complex	Wharton-Blairton complex
Murrill loam	Zoar-Urban land complex

Scale 0 500 1,000 2,000 Feet

Source: Roanoke Valley-Alleghany Regional Commission, 2012.

Groundwater

Detailed studies of groundwater in Clifton Forge are not available. At present, water supplies are mostly derived from surface water, with very few consumers depending on well water.

General information about groundwater and aquifer systems in this part of Virginia indicates groundwater quantity and quality may be variable in Clifton Forge. The area is within the Mississippian-Devonian-Silurian aquifer system, which is composed primarily of shale, siltstone and sandstone, with some limestone. The shale is able to hold large quantities of water but its permeability is low, leading to slow moving water. Sandstone's permeability is better, but it is usually found in the higher elevations causing its recharge rates to be relatively low. Consequently, well yields in either rock would not be high. Quality problems are sometimes encountered because of high concentrations of iron, sulfur and pockets of methane gas.

Surface Water

The town lies within the drainage basin of the Jackson River, which flows west to east through the southern part of town. The Jackson River's confluence with the Cowpasture River forms the James River a short distance downstream from Clifton Forge. Within town, several smaller streams enter the Jackson River from the north including Smith Creek, Dry Creek, East Branch, Hazel Run, and several other small unnamed tributaries. The Jackson River and its tributaries drain approximately 900 square miles of Virginia and West Virginia.

There are three dams in Alleghany County that could impact the Town of Clifton Forge. These are the Clifton Forge Dams along Smith Creek (owned and maintained by the Town of Clifton Forge), Gathwright Dam (US Army Corps of Engineers), and Mead Westvaco #2 Flyash Lagoon Dam (Mead Westvaco). Gathright Dam was completed in 1979 and is operated for flood control. The facility is managed by the Army Corps of Engineers.

Clifton Forge has three (3) dams located on Smith Creek. Smith Creek Reservoir serves as the water supply for the Town of Clifton Forge and indirectly supplies water to portions of Alleghany County and the Town of Iron Gate. The Town of Clifton Forge is responsible for the maintenance of the dams. All of these dams are subject to the National Dam Safety Program Act of 1996 and the resulting 1998 Federal Guidelines for Dam Safety. FEMA requires all dam owners to develop an Emergency Action Plan for warning, evacuation and post-flood actions. The dams are also subject to the Virginia Dam Safety Act that is administered by the Department of Conservation and Recreation and Dam Safety Regulations enacted by the Virginia Soil and Water Conservation Board. All dams are in good standing with State and Federal regulatory agencies at this time.

Flood Hazards

Clifton Forge has adopted a Floodplain Management Ordinance which requires new residential buildings to be elevated to or above the base flood elevation. Additional requirements prevent the obstruction of the floodway. The Town has a Floodplain Overlay in its Zoning Ordinance. The Town participates in a flood warning system developed by the National Weather Service called Integrated Flood Observing and Warning System (IFLOWS). Through the use of radio-transmitted information, this system provides advanced flood forecasting to the Town Emergency Operation Center. There are no IFLOW stations located in the Town. Clifton Forge also participates in the Regional Pre-Disaster Mitigation Plan that outlines goals for mitigation of flooding and other natural disasters.

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Town of Clifton Forge

Map 3 Flood Hazard

Legend

- USGS Stream Gages
- IFLOWS Gages
- ▲ Flood Loss
- Flood Prone Roadways
- 500 Year Flood
- 100 Year Flood
- Floodplain
- Outside of Floodplain

Scale 0 500 1,000 2,000 Feet

Source: Roanoke Valley-Alleghany Regional Commission, 2012.

Chapter 7 Community Facilities

Department of Public Works

The Department of Public Works is the operation arm of Clifton Forge. It maintains and operates the Town's physical plant. All street related maintenance, including road and sidewalk conditions, snowplowing and salting, are performed by Public Works staff. Water, sewer and stormwater infrastructure are also maintained by the department, working closely with the water plant staff to assure that the utilities provided to our citizens are delivered consistently and without interruption.

Significant resources are devoted to supporting service organizations for their seasonal activities and projects.

Clifton Forge Wastewater Treatment Plant

The Clifton Forge Wastewater Treatment Plant was originally constructed in 1957 to treat municipal sewage from the then City of Clifton Forge. It underwent upgrades in the mid 1970s the early 1990s and the most recent upgrade between 2000 and 2002, which added a 3.6 million gallon flow equalization system. Currently, the facility is rated at 2.0 million gallons per day and treats sewage from the Town of Clifton Forge, the Town of Iron Gate, Westgate, Cliftondale Park and Selma.

In late 2010, the facility was converted to a pump station and flow equalization facility as part of an approximately \$40 million regional wastewater treatment plant project. Flows from Clifton Forge are pumped to the new Lower Jackson River Wastewater Treatment Plant located in Iron Gate. This new plant is designed to reduce Total Nitrogen and Total Phosphorus discharges as part of the Chesapeake Bay restoration program and provide state of the art treatment for the anticipated future.

Clifton Forge Water Treatment Plant

Construction of the Clifton Forge Water Treatment Plant began in mid-1958. The plant went online in January 1960. Prior to 1960, WTP operations were handled at a small shack while disinfection, piping and storage were the only treatment provided.

All homes, businesses, industry and public buildings within the town obtain potable water from this plant. Also many areas of Alleghany County receive water from the Clifton Forge WTP. Alleghany County buys water from Clifton Forge, pipes it throughout their distribution system and resells it to their customers. Iron Gate (along with a small section of Botetourt County) along with Douthat State Park is served by Clifton Forge.

The Clifton Forge plant is a conventional, surface water plant with a design of 3 million gallons per day, with a safe yield from its Smith Creek source of 2.2 MGD. In 2009, the plant treated 513.177 million gallons with a monthly average of 42.765 million gallons. During 2009, the low

month was in September with 39.429 million gallons and a high flow of 50.137 million gallons was treated in January.

The WTP may obtain its raw water from three different intakes located on three different inline reservoirs. Each reservoir has its own dam along with its own intake works. Intakes include screens that prevent large objects/debris and fish from entering the WTP. Plant staff is in charge of initiating and reporting flood stages during times of rainfall and snowmelt. Likewise, during dry seasons, staff report conditions to community leaders to issue stricter water conservation measures. Both flood stages and drought conditions are measured using staff gauges trending water flowing over the spillway.

When water has traveled through a number of processes and has come into contact with the necessary chemicals, the water enters the distribution system. The town of Clifton Forge employs miles of piping with varying diameters along with two pumping stations and four ground storage water tanks and one elevated storage water tank for both water storage and pressure. This offsite storage equals 1,527,400 gallons when all are full.

Fire hydrants are placed throughout the town and parts of areas where the town sells water. Hydrants are used primarily for firefighting, but may be used to flush lines to establish better water quality in the distribution system.

There have been upgrades and additional treatment added to plant processes throughout the years. The plant staff is pleased to announce that with the years of service to the community, a large percentage of its treatment plant and its components are original equipment.

Recycling and Solid Waste Management

Currently, recycling is not done by the town or county. Recycling is available at collection centers located at Kroger and in west Clifton Forge at Matthews Park, or can be taken to Jackson River Enterprises. A private recycling service is available and a new metal recycling business has opened in the town.

Clifton Forge Public Works staff provides weekly brush and bulk pick-up throughout the town. They maintain all municipal property within the Town limits, including the Town's three cemeteries and four public parks. The water and sewer crew provide water meter readings to the finance Department for billing and consumption tracking.

Alleghany County provides weekly curbside solid waste pickup to residents of Clifton Forge and Alleghany County. Refuse collection for businesses within the town and Alleghany County is also provided. There is a transfer station available to County residents as well as the Town of Clifton Forge and the Town of Iron Gate. This facility is located on Valley Ridge Road. Use of this facility to County residents is free, except for the disposal of tires. Fees apply to construction contractors for use of the facility.

Public Safety

Clifton Forge Police Department

The Patrol Division of the Clifton Forge Police Department is responsible for responding to all calls for service within the town limits. These calls for service run the entire gamut between major crimes, both in progress and which have passed, to unlocking vehicle doors. In addition, CFPD's Patrol Division is also responsible for traffic enforcement, accident investigation, business and security checks, aiding disabled or stranded motorists and travelers, and enforcing all state, federal, and local laws, and serving criminal court documents.

CFPD's Patrol Division responds to an average of 4,500 calls per year. In addition, its officers issue an average of 600 traffic summons, 275 misdemeanor and 100 felony arrests, serve 600 court documents, issue 300 parking violations, investigate an average of 75 traffic accidents, find about 150 unsecured buildings, and provide an average of 140 money/funeral escorts.

The Patrol Division consists of ten sworn officers, which includes four Sergeants, one Lieutenant and a Chief.

Patrol officers at CFPD assist the Alleghany County Sheriff's Office and CSX Railroad Police in dealing with situations and calls for service which arise in areas surrounding the town (and in the case of CSX, within the town).

Traffic enforcement is perhaps one of the patrol division's most visible tools. Its purpose is to provide for the safe and smooth flow of traffic within the town. Through vigilant enforcement of traffic laws, through accident investigations, identification and eliminating traffic hazard and strict DUI enforcement, CFPD strives to make the town streets safe for everyone.

CFPD's patrol officers reach out into the community by means of personal contact, professional service, by conducting department tours, and by conducting and arranging talks with school children as well as various civic and community organizations. Community relations are very important to all of CFPD's patrol officers and each officer strives to increase community support on a daily basis.

In August 1997, the Clifton Forge Police Department became the first department locally to utilize police officers on bicycles as a means of regular patrol. The program, due to the enthusiasm of the officers involved, enjoyed instant success. During the first three weeks of operation, the bike officers affected 60 arrests which included; drug related, DUI, traffic infractions, drunk and disorderly in public, suspended drivers, and warrant service.

The officers in the bicycle patrol use specially designed Raleigh mountain bikes to conduct patrol and work special events. They also participate in bicycle safety demonstrations for schools and civic organizations.

Bicycle patrols, in addition to other types of patrols, have emerged as an effective way to patrol communities. It allows the officer to cover more ground and at the same time provides less of a barrier than a vehicle for improving community relations. In addition, the bicycles allow officers to get into areas normally not easily accessible by patrol vehicles, and allow the officers to "sneak-up" on the bad guys. The availability of this type of patrol is dependent upon the bicycle officer's schedules, the necessity of motorized patrol, and of course, weather.

Animal Control

The Police Department is responsible for animal control within the town limits of Clifton Forge. Animal control is handled by all Police Officers, who, in addition to the respective patrol activities receive additional training on animal control related topics such as; animal control laws, search and seizure and capture techniques.

Animal control averages approximately 50-70 complaints a month such as dogs running at large, capturing wild cats and cruelty cases. In Clifton Forge, there are laws requiring dogs to be vaccinated by the time they are 4 months old and they must be licensed every year. Animals which are captured are taken to the Alleghany Humane Society. Dogs are held at the shelter for 10 days then placed up for adoption to the public. Cats are kept for a maximum of 7 days.

The main purpose for animal control is to ensure people are safe from animals and that animals are safe and properly cared for.

E-911

The Clifton Forge E-911 Communications Center was merged with the Alleghany County E-911 Communications Center in Covington in 2010. Communication Officers at the Sheriff's Office answer all Clifton Forge E-911 calls and dispatch Clifton Forge Police, Fire, and EMS accordingly. The Clifton Forge Police Department still handles all of their administrative calls and has an employee to address administrative duties during normal business hours. The Town has kept its dispatch center intact and maintained in the event it is needed as a back-up center to the County's Communication Center.

Clifton Forge Fire Department

The Clifton Forge Fire Department was founded in 1886 and today has an average of 39 volunteer firefighters and three professional firefighter/EMTs that drive and operate the engines. The Fire Department coverage varies from residential and business throughout the town as well as providing mutual aid to surrounding departments within Alleghany County.

Today, the Department apparatus consists of two engines, one equipment truck, one support truck, and our newest addition, a 2002 Pierce 105' aerial truck. The engines are a 1992 Grumman pumper with a four man jump seat; it carries 750 gallons of water and is able to pump 1,250 gallons per minute. The department's second engine is a 2000 Ferrara pumper and it carries 1,000 gallons of water and is able to pump 1,250 gallons per minute. It carries a variety of equipment from extra packs to brush fire equipment. The department's support truck is a 2004 Dodge Ram 4-door, 4x4 pickup and is used to transport members to calls.

Clifton Forge Rescue Squad

The Clifton Forge Rescue Squad is all volunteer, but well staffed and highly trained and competent. The squad was founded in 1945. The squad averages between 1,400 and 1,800 calls per year. The squad currently has one of the largest coverage areas of any volunteer rescue squad in the state of Virginia covering four counties, two towns, and providing mutual aid for 11 other agencies. All of this is accomplished with a current roster of approximately 30 members.

Education Facilities

The Town of Clifton Forge is served by the Alleghany County School System. Students from Clifton Forge attend Alleghany County High School, Clifton Middle School, and Clifton Elementary School in Low Moor. In addition, students may attend the Jackson River Governor's School at Dabney S. Lancaster Community College or the Jackson River Technical School in Low Moor.

Clifton Forge Public Library

The Clifton Forge Public Library is housed in a modern brick building constructed in 1998. It contains approximately 50,000 books, tapes and discs and has an annual circulation (FY10) of 27,370. The library sponsors special events for children, including a summer reading program. The library web site provides public access to the library's catalog, an events calendar, hours and information, resource links and the Friends of the CFPL Newsletter.

Healthcare Facilities

Lewis Gale Hospital at Alleghany is located in Low Moor, Virginia, only 4 miles from Clifton Forge. This 190 licensed bed facility serves eight counties in Virginia and West Virginia. The hospital includes 68 general medical and surgical beds, six pediatric rooms, a 10-bed Intensive Care Unit, an 8-bed Progressive Care Unit, five Operating Rooms, one cystoscopy room two endoscopy rooms and a 10-bed Emergency Department.

Specialties at LewisGale Hospital at Alleghany include family practice, internal medicine, emergency medicine, cardiac services, pulmonology, infectious diseases, orthopedics, nephrology, general surgery, urology, gynecology, ophthalmology, anesthesiology, radiology, pathology, pediatrics, psychiatry and otolaryngology.

Lewis Gale Hospital at Alleghany is the second largest employer in the region and is a part of the HCA Virginia health care system.

Chapter 8 Transportation

Highway Network

The Town of Clifton Forge is crossed east to west by Interstate 64, US Highway 60, and US Highway 60 Business. US Highway 220 provides north-south travel entering the Town in the I-64/US 60 corridor from Botetourt County, then going west to Covington. Route 220 Business enters the town from the east, following Verge Street and passing over the Jackson River and through downtown to rejoin I-64 near the western town limits. Virginia Primary Routes 188 travels north from downtown into Alleghany County and eventually to Bath County. The highway network is made up of Urban Interstate, Urban Collector, Urban Minor Arterial, Urban Local and Town streets (Map 4).

Table 25
Annual Average Weekday Traffic (AAWDT) Volume Estimates

Highway	Distance	From	To	2005	2010
US 60/I-64/US 220	1.55 mi.	WCL Clifton Forge	ECL Clifton Forge	14,000	12,000
Bus. US 60/Bus. US 220 Ridgeway St.	0.27 mi.	WCL Clifton Forge	6 th St.	8,600	8,700
Bus. US 60/Bus. US 220 Ridgeway St.	0.61 mi.	6 th St.	Roxbury St.	9,100	9,500
Bus. US 60/Bus. US 220 Ridgeway St.	0.14 mi.	Roxbury St.	Commercial Ave.	9,200	9,600
Bus. US 60/Bus. US 220/SR 188 Ridgeway St.	0.07 mi.	Commercial Ave.	Main St.	9,400	9,200
Bus. US 60/Bus. US 220 Main St.	0.26 mi.	Ridgeway St.	B St.	6,300	8,400
Bus. US 60/Bus. US 220 Main St.	0.06 mi.	B St.	Bus. US 220	6,800	7,000
Bus. US 60	0.87 mi.	US 220 Bus.	ECL Clifton Forge	5,900	6,200
Bus. US 60/Bus. US 220 Roxbury St.	0.05 mi.	Ridgeway St.	Keswick St.	5,600	6,000
Bus. US 60/Bus. US 220 Kesswick St.	0.14 mi.	Roxbury St.	Main St.	9,200	9,600
SR 188 Main St.	0.05 mi.	US 60, Keswick St.	McCormick Blvd.	3,000	2,900
SR 188 Commercial Ave.	0.05 mi.	Bus. US 60/Bus. US 220, E Ridgeway St.	Bus. US 60, Bus. US 220, Main Street	1,800	1,600
SR 188 Commercial Ave.	0.06 mi.	Bus. US 60, Bus. US 220, Main St.	Church Street	3,000	2,900
SR 188 Church St.	0.07 mi.	Commercial Ave.	McCormick Blvd.	1,900	1,900
Bus. US 220	0.70 mi.	SCL Clifton Forge	Bus. US 60	2,400	2,000

Source: Average Daily Traffic Volumes 2005, Virginia Department of Transportation (VDOT), 2006. Average Daily Traffic Volumes 2010, VDOT, 2011

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Town of Clifton Forge

Map 4 Highway Network

Legend

Road Inventory Functional Class

- Interstate; Urban Interstate
- Urban Collector
- Urban Minor Arterial
- Urban Local
- Town

Scale 0 500 1,000 2,000 Feet

2035 Rural Long Range Transportation Plan

The Transportation and Mobility Planning Division of the Virginia Department of Transportation has worked with other agencies and local governments to develop VTrans 2035, Virginia's multi-modal long range plan and a more detailed subset report known as the 2035 Surface Transportation Plan. The highway element of the 2035 Surface Transportation Plan includes proposed improvements on Virginia's federal functionally classified roadways. This Rural Long Range Transportation Plan is one piece of the 2035 Surface Transportation Plan.

The transportation system within the rural areas for each region was evaluated, and a range of transportation improvements - roadway, rail, transit, air, bicycle, and pedestrian - are recommended that can best satisfy existing and future needs. Each rural regional plan has a horizon year of 2035 and addresses the anticipated impacts of population and employment growth upon the transportation system. Each rural plan was developed as a vision plan, addressing all needs of the transportation system studied regardless of anticipated funding availability. It is envisioned that each regional plan will be used as a basis to identify transportation funding priorities. This plan will be reviewed and updated as needed.

Listed on the following page and shown on Map 5 are the priority projects from the Rural Long Range Transportation Plan that are endorsed by the Town of Clifton Forge.

Table 26
Rural Transportation Project Rankings, 2012

Rank	Location	Description
1	VA 60 from Keswick Street to Ridgeway Street	Address congestion and LOS concerns
2	US 60/220 Main Street at Jefferson Avenue	Replace traffic light
3	VA 3551 (Sioux Avenue) from Northern Corporate limits to CF to Tremont Street	Consider widening to 12 foot lanes and maintaining clear area near shoulders to improve sight distance and travel speeds
4	Ingalls Street from US 60/220 Business (Main Street) to 0.49 miles south of Jefferson Avenue	Reconstruct to urban two-lane roadway standards including guardrail in cut sections.
5	US 60 Business (Main Street) at Ingalls Street	Reconfigure intersection to improve turning radius.
6	VA 188 (Commercial Avenue) from Main Street to Church Street	Limit width of available to parking spaces to increase width of through traffic lanes.
7	VA 188 (Church Street) from Commercial Avenue to McCormick Blvd	Consider improvements such as relocating parking to off-street facilities, driveway consolidation and validating control device warrants.
8	VA 188 (McCormick Blvd) from Main Street to Church Street	Consider improvements such as relocating parking to off-street facilities, driveway consolidation and validating control device warrants.
9	US 60/220 Business (Main Street) from US 60/220 Business (Ridgeway Street) to Hazel Hollow	Reconstruct to urban two-lane standards with curb and gutter. Improve Access control.
10	Jefferson Avenue from Benton Street to I-64	Reconstruct to urban two-lane roadway standards.

Source: Roanoke Valley-Alleghany Regional Commission 2035 Rural Long Range Transportation Plan 2011, and Town of Clifton Forge.

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Town of Clifton Forge

Map 5

Rural Long Range Transportation Plan Priorities

Legend

- Intersection
- Street

Scale 0 500 1,000 2,000 Feet

Trails, Pedestrian Paths, Bicycle Paths and Sidewalks

Currently Clifton Forge has no dedicated bicycle facilities within the corporate limits. Although bicycles are permitted on all streets and highways within Clifton Forge, there are no routes or paths designated specifically for bicycles.

Clifton Forge has much potential to be a bicycle-friendly town, without extensive on-street accommodations. It is compact, with many key destinations are within easy biking/walking distance; traffic pattern and speeds in areas of the town (i.e., central business district) allow for safe bicycling conditions; neighborhood streets provide areas for safe bicycling. The provision of ancillary facilities, such as bike racks, signage and pavements markings could be a cost effective method of improving bicycling conditions and promote bicycling the town. Potential locations for bike racks include town hall, library, commercial destinations, area schools, and locations throughout the downtown and central business district.

Rural Bikeway Plan

The Rural Bikeway Plan (2006) is an update to the Rural Bikeway Plan for the Fifth Planning District Commission, completed in 1997. The Rural Bikeway Plan covers the rural portions of the Regional Commission's service area: Alleghany, Craig, and Franklin Counties, the City of Covington, the town of Clifton Forge, and portions of Botetourt and Roanoke Counties.

The purpose of the Rural Bikeway Plan is to provide information and guidance on the planning and provision of bicycle accommodations at the local and regional level, which enhance and encourage bicycling, thereby better enabling citizens to enjoy the transportation, health, and economic benefits of a bicycle-friendly environment. Consideration is given to both utilitarian (i.e., bike commuting, running errands) and recreational uses of the transportation infrastructure. This plan also considers briefly the relationship between bicycling and tourism and the potential economic benefits of a bicycle-friendly environment.

Detailed planning would be required, at the local and regional levels, to develop and implement a bicycling network and realize the benefits of bicycling.

The list of roadways for bicycle accommodation was developed based on review of demographic and spatial data, fieldwork, and local staff and citizen input. Accessibility and connectivity between activity centers and tourism/outdoor recreation opportunities were also considered in developing these tables. The 2004 VDOT Policy for Integrating Bicycle and Pedestrian Accommodations improved the ability of a locality to use its secondary roads allocation to plan, design, and construct bicycle facilities. This policy eliminates the past VDOT policy requiring that a roadway be included in an adopted bikeway plan in order for bicycle accommodations to be considered as part of roadway improvements using Federal and State funding.

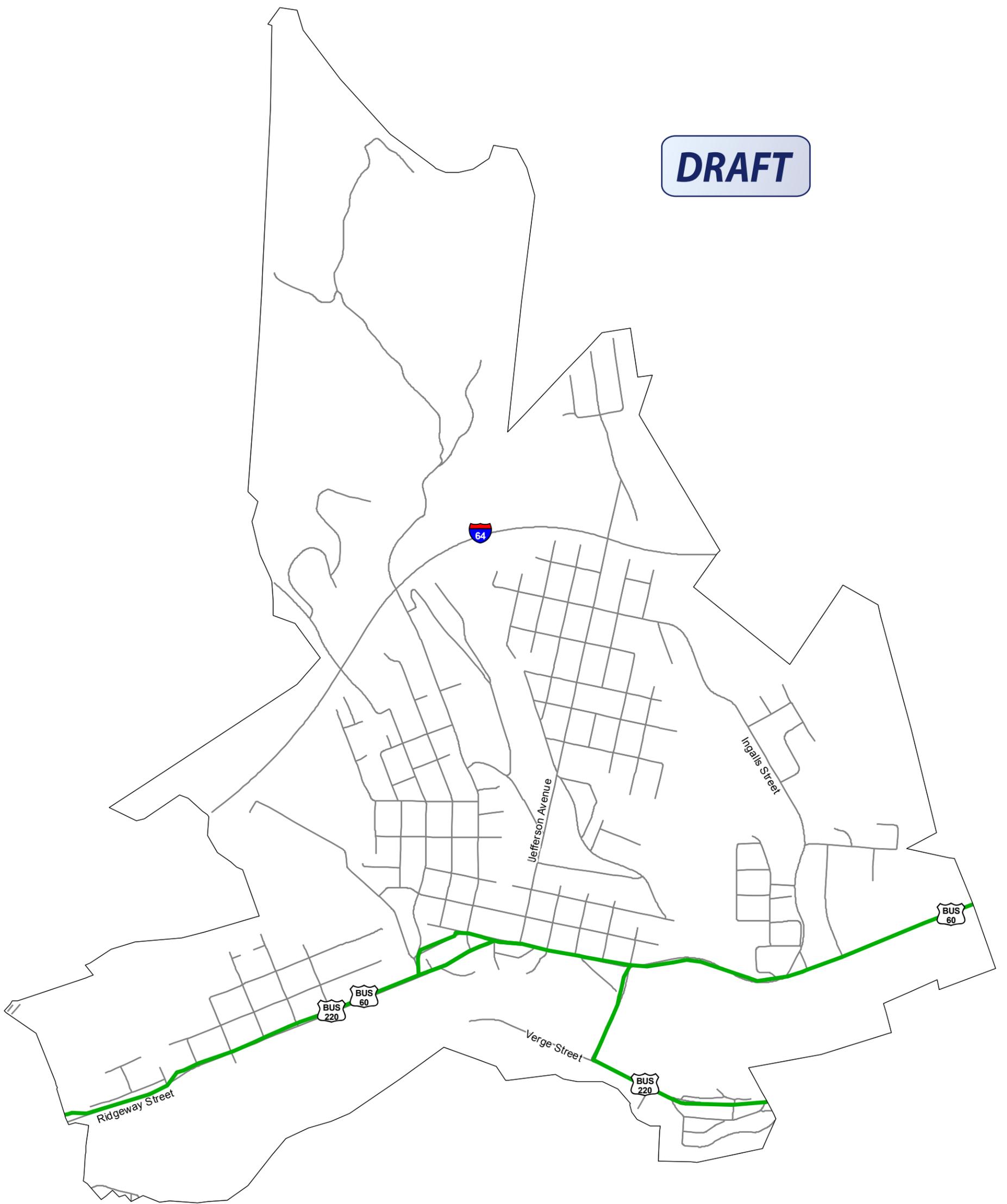
It should be noted that all VDOT maintained roads, in addition to the recommended corridors, are covered by the VDOT Policy for Integrating Bicycle and Pedestrian Accommodations. As such, the table presents a practical, yet limited, listing of corridors to be considered for bicycle accommodation.

Table 27
Rural Bikeway Plan Recommendations

Roadway	From	To
US 60	Alleghany County CL	A Street
US 60 / 220 (Main Street)	A Street	Keswick Street
US 60 / 220 (Keswick Street)	Main Street	Rose Avenue
US 60 / 220 (Rose Street)	Keswick Street	Roxbury Street
US 60 / 220 (Roxbury Street)	Rose Street	Ridgeway Street
US 60 / 220 (Ridgeway Street)	Main Street	Dabney Drive
US 220 (A Street)	Verge Street	Main Street
US 220 (Verge Street)	A Street	Alleghany County CL

Source: Rural Bikeway Plan, Roanoke Valley-Alleghany Regional Commission, 2006.

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Town of Clifton Forge

Map 6 Rural Bikeway Plan Proposed Routes

Legend

 Bikeways (proposed)

Scale 0 500 1,000 2,000 Feet

Commuting Patterns

According to the Census Bureau's American Community Survey, almost 95% of workers living in the Town of Clifton Forge drove to their place of employment. Only 13.4% carpooled to work. Less than one percent walked to work and none commuted to work by public transit, bicycle or other means. The percentage of those that worked at home was 4.5 percent. Almost 71% of workers are employed outside their county of residence and had a travel time to work of more than 30 minutes.

Table 28
Means of Transportation to Work, Clifton Forge Residents

Subject	
Workers 16 years and over	2,582
Car, truck, or van	94.7%
Drove alone	81.2%
Carpooled	13.4%
In 2-person carpool	13.2%
In 3-person carpool	0.3%
In 4-or-more person carpool	0.0%
Workers per car, truck, or van	1.08
Public transportation (excluding taxicab)	0.0%
Walked	0.8%
Bicycle	0.0%
Taxicab, motorcycle, or other means	0.0%
Worked at home	4.5%

Source: U.S. Census Bureau, 2005-2009 American Community Survey.

Table 29
Place of Work, Clifton Forge Residents

Place	Percentage
Worked in state of residence	95.7%
Worked in county of residence	25.0%
Worked outside county of residence	70.7%
Worked outside state of residence	4.3%

Source: U.S. Census Bureau, 2005-2009 American Community Survey.

Table 30
Travel Time to Work, Clifton Forge Residents

Time	Percentage
Less than 10 minutes	9.1%
10 to 14 minutes	1.7%
15 to 19 minutes	6.2%
20 to 24 minutes	7.1%
25 to 29 minutes	5.5%
30 to 34 minutes	15.8%
35 to 44 minutes	21.4%
45 to 59 minutes	21.7%
60 or more minutes	11.6%
Mean travel time to work (minutes)	41.4

Source: U.S. Census Bureau, 2005-2009 American Community Survey.

Rail Services

CSX Transportation provides freight and piggyback services in Clifton Forge. CSX operates a major rail yard on the western edge of downtown Clifton Forge with a fueling station and turntable facility.

Amtrak provides passenger rail service in Clifton Forge. There is an intercity rail stop, unstaffed, in Clifton Forge on the east-west Cardinal Route. The station is open on Wednesday, Friday and Sunday. The current train depot is scheduled to be relocated to the C&O Heritage Center. A full service station on the same line is located in Prince, WV and Charlottesville. The nearest direct access to the north-south line is located in Lynchburg, VA (Northeast Regional and Crescent routes).

Freight Movement

Truck traffic moving through the area tends to use US 60, I-64, and US 220. The major goods moving industries in the Town include:

There is a fueling station at the CSX rail yard located on US 60/220 Business (Ridgeway Street). Currently, fuel tankers travel along US 60/220 Business (Ridgeway Street and Main Street) to access the station.

Bus Service

There are no national commercial bus service stops in Clifton Forge.

Transit, Paratransit and Taxi

The Roanoke Area Dial-A-Ride (RADAR) provides transit service to certain locations within Clifton Forge and between Covington, Clifton Forge, and Roanoke. Service is available to all Clifton Forge residents. It runs on Monday, Tuesday, Thursday, and Friday from 9:00 AM to

3:00 PM with stops every half hour. The Area Agency on Aging delivers Meals on Wheels to homebound elderly.

RADAR also operates the "Mountain Express" bus service. The Mountain Express is a public bus service in and between Covington, Clifton Forge and Iron Gate. Service operates between 8 a.m. and 5 p.m., Monday through Friday. The Mountain Express offers a deviated fixed route service. A fare of fifty cents per trip is charged and must be paid when boarding the van. Exact change is required. Children under the age of six years old ride at no charge. Individuals who are ADA certified may request the van to deviate off its route to make pick-ups and drop offs. This distance may not exceed 3/4 of a mile off the route.

Clifton Forge does not have a local taxi service located in town.

Parking

Parking in Clifton Forge consists of on-street parallel and angled parking and surface parking lots. The merchants and commercial interests in the central business district of Clifton Forge provide some surface parking. Other surface parking is provided by the Town in designated lots.

Air Travel

Commercial air passenger service is offered at two airports within 50 miles of Clifton Forge. The nearest airport to the Town of Clifton Forge is the Greenbrier Valley Airport in Lewisburg, West Virginia (42 miles west). The Greenbrier Valley Airport is served by two commercial carriers which offer daily service to Washington D.C., Pittsburgh, Charlotte, and Atlanta. In addition, the Roanoke Regional Airport is located 47 miles south of Clifton Forge in Roanoke, Virginia. The Roanoke Regional Airport is served by four commercial carriers - Allegiant Air, Delta, United Airlines, and US Airways - which offer service to several domestic hubs.

Commuter air services are offered at both the Roanoke Regional Airport and at the Greenbrier Valley Airport. There are no recommendations regarding air travel at this time.

Chapter 9 Tourism

The *Alleghany Highlands of Virginia Tourism Strategic Plan* was completed in 2012 by the Alleghany Highlands Chamber of Commerce and Tourism with assistance from the Virginia Tourism Corporation.

A full situational analysis was completed for the document which led to a vision statement, mission, and goals for the region. The analysis included the review and editing of tourism assets, target customers, strengths, weaknesses, opportunities, and threats determined within the previous tourism plan.

The stakeholder committee included business owners, non-profit groups, and public officials from Clifton Forge as well as Alleghany County and the City of Covington. This tourism strategic plan is intended to assist officials and stakeholders in building upon past tourism development and marketing efforts while implementing new programs in a strategic and financially effective way.

The Clifton Forge Comprehensive Plan Committee, along with the Planning Commission and Town Council endorsed the Tourism Strategic Plan in April 2012 with the intent of supporting specific projects and goals in the plan that will impact the town. The overall vision, mission and tourism goals and objectives from the Tourism Strategic Plan are listed below.

Vision Statement

To be recognized as Virginia's premier historic and scenic mountain destination with abundant recreation and cultural opportunities, charming and safe small towns, with friendly people who welcome visitors like friends

Mission Statement

To further develop the Alleghany Highlands as a multi-faceted tourism destination, to improve and diversify the economic viability of our community

Tourism Goal

To fully implement the necessary initiatives and infrastructure to sustain a successful tourism program.

Objective 1 - Implement an effective tourism marketing program.

Objective 2 - Improve/enhance tourism infrastructure.

Objective 3 - Adequately fund the tourism program through multiple funding sources, to sufficiently achieve the mission, with transparency and focused on return-on-investment.

Objective 4 - Improve/enhance tourism policy.

Objective 5 - Improve/enhance tourism education/training (including volunteers, resident community leaders, and tourism related businesses).

The following projects identified in the Tourism Strategic Plan are endorsed as having an impact on the town:

1. Trail connection needed between Clifton Forge and Douthat State Park
2. Bicycle lane plan to connect town with assets
3. Need Bicycle rental locations
4. Unique/Differentiated lodging needed, such as cabins and B&B's
5. Need a protection plan/strategy for historic structures
6. Develop a regional signage program
7. Adoption of downtown plan

Using the Tourism Strategic Plan as a guide, the Town of Clifton Forge and its partners in the Alleghany Highlands will continue to make progress toward implementation of the vision, mission and goals for tourism. While specific items have been identified in this Comprehensive Plan, it should be noted that the Tourism Strategic Plan will be reviewed and updated on a quarterly basis, therefore readers should reference the most recent version for up to date information.

Chapter 10 Downtown

The *Covington & Clifton Forge Visioning & Strategic Plan* was completed in 2011. The plan provides economic revitalization, physical improvement, and implementation strategies for the downtowns in the Town of Clifton Forge and City of Covington.

The findings of this plan were based on economic and tourism data analysis along with multiple community meetings, management team meetings, surveys, stakeholder meetings, and site investigations.

The Strategic Plan developed site-specific, revitalization-based physical improvement strategies that support economic growth. It was found that the building stock, utilities, and other physical conditions within each downtown are in generally good condition and are fully able to support economic revitalization efforts. Analysis performed during plan development also revealed that each downtown will benefit from wayfinding systems, aesthetic improvements to entry corridors, and increased green space and access to the Jackson River. Readers should reference the complete *Covington & Clifton Forge Visioning & Strategic Plan* for detailed analysis and recommendations.

Goals developed through the strategic planning process are listed below.

- Goal 1: Clifton Forge and Covington partner to achieve success.
- Goal 2: Downtown is revitalized through successful marketing and promotion efforts.
- Goal 3: The physical plan of the downtown business district supports a healthy mix of businesses.
- Goal 4: Desirable architecture is rehabilitated, preserved, and constructed.
- Goal 5: Each property type is utilized to the greatest extent possible.
- Goal 6: Downtown supports great neighborhoods with diverse housing opportunities.
- Goal 7: Downtown provides unique and convenient community and visitor amenities and programs.
- Goal 8: Downtown supports a system of parks and recreation that promotes community and visitor activity and interaction.
- Goal 9: Downtown is easy to locate and navigate.
- Goal 10: Downtown provides exemplary infrastructure and utility services to residents and visitors.

Many of these goals and strategies identified in the *Covington & Clifton Forge Visioning & Strategic Plan* applied directly to the Town of Clifton Forge. The following goals and strategies are endorsed as having an impact on the town:

- Goal 1: Support bike paths and trails for exercise and recreation for residents and visitors.
- Goal 2: Support additional days of service for Amtrak to make Clifton Forge a destination for visitors as well as a regional point for Amtrak.
- Goal 3: Support the amphitheater project affiliated with the Masonic Theater preservation.
- Goal 4: Support the development of living quarters located in the upper levels of businesses in the downtown business district.
- Goal 5: Support the promotion of the rail facilities in Clifton Forge as a destination for train enthusiasts.

Chapter 11 Land Use

Existing Land Use

The Existing Land Use map identifies the town's current land uses by category. Map 7 illustrates the existing land use in Clifton Forge.

The Town of Clifton Forge contains approximately 3 square miles (1,920 acres) of land. Most of this land is dominated by residential land use (approximately 43%). Most of the residential land use is single-family dwellings as opposed to multi-family and duplex units. This may change as the increasingly elderly population begins to express its need for more maintenance-free, affordable rental housing.

The second major land use is conservation. The conservation category contains both developable and non-developable land. The majority of developable land in Clifton Forge is located in the northern section of the town, north of Interstate 64. Non-developable areas are found along the Jackson River, Smith Creek and several small streams that are limited by potential flooding. Steep slopes limit development in neighborhoods in the northern half of town. Open space constitutes approximately 17% of the total land use in Clifton Forge.

Land owned by the Town of Clifton Forge is the third largest category of land use in Clifton Forge. Specific land uses in this category include parks, cemeteries, and other public facilities. Public land use constitutes less than 3% of the total land area in Clifton Forge.

Industrial land use constitutes approximately 1.7% of the total land area in Clifton Forge. The CSX rail yard contains 8.1% of the total land in the town.

Commercial land use makes up approximately 3% of the total land use in Clifton Forge. The majority of the commercial land use in Clifton Forge is found in downtown and along the Route 60 corridor.

Other land uses include rights-of-way for local streets and VDOT maintained highways and the area comprised of the Jackson River that make comprise almost 20% of town.

Table 31
Existing Land Use (Zoning)

Classification	Acres	Percent
BD - Business, Downtown	15.38	0.8%
BG - Business, General	42.76	2.2%
CF - Clifton Forge	46.62	2.4%
CN - Conservation	334.65	17.4%
M1 - Manufacturing, Light	13.2	0.7%
M2 - Manufacturing, Heavy (incl. CSX yard)	18.68	1.0%
R1 - Residential, Low Density	472.08	24.6%
R2 - Residential, Medium Density	316.99	16.5%
R3 - Residential, High Density	38.44	2.0%
Unknown	91.58	4.8%
CSX	156	8.1%
VDOT, streets, Jackson River	373.62	19.5%
Total	1920.00	100.0%

Source: Roanoke Valley-Alleghany Regional Commission and Alleghany County GIS, 2012.

Future Land Use

The existence of developable land in Clifton Forge indicates the potential for an increase in economic development in the town. The proposed Future Land Use map identifies these uses by category. The map and the recommendations in this narrative are intended to provide general guidelines for future land use practices and should not be interpreted as being legally binding for any particular property.

Because of the increasing elderly population in Clifton Forge and the possible population increase that may result from nearby industrial development, the amount of residential land use in Clifton Forge is expected to increase from nearly 50% to 65% over the next 10 years. Seventy-eight percent of the current amount of developable open space in Clifton Forge has the potential to accommodate the increasing need for housing in the town. The northern tip of the town would be suitable for the construction of low density housing to meet the needs of single families that may move into the area. The construction of low-maintenance, high-density housing in the area west of Roxbury Street in the western section of town would help meet the housing needs of the increasing elderly population in Clifton Forge.

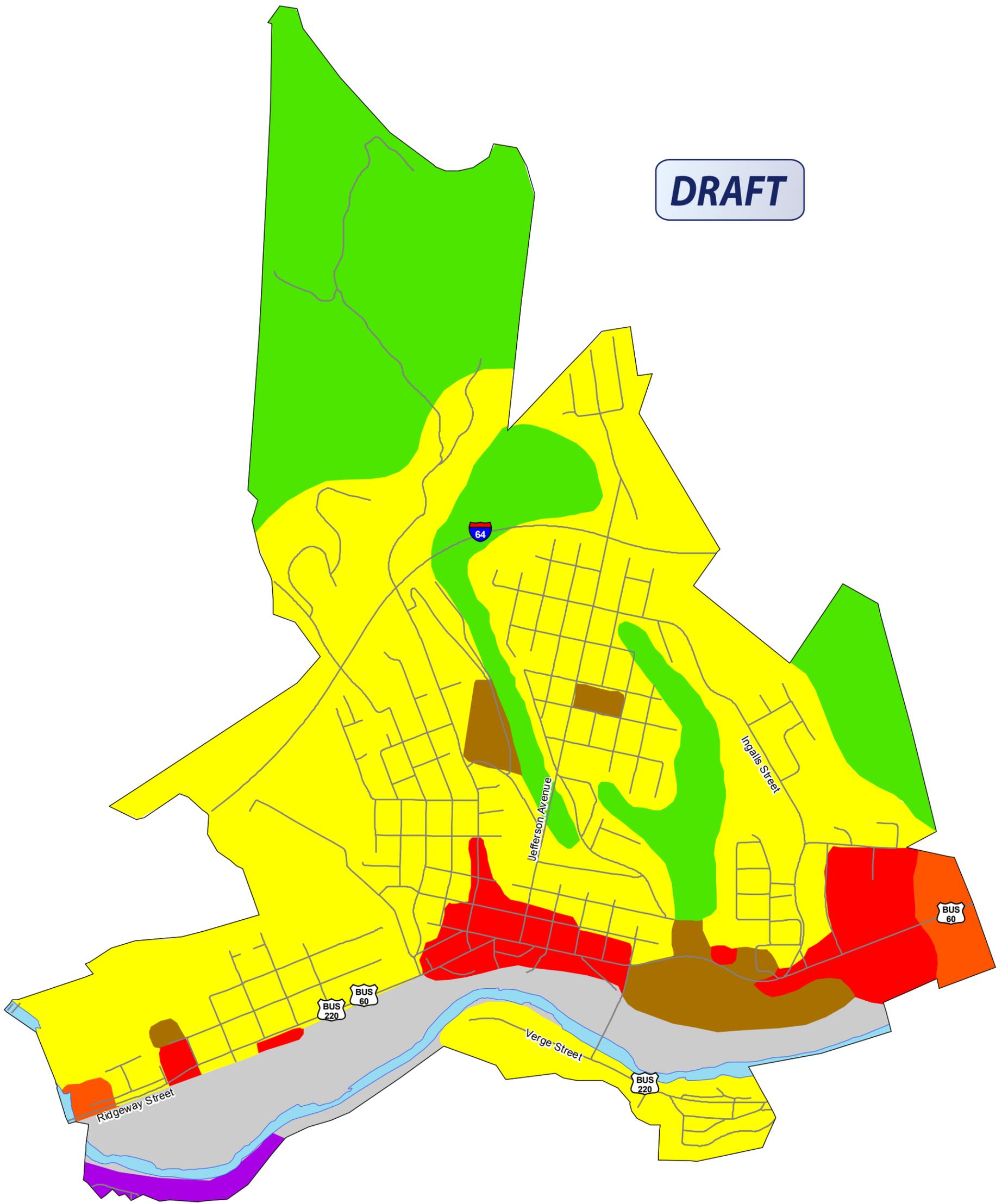
The amount of industrial land use in Clifton Forge is expected to increase from 5% to 9% within the next few years. Although CSX decreased its workforce in town, the potential to support light industry remains. The first of these located along the Jackson River and CSX yard in the southern portion of town. The second opportunity is the Clifton Forge site of the Alleghany Regional Commerce Center, located north of U.S. Route 60 in the eastern section of Clifton Forge. CFW Communications, Inc. recently located a facility there, employing 145 workers. The limited amount of land available for industrial expansion indicates the need for small scale, light industrial activities to diversify the industrial base and to provide more employment opportunities for residents in the area.

Although the current amount of commercial land use in Clifton Forge is relatively small, it is expected to increase from 4% to 5% over the next 10 years. The promotion of Clifton Forge as a historic railroad community will create a market for tourism and help to boost commercial development.

The Clifton Forge Historic Commercial District, while not a specific land use, plays a large role in the development and use of land in the town. The historic district, established in 1991, is approximately 10 acres in size and is shown on Map 1. Placement on the State and National Register by the state and federal governments recognizes the historic value of a property and encourages present and future owners to continue to exercise good stewardship. Owners of registered properties may donate historic preservation easements (which can reduce real estate taxes), qualify for the state and federal historic rehabilitation tax credits, receive technical assistance from department staff for maintenance and rehabilitation projects, and purchase plaques that mark the property's significance. Historic designations benefit the community by providing a tool to assist in maintaining neighborhood character and encouraging the renovation and reuse of existing buildings. In 2012 a survey of structures in the areas adjacent to the existing district was completed and recommended the inclusion of 597 additional structures.

The Clifton Forge Zoning Ordinance was first enacted in 1967. It was amended in 1985 and 1992. In 2012, a consultant was contracted to update the zoning ordinance with specific emphasis on _____, _____, and _____ .

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Town of Clifton Forge

Map 8 Future Land Use

Legend

- Commercial
- Conservation
- Industrial
- Public Use
- Residential High Density
- Residential Low Density
- Railroad

Scale 0 500 1,000 2,000 Feet

Chapter 12 Goals and Objectives

Commercial and Industrial

1. Determine what requirements are necessary to promote residential use for downtown.

<i>Action</i>	<i>Responsible Organization</i>
1. Contact business owners to determine their interest.	Town Staff
2. Perform Chapter 34 Historic Review for interested owners.	Town Staff/Consultant
3. Investigate sources for funding.	RVAHRC

2. Business recruitment for additional downtown businesses.

<i>Action</i>	<i>Responsible Organization</i>
1. Recruit small businesses.	Chamber of Commerce
2. Recruit large businesses.	AHEDC
3. Update progress.	Chamber/AHEDC
4. Identify services needed/wanted.	Citizen Committee

3. Hiking, biking and exercise trails in Clifton Forge.

<i>Action</i>	<i>Responsible Organization</i>
1. Forest Service to review prior application to Alleghany Foundation.	Town Staff
2. Look into sources for funding for exercise trails and bike trails.	Town Staff

4. Look into possibility of a conference/lodging center near downtown Clifton Forge

<i>Action</i>	<i>Responsible Organization</i>
1. Evaluate demand (size and scope).	Town Staff
2. Review local space options.	Town Staff/Committee
3. Discuss concept with local businesses.	Town Staff
4. Contact hotel operators.	AHEDC
5. Explore consultant resources.	AHEDC

5. Complete construction of amphitheater and parklike greenspace.

<u>Action</u>	<u>Responsible Organization</u>
1. Promote amphitheater.	Masonic Theater

6. Loop Street parking/development

<u>Action</u>	<u>Responsible Organization</u>
1. Contact businesses along Loop Street to determine what their ideas are.	Town Staff/CF Main Street
2. Determine the improvements necessary to promote this area.	CF Main Street
3. Discuss land swap with current owner.	Town Staff

Housing

1. Adoption and enforcement of ordinances targeting appearance of properties in and adjacent to the historic business district, with consideration of expanding the historic district to include a historic residential district with similar requirements.

<u>Action</u>	<u>Responsible Organization</u>
1. Review and update existing ordinances.	Town Staff
2. Expand both residential and commercial historic districts to include citizen input.	Town Manager

2. Identify or develop effective incentive plans which encourage improvement or renovation of existing homes, with a focus on continued upkeep and maintenance of improvements. Actively promote programs once identified or developed.

<u>Action</u>	<u>Responsible Organization</u>
1. Tax abatement for homeowners.	County and Town
2. Provide information packet for homeowners on renovation assistance.	Library
3. Enforce property maintenance ordinance.	Community Development Office

3. Identify funding sources (grants, loans, tax credits, etc.) to assist owners with renovations and improvements. Consider creation of a non-profit entity to provide bridge and rehabilitation loans.

<u>Action</u>	<u>Responsible Organization</u>
1. Create non-profit organization to provide rehabilitation loans.	AHEDC
2. Formation of loan pool.	Banks

4. Provide resources for homeowners considering renovation that will provide them with necessary information regarding “What and How” to know and do for a successful project (i.e. permits, design, financing, working with a contractor, etc.).

<u>Action</u>	<u>Responsible Organization</u>
1. Formation of neighborhood homeowners associations.	Homeowners
2. Provide “How To” resources to homeowners.	CF Main Street
3. Annual Home Improvement Award.	Town Council
4. Provide and keep updated a “Who to go to” list of Local “Mr. Fix Its.”	CF Main Street and Local Hardware Store

5. Encourage development of “low upkeep” housing opportunities such as townhomes, etc.

<i>Action</i>	<i>Responsible Organization</i>
1. Advertise locations for possible development.	AHEDC / Town

6. Implement a Multiple Listing Service (MLS) among area realtors to remove existing barriers to finding available housing for new residents.

<i>Action</i>	<i>Responsible Organization</i>
1. Contact Realtors.	Chamber of Commerce
2. Offer incentives (i.e., free office space).	Town of Clifton Forge
3. Provide educational seminar to local realtors.	AHEDC

7. Develop a model “green” neighborhood attractive to a demographic interested in the developing environmentally friendly movement.

<i>Action</i>	<i>Responsible Organization</i>
1. Research existing green communities.	AHEDC
2. Find appropriate location in Clifton Forge.	
3. Hold open house for interested parties.	Town of Clifton Forge

8. Create opportunities for varied housing stock such as development of existing downtown structures into “loft style” residential units not typically found in rural communities, perhaps attracting a younger demographic as well as increasing foot and business traffic downtown.

<i>Action</i>	<i>Responsible Organization</i>
1. Contact building owners for interest in converting existing space into loft style residential units.	Town of Clifton Forge
2. Assist owners with obtaining funding sources.	AHEDC
3. Use appropriate advertising venues to target young individuals.	Town of Clifton Forge

9. Create a multi-stage retirement living community near an existing nursing home which provides single story housing with maintenance free exteriors in an area designed with and older resident’s needs in mind (good lighting, level sidewalks, green space with benches, etc.).

<i>Action</i>	<i>Responsible Organization</i>
1. Approach existing nursing facilities for interest in expansion To multi-stage retirement living.	Town of Clifton Forge
2. Investigate other avenues.	AHEDC

Community Services and Facilities

1. Make the Comprehensive Plan and its updates available on-line and in report form at the Clifton Forge Public Library, and incorporate parts, and where appropriate, in its entirety in documents used to market the town and its attributes.

<u>Action</u>	<u>Responsible Organization</u>
1. Put the plan on the town's website.	Town Manager
2. Put printed copies in the library.	Town Staff
3. Make printed copies available at the Court House.	Town Staff

2. Leave west Ridgeway Street as a permanent two-way street.

<u>Action</u>	<u>Responsible Organization</u>
1. Speak with business owners.	CF Main Street
2. Check with VDOT.	Town Staff
3. Check with Council.	Town Manager

3. Relocate the train depot to the C&O Heritage Center.

<u>Action</u>	<u>Responsible Organization</u>
1. Check with CSX.	Joe Sargent
2. Check with C&O Historical Society.	Town Staff

4. Initiate a Downtown façade improvement program.

<u>Action</u>	<u>Responsible Organization</u>
1. Check with merchants.	CF Main Street
2. Contact owners.	CF Main Street
3. Make a list of contractors available	Town Staff

5. Initiate Loop Street parking upgrades.

<u>Action</u>	<u>Responsible Organization</u>
1. Get thoroughfare.	Town Staff
2. Check with businesses with rear openings.	Town Staff

6. Build an amphitheater behind the Masonic Theater.

<i>Action</i>	<i>Responsible Organization</i>
1. Already in the works.	

7. Increase availability of RADAR service because of higher percentages of elderly, disabled and low income individuals are residing in the area.

<i>Action</i>	<i>Responsible Organization</i>
1. New contract with RADAR.	Community Services

8. Support improvements to U.S. 220 from Eagle Rock to Clifton Forge.

<i>Action</i>	<i>Responsible Organization</i>
1. Need approval of VDOT.	VDOT

9. Initiate a signage and way finding program to make Clifton Forge streets and buildings easily identifiable by visitors, as well as emergency services personnel.

<i>Action</i>	<i>Responsible Organization</i>
1. Make citizens aware of this.	Town Staff
2. Check each house and building.	Police and Fire Dept.

10. Investigate the feasibility of installing an internet accessible camera (web cam) in the CSX yard to show around the clock rail activity.

<i>Action</i>	<i>Responsible Organization</i>
1. Check with C&O Historical Society.	CSX

11. Landscape and improve the underground passageway beneath downtown Clifton Forge from Smith Creek to the Jackson River.

<i>Action</i>	<i>Responsible Organization</i>
1. Create committee to make suggestions	Town Council
2. Work with the Recreation Board.	Town Staff
3. Include CSX in early discussions.	CSX

12. Create a creek side park at the Pod behind the Masonic Theater.

<u>Action</u>	<u>Responsible Organization</u>
1. Contact citizens to help.	Recreation Dept. & staff

13. Increase marketing efforts to improve awareness of downtown's offerings.

<u>Action</u>	<u>Responsible Organization</u>
1. Advertisements, sales, and discounts.	CF Main Street

14. Create walking/bike trails for downtown and from Clifton Forge to Douthat State Park.

<u>Action</u>	<u>Responsible Organization</u>
1. Involve hikers and bike riders.	Recreation Department

15. Create formal picnic sites at town parks along creeks and at riverside.

<u>Action</u>	<u>Responsible Organization</u>
1. Need public input.	Town Staff and Recreation Department

16. Build a downtown river park with access for boat entrance/exit.

<u>Action</u>	<u>Responsible Organization</u>
1. Involve boat owners and fishermen.	Town Staff
2. Involve area businesses.	CF Main Street

17. Build a permanent building for the summer Farmers Market.

<u>Action</u>	<u>Responsible Organization</u>
1. Involve participating merchants (farmers).	Town Staff

18. Implement evening hours once a week to relevant businesses.

<u>Action</u>	<u>Responsible Organization</u>
1. Talk to business owners.	CF Main Street

19. Determine location and create a downtown pedestrian park.

<u>Action</u>	<u>Responsible Organization</u>
1. Need to find a location.	Town Council and Town Staff

20. Improve quality and availability of downtown housing.

<u>Action</u>	<u>Responsible Organization</u>
1. Involve real estate offices and rental owners.	CF Main Street and Town Staff
2. Address “blight” by forming a 3 locality task force that	Town Council, Town Staff, and Covington
3. would use existing ordinances and, as one body, enforce the current/new codes. The composition of the task force would be multiple parties that could give “cover” to a member addressing a controversial issue in his/her own community. The task force would be empowered by the appointing locality to do this.	City Council