



**2019
Update**

TOWN OF CLIFTON FORGE

Comprehensive Plan

Adopted by Town Council November 12, 2019

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2019 Update

During 2018 and 2019, The Planning Commission worked with the Town and Regional Commission staff to update the 2012 Comprehensive Plan. This update includes:

- ♦ New framework for sustainability, through the use of Community Character Districts;
- ♦ Community Character District Strategies for various applicable chapters;
- ♦ Revised demographic information;
- ♦ Major revision to Housing and Economic Development (formerly named Economy) chapters;
- ♦ Revision to Community Facilities chapter, and addition of Public Utilities chapter;
- ♦ Revisions to Transportation, Tourism, and Downtown chapters;
- ♦ Revisions to original Goals and Objectives chapter, renaming it, and including Community Character District recommendations;
- ♦ Development of a Comprehensive Plan Implementation Matrix to track progress of implementation strategies; and
- ♦ Inclusion of a Technical Appendix primarily containing all local and regional plans mentioned herein which are considered adopted by reference.



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Executive Summary

The Clifton Forge Comprehensive Plan offers a detailed analysis of the current geographical and economic standards through a strategic 13-chapter guide as well as provides an insightful long-range plan for the future. Overall, the Comprehensive Plan seeks to encourage further economic development and prosperity, public and private investment, and future sustainability in the region.

Statutory Requirements

The process and purpose of the Plan is explained in the Code of Virginia §15.2-2223(A). In summary, this section of the Code mandates that every incorporated locality in the Commonwealth adopt a comprehensive plan and review/reassess said plan every five years. The Comprehensive Plan was rewritten in 2013, and this document serves as a major update to it.

Under the current Code section, the Town of Clifton Forge shall study and survey:

1. Use of land
2. Characteristics and conditions of existing development
3. Trends of growth or changes
4. Natural resources
5. Historic resources
6. Groundwater and surface water availability, quality, and sustainability
7. Geologic factors
8. Population factors
9. Employment
10. Environmental and economic factors
11. Existing public facilities
12. Drainage, flood control, and flood damage prevention measures
13. Dam break inundation zones and potential impacts to downstream properties
14. Transmission of electricity
15. Broadband infrastructure
16. Road improvements and associated cost estimates
17. Transportation facilities, improvements, and associated cost estimates
18. Affordable housing needs in the locality and its corresponding Planning District

Code of Virginia
Title 15.2, Counties, Cities and Towns
Chapter 22, Planning, Subdivision of Land and Zoning

§ 15.2-2223. Comprehensive plan to be prepared and adopted; scope and purpose

A. The local planning commission shall prepare and recommend a comprehensive plan for the physical development of the territory within its jurisdiction and every governing body shall adopt a comprehensive plan for the territory under its jurisdiction.

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, including the elderly and persons with disabilities.

The comprehensive plan shall be general in nature, in that it shall designate the general or approximate location, character, and extent of each feature, including any road improvement and any transportation improvement, shown on the plan and shall indicate where existing lands or facilities are proposed to be extended, widened, removed, relocated, vacated, narrowed, abandoned, or changed in use as the case may be.

B. 1. As part of the comprehensive plan, each locality shall develop a transportation plan that designates a system of transportation infrastructure needs and recommendations that include the designation of new and expanded transportation facilities and that support the planned development of the territory covered by the plan and shall include, as appropriate, but not be limited to, roadways, bicycle accommodations, pedestrian accommodations, railways, bridges, waterways, airports, ports, and public transportation facilities. The plan shall recognize and differentiate among a hierarchy of roads such as expressways, arterials, and collectors. In developing the plan, the locality shall take into consideration how to align transportation infrastructure and facilities with affordable, accessible housing and community services that are located within the territory in order to facilitate community integration of the elderly and persons with disabilities. The Virginia Department of Transportation shall, upon request, provide localities with technical assistance in preparing such transportation plan.

2. The transportation plan shall include a map that shall show road and transportation improvements, including the cost estimates of such road and transportation improvements from the Virginia Department of Transportation, taking into account the current and future needs of residents in the locality while considering the current and future needs of the planning district within which the locality is situated.

3. The transportation plan, and any amendment thereto pursuant to § 15.2-2229, shall be consistent with the Commonwealth Transportation Board's Statewide Transportation Plan developed pursuant to § 55.2-555, the Six-Year Improvement Program adopted pursuant to subsection B of § 15.2-214, and the location of routes to be followed by roads comprising systems of state highways pursuant to subsection A of § 55.2-208. The locality shall consult with the Virginia Department of Transportation to assure such consistency is achieved. The

6/22/19

Recipe for Sustainability

A major component of this update deals with the sustainability of Clifton Forge. For purposes of this Plan, sustainability is defined as follows:

SUSTAINABILITY

A balance between the community's character, finances, health and safety, and transportation and public services that is maintained over a long-term period where the result is a Clifton Forge that is better than that of the present day for its residents and businesses.

To make sustainability achievable, four sets of goals are necessary:

1. Community Character – the aesthetic impression of the natural and physical form of development and how a person experiences that setting either at home, walking, biking, or through some sort of motorized transportation.
2. Economic Capability – a balance between jobs and housing that promotes a sustainable economy.
3. General Health, Safety, and Welfare – the “bread and butter” of local government activities of the Town of Clifton Forge and is sustainable on a human level.
4. Transportation and Public Services – infrastructure services provided by the Town which is indicative of the functional efficiency of local government and a contributor to the quality of life.

Community Character Districts

The combination of natural, built, and public environments which naturally exist or are shaped, form distinct districts. When united, these districts contribute to the uniqueness of Clifton Forge. These Community Character Districts (CCD), represent the Town's history and its vision for the future. From the scenic mountain views and treasured neighborhoods, to the traditional downtown and central business district with historic buildings and landmarks, Clifton Forge's character is showcased everywhere.

A CCD is an area where the architecture, development types and other physical characteristics are similar and can be grouped together. There will be a list of strategies for each CCD which represent the vision of each district and would apply to new, infill, and re-development.

The Community Character Districts are:

1. Traditional Neighborhoods
2. Suburban Neighborhoods
3. Gateways and Corridors
4. Mixed-Use Business
5. Neighborhood Commercial
6. Community Facilities
7. Parks, Open Space, and Tourism
8. Central Business and Town Centers

At the end of the Plan, and with the assistance from the Roanoke Valley-Alleghany Regional Commission, a condensed set of goals and objectives to follow in order to improve the overall quality of life is offered. There are five categories of goals:

1. Services and Facilities
2. Commercial and Industrial Business Improvements
3. Housing
4. Transportation Accessibility and Improvements
5. Parks, Recreations, and Tourism

The goals offer detailed recommendations as well as corresponding responsible agencies for each project.

As an added tool, an Implementation Matrix was developed to guide, and track the progress of actions listed in Chapter 13. Town staff, along with the Planning Commission will monitor the yearly progress of strategies undertaken and use the Matrix in order to plan and report progress to Town Council annually. Such a process will ensure the validity of the Plan and measure accomplishments. With any plan, some ideas however, were never pursued due to a lack of resources or public/political will.

In the end, this Plan seeks to establish the certain issues or problem areas in the current Clifton Forge area and provides various probable solution plans to take place throughout the next 15 years.



INSIDE THE CHAPTER:

Vision Statement

Purpose of the Comprehensive Plan

Legal Authority and Plan Requirements

Theme of the Comprehensive Plan

Community Character

Recommendations and Implementation Strategies

INTRODUCTION



1



Chapter 1: Introduction

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 Plan Requirements

The process and purpose of the Comprehensive Plan is outlined in the Code of Virginia, §15.2-2223(A):

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, including the elderly and persons with disabilities.

The Code of Virginia mandates that every incorporated locality in the Commonwealth adopt a comprehensive plan (§15.2-2223). Furthermore, the Code mandates that each locality 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.

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 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.

Pursuant to Code of Virginia §15.2-2224, to develop the comprehensive plan, the planning commission shall survey and study:

1. Use of land
2. Characteristics and conditions of existing development
3. Trends of growth or changes
4. Natural resources
5. Historic resources
6. Groundwater and surface water availability, quality, and sustainability
7. Geologic factors
8. Population factors
9. Employment
10. Environmental and economic factors
11. Existing public facilities
12. Drainage, flood control, and flood damage prevention measures
13. Dam break inundation zones and potential impacts to downstream properties
14. Transmission of electricity
15. Broadband infrastructure
16. Road improvements and associated cost estimates
17. Transportation facilities, improvements, and associated cost estimates
18. Affordable housing needs in the locality and its corresponding planning district



Theme of the Comprehensive Plan

The theme of this plan is to encourage economic development and prosperity, public/private investment and future sustainability. Sustainability occurs when there is a balance between the community's character, finances, health and safety, and transportation and public services that is maintained over a long-term period where the result is a Clifton Forge that is better than that of the present day for its residents and businesses.

The following categories of goals are necessary to achieve sustainability:

Community Character



Definition

The aesthetic impression of the natural and physical form of development and how a person experiences that setting either at home, walking, biking, or through some sort of motorized transportation.

Goals

1. Preserve and enhance existing neighborhoods;
2. Protect historic areas and landmark integrity;
3. Create context-sensitive infill and redevelopment;
4. Improve aesthetic design guidelines and regulations; and
5. Enhance key gateways and corridors.

Economic Capability



Definition

A balance between jobs and housing that promotes a sustainable economy.

Goals

1. Promote and support downtown commercial viability through development and redevelopment;
2. Encourage Town-wide commercial redevelopment;
3. Encourage quality residential and commercial growth;
4. Market positive assets of Town to include tourism;
5. Balance land uses and promote mixed-use land development;
6. Capitalize on the Town's location and situation in the regional market; and
7. Seek regional coordination.

General Health, Safety, and Welfare



Definition

The “bread and butter” of local government activities of the Town of Clifton Forge and is sustainable on a human level.

Goals

1. Create and sustain pedestrian-friendly neighborhoods and business districts;
2. Provide quality parks;
3. Protect natural resources including air and water quality; and
4. Coordinate and participate in regional efforts to promote public health.

Transportation and Public Services



Definition

Infrastructure services provided by the Town which is indicative of the functional efficiency of local government and a contributor to the quality of life.

Goals

1. Create Complete Streets that encourage walking and biking by including travel lanes, bike lanes, tree lawns, and sidewalks;
2. Explore multimodal transportation options;
3. Encourage connectivity in new and existing developments;
4. Seek and support opportunities for regional coordination of mass transit options including, but not limited to, bus transit and rail; and
5. Implement access management practices.

Community Character

The combination of natural, built, and public environments which naturally exist or are shaped, form distinct districts. When united, these districts contribute to the uniqueness of Clifton Forge. These Community Character Districts (CCD), represent the Town’s history and its vision for the future. From the scenic mountain views and treasured neighborhoods, to the traditional downtown and central business district with historic buildings and landmarks, Clifton Forge’s character is showcased everywhere.

Throughout the Comprehensive Plan, there are eight unique Community Character Districts (CCD). A CCD is an area where the architecture, development types and other physical characteristics are similar and can be grouped together. There will be a list of strategies for each CCD which represent the vision of each district and would apply to new, infill, and re-development.

The Community Character Districts, and corresponding chapters are:

1. Traditional Neighborhoods (Housing)
2. Suburban Neighborhoods (Housing)
3. Gateways and Corridors (Economic Development)
4. Mixed-Use Business (Economic Development)



1. Traditional Neighborhoods:
are oftentimes typical extensions of the Central Business District.



2. Suburban Neighborhoods:
are often outward adjacent extensions of Traditional Neighborhood CCDs.



3. Gateways and Corridors:
a town-wide overlay district as it pertains to major corridors/gateways.



4. Mixed-Use Business:
outlying existing nodes of commercial and residential uses, or potential redevelopment sites for such.

5. Neighborhood Commercial (Economic Development)
6. Community Facilities (Public and Private Community Facilities)
7. Parks, Open Space, and Tourism (Parks, Recreation, and Tourism)
8. Central Business and Town Centers (Downtown and Town Centers)



5. Neighborhood Commercial:

Small concentrations of commercial and retail uses meant to serve smaller populations.



6. Community Facilities:

encompasses not only the Central Business District, where many compact and existing structures are located, but any outlying existing and undeveloped compact and large sites.



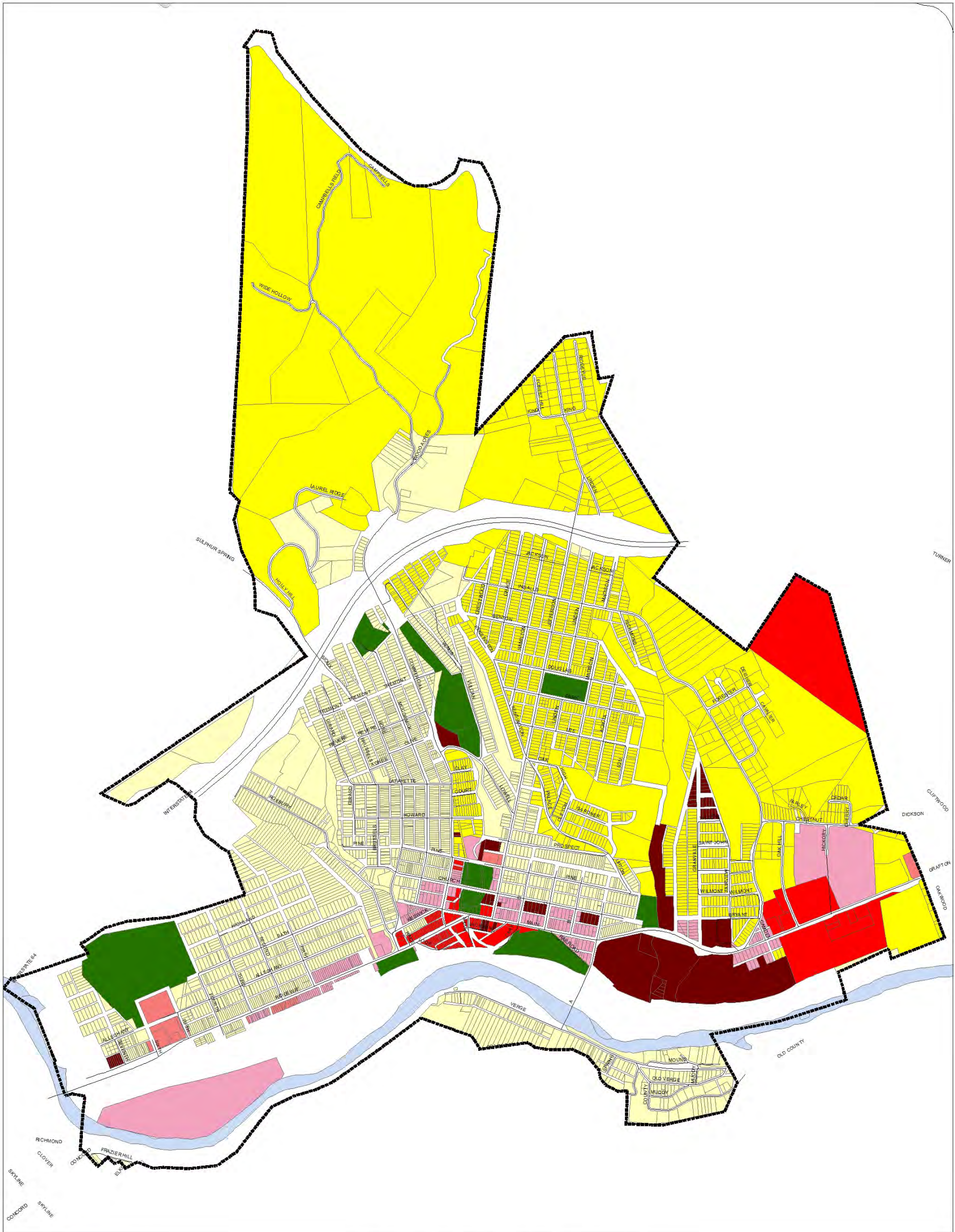
7. Parks, Open Space, and Tourism:

encompasses large sections of the downtown and Commercial Historic District, existing designated open space, and Town-owned properties currently undeveloped.



8. Central Business and Town Centers:








encompasses not only the Central Business District, but any outlying town centers or potential redevelopment sites for such.



Town of Clifton Forge

Map 1: Community Character Districts

Legend

- | | |
|--|---|
|  Central Business and Town Centers |  Traditional Neighborhoods |
|  Community Facilities |  Neighborhood Commercial |
|  Mixed Use Business |  Parks, Open Space & Tourism |
|  Suburban Neighborhoods | |

Scale 0 475 950 1,900 Feet

Source: Roanoke Valley-Alleghany Regional Commission, 2019.

Recommendations and Implementation Strategies

As with any comprehensive plan, the expression of important policies is inadequate without a series of recommendations and strategies for implementation. Such is found in Chapter 13. In analyzing recommendations for the applicable chapters, five broader categories were developed which seek to improve the overall quality of life in Clifton Forge. Those goal categories are:

1. Services and Facilities
2. Commercial and Industrial Business Improvements
3. Housing
4. Transportation Accessibility and Improvements
5. Parks, Recreations, and Tourism

Providing further breakdown, there are subcategories of recommendations and strategies unique to each of the five broader categories. Additionally, the goals offer detailed recommendations as well as corresponding responsible agencies for each project.

1 Services and Facilities

- ◇ Improvements on the Accessibility of Information and Services

3 Housing

- ◇ Renovation of Homes
- ◇ Development of New Housing which Meets Needs and Creates Demand
- ◇ Further Development of Affordable and Accessible Housing

2 Commercial and Industrial Business Improvements

- ◇ Promote and Develop Downtown Business Area
- ◇ Promote Tourism Zone
- ◇ Facility and Landscape Improvements

4 Transportation Accessibility and Improvements

- ◇ Initiate Improvements on Local Roads and Parking
- ◇ Improvements on Local Roads and Regional Highways that Provide Access to the Town
- ◇ Strengthen Public Transportation Options to and from Clifton Forge

5 Parks, Recreation, and Tourism

- ◇ Develop Hiking, Biking and Walking/ Exercise Trails and Pathways
- ◇ Creation of Parks and Outdoor Public/ Private Event Facilities



INSIDE THE CHAPTER:

History of the Town

Establishment of Historic Districts

Federal, State, and Local Tax Credit Programs

Establishment of the Architectural Review Board



HISTORIC RESOURCES



2



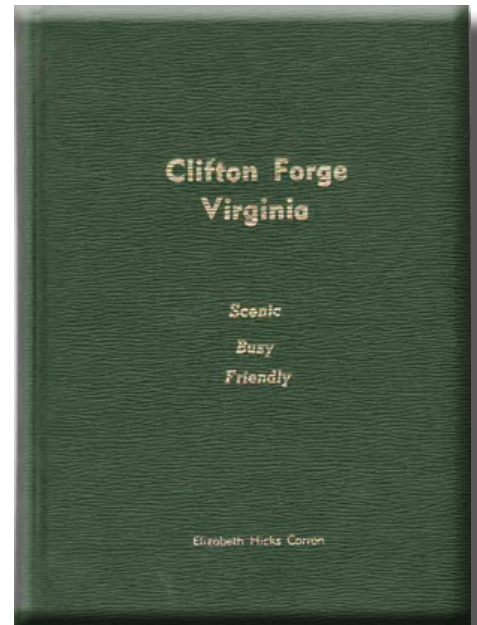
Chapter 2: Historic Resources

History of the Town

In 1971, Elizabeth Corron wrote in her book *Clifton Forge, Virginia: scenic, busy, friendly 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. A resulting 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 streetlights.

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.”

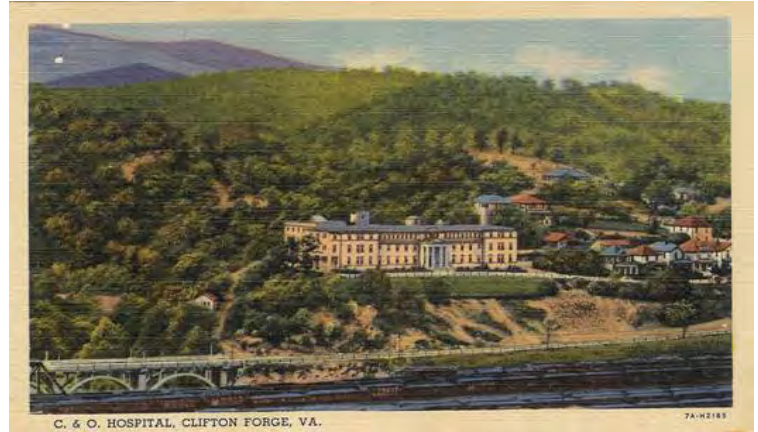
The “Heights” section of the town was cleared of trees and brush, and streets were surveyed. Lots in the “flats” were developed by the Clifton Forge Company and land prices skyrocketed as speculators bought and sold land. However, by December 1890, the boom broke and land prices fell.

Fortunately, 1890 also saw the completion of the new C&O passenger depot and repair shops 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 Great Depression, the City was assisted by the Works Progress Administration. 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. Several 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. Due to 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 Interstate 64 north of the City.

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 schools, and a general decline in the economy led to the decision to revert to a town. Over the next six months, officials met with representatives from Alleghany County and the Commonwealth of Virginia to reach an agreement on reversion to a town. On May 30, 2000, the reversion 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, solid waste collection and property tax assessment functions were combined into Allegheny County. The Town of Clifton Forge retained its police department, water and sewer services, fire, library, and community development functions.

Clifton Forge became a Main Street Community in April 1992. Since 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 either an original or optimal function or use.

Establishment of Historic Districts

On August 21, 1991, the commercial area in downtown Clifton Forge was placed on Virginia Landmarks Register (VLR). On January 28, 1992, the downtown commercial area was placed on the National Register of Historic Places (NRHP). On June 21, 2012, the Clifton Forge Residential Historic District was placed on the VLR, and subsequently on the NRHP on August 14th of the same year. These nominations formally recognized the unique and valuable architectural characteristics of downtown Clifton Forge.

The Clifton Forge Commercial Historic District occupies a footprint of approximately 10 acres and encompasses the town's business district along a boundary of East Ridgeway street, from Roxbury Street to Main Street, and Main Street, from Commercial Avenue to Railroad Avenue. The historic architectural resources in the district include frame, brick, and concrete block commercial buildings dating to the late 19th and early 20th centuries as well as two railroad-related buildings, two theaters, two single-family residences, a post office, and several buildings of an industrial character. The commercial buildings in the district generally housed professional offices with apartments in the upper stories. The district contains 77 resources, 57 of which (74%) are contributing. The architectural styles found in the District include Greek Revival, Gothic Revival, Italianate, Neoclassical, Tudor Revival, Spanish Eclectic, Mission, Art Deco, and International.

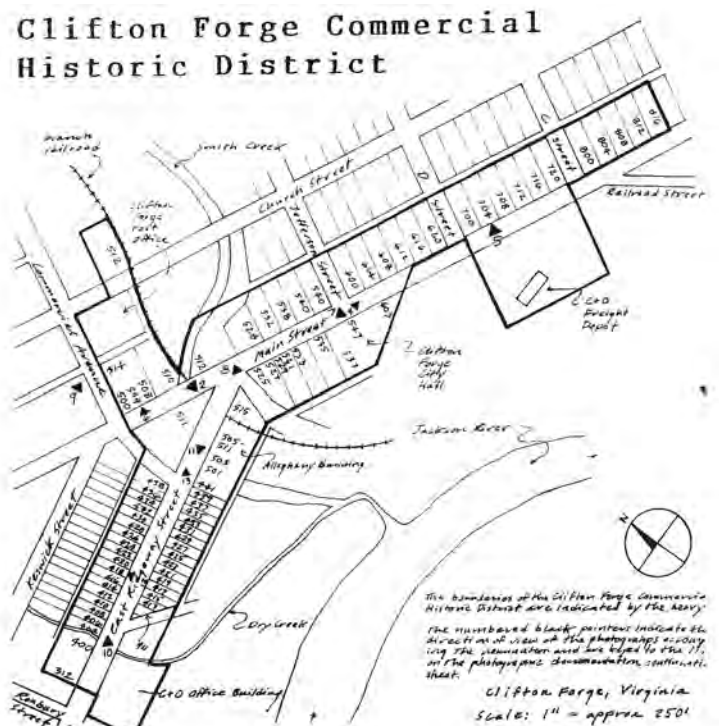


Table 1: Inventory of Structures in the Commercial Historic District

Street Name	Block Number
Church Street	500 Block
Commercial Avenue	300 Block
East Main Street	500 Block
East Ridgeway Street	300, 400, and 500 Blocks
Main Street	500, 600, 700, and 800 Blocks
Main Street/Alt. U.S. 60	800 Block
VEPCO Alley	N/A

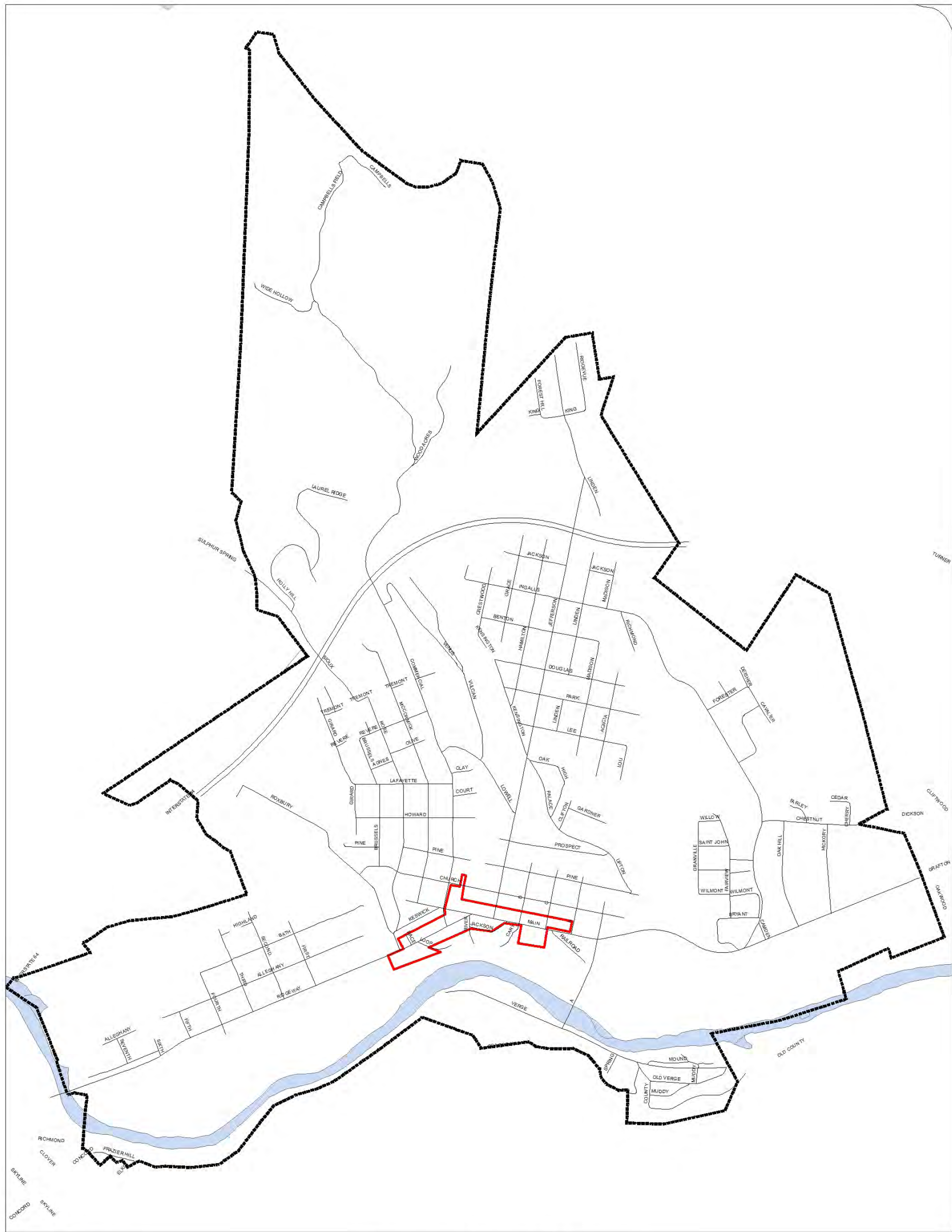
The Clifton Forge Residential Historic District is a 174-acre area which includes a variety of late 19th- and early 20th-century residential, civic, and religious architecture that fully illustrates the setting and feeling of a railroad town. The District includes styles that range from vernacular worker housing and I-houses to high-end Gothic and Colonial Revival and Queen Anne styles. Of the 751 structures in the District, only 23 (3%) of the resources are contributing.

Table 2 inventories the resources in the Residential Historic District.

Table 2: Inventory of Structures in the Residential Historic District

Street Name	Block Number	Street Name	Block Number
A Street	300 and 400 Blocks	Main Street/U.S. 60	300, 400, 900, 1000 Blocks, and cemetery
Agnes Street	200 Block	Main Street/U.S. 60	1000 Block
Alleghany Street	0, 100, 300, 400, 600, and 700 Blocks	McCormick Boulevard	300, 400, 500, 600, 700, 800, 900, 1000, and 1100 Blocks
Ann Street	500 Block	McCormick Boulevard	900 Block
B Street	300 and 400 Blocks	Olive Street	400 Block
Bath Street	0, 100, and 300 Blocks	Palace Walk	800 Block
Brussels Avenue	400, 500, 600, 700, 800, and 900 Blocks	Pine Street	0, 100, 300, 400, 500, 600, 700, 800, and 900 Blocks
C Street	300 and 400 Blocks	Pine Street	600 and 800 Blocks
Church Street	100, 200, 300, 400, 500, 600, 700, 800, 900, and 1000 Blocks	Prospect Walk	500 and 600 Blocks
Church Street	600 and 100 Blocks	Railroad Avenue	900 Block
Clay Street	500 Block	Revere Street	200, 300, and 400 Blocks
Commercial Avenue	400, 500, 600, 700, 800, 900, and 1000 Blocks	Revere Street	300 Block
Court Street	500 Block	Ridgeway Street	0, 100, 300, 400, and 600 Blocks
CSX Railway Yards	17 structures without addresses	Rose Avenue	400, 500, 600, 700, 800, and 900 Blocks
Howard Street	100, 300, and 500 Blocks	Roxbury Street	100, 200, 300, and 500 Blocks
Jefferson Avenue	400, 500, and 600 Blocks	Seventh Street	100 Block
Jefferson Avenue	800 Block	Sioux Street	1000 Block
Jefferson Street	800 and 900 Blocks	Third Street	100 Block
Keswick Street	400 Block	Thornton Avenue	500 and 600 Blocks
Keswick Street	400 Block	Tremont Street	400 and 500 Blocks
Lafayette Street	100 Block	U.S. 60	N/A
Lowell Street	700 Block	Verge Street	500 and 600 Blocks
		Vulcan Avenue	Park






Town of Clifton Forge

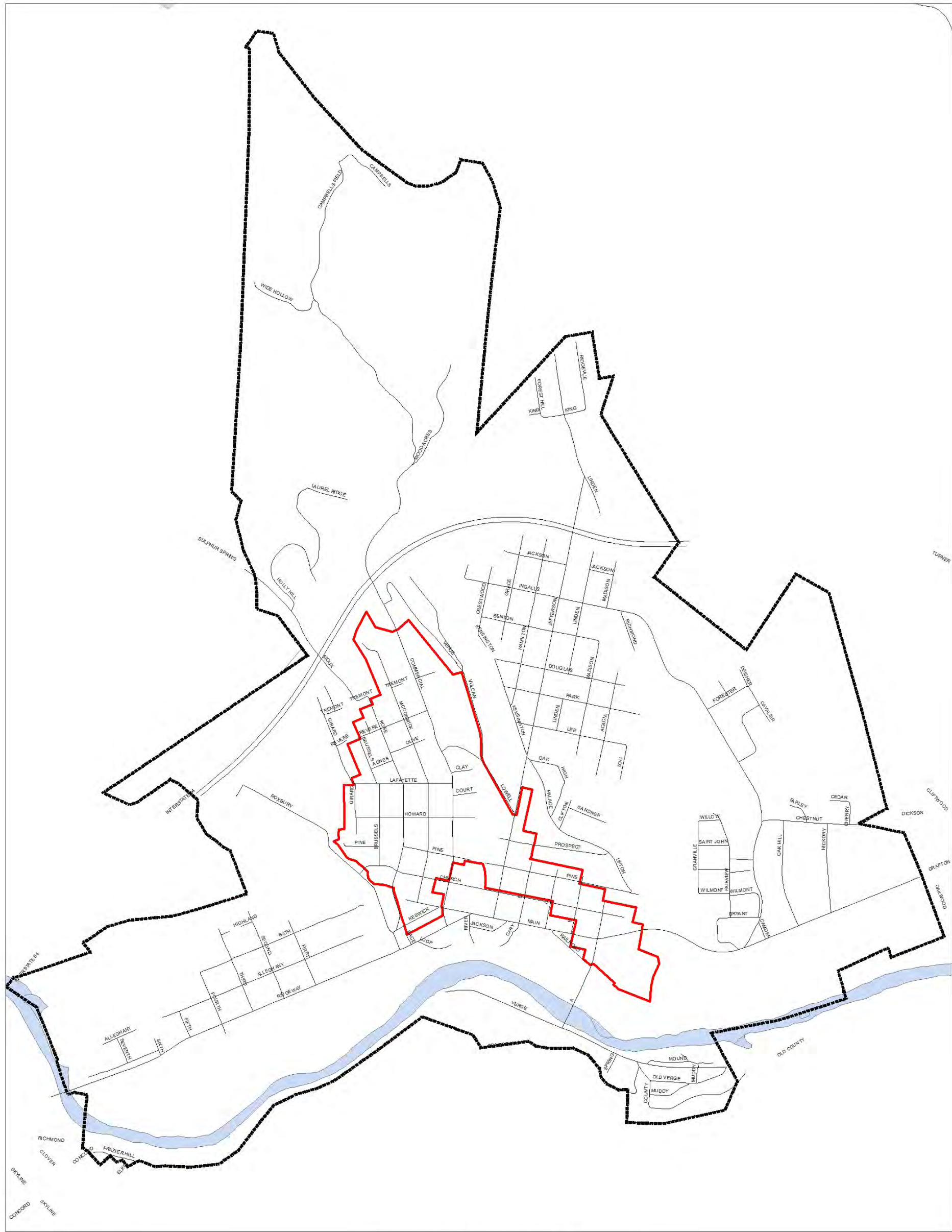
Map 2: Clifton Forge Commercial Historic District

Legend


 Commercial Historic District

Scale 0 475 950 1,900 Feet

Source: Roanoke Valley-Alleghany Regional Commission, 2019.



Town of Clifton Forge
Map 3: Clifton Forge Residential Historic District

Legend
 Residential Historic District

Scale 0 475 950 1,900 Feet
Source: Roanoke Valley-Alleghany Regional Commission, 2019.

Federal, State, and Local Tax Credit Programs

Historic preservation is greatly enhanced and expedited through the availability of tax credit programs at the state and local levels. Preservation and the adaptive reuse of historic properties allows a subset of developers, property owners, local governments the ability to:

- ◇ Capitalize on existing land in order to preserve natural areas;
- ◇ Utilize existing infrastructure, thereby ensuring the optimization of public tax dollars;
- ◇ Revitalize urban and rural town centers; and
- ◇ Transform vacant or underutilized properties, once again, into tax revenue-generating.

Federal Historic Preservation Tax Incentives Program

Certified historic structures are eligible for a tax credit equal to 20% of qualified rehabilitation expenditures. Tax credits are claimed in the year the building is placed in service and requires the credit to be claimed over a period of five years. The current law amends the program to remove a previous 10% credit for non-historic buildings.

A certified historic structure is a building and its structural elements which qualify under the Internal Revenue Code for allowable depreciation and are either:

1. Listed individually in the National Register of Historic Places; or
2. Located in a registered historic district with certification by the Secretary of the Interior that the structure is historically significant to the district.

Other requirements are:

- ◇ The amount of credit available under this program equals 20% of the qualifying expenses of rehabilitation.
- ◇ The tax credit is only available to properties that will be used for a business or other income-producing purpose (commercial, industrial, agricultural, rental residential or apartment use), and a "substantial" amount must be spent rehabilitating the historic building.
- ◇ The building needs to be certified as a historic structure by the National Park Service.
- ◇ Rehabilitation work has to meet the Secretary of the Interior's Standards for Rehabilitation, as determined by the National Park Service.

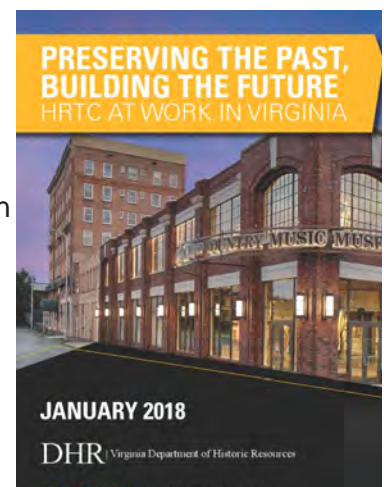


Virginia Historic Rehabilitation Tax Credit Program

Under the Virginia Historic Rehabilitation Tax Credit Program (HRTC), certified historic structures, businesses and owner-occupied, are eligible for a tax credit equal to 25% of qualified rehabilitation expenditures. Tax credits are claimed in the year the rehabilitation is completed. If the tax credit is not claimed in the first year, it can be carried forward for as much as 10 years. In certain instances, the taxpayer may be able to claim tax credit under both the federal and state programs. This would allow those taxpayers to claim 45% of eligible rehabilitation expenses.

A certified historic structure, under the Virginia HRTC Program, is one that is:

1. Listed individually on the Virginia Landmarks Register; or
2. Certified as eligible for listing on the Register; or
3. Certified as a contributing historic structure in a Virginia Landmarks Register District.



Eligible rehabilitation expenses, generally, are as follows:

- ◇ Ceilings
- ◇ Chimneys
- ◇ Components of air conditioning or heating systems
- ◇ Electrical wiring and lighting fixtures
- ◇ Escalators, elevators, sprinkler systems, fire escapes
- ◇ Floors
- ◇ Operation or maintenance of the building components
- ◇ Partitions
- ◇ Permanent coverings, such as paneling or tiles
- ◇ Plumbing and plumbing fixtures
- ◇ Stairs
- ◇ Walls
- ◇ Windows and doors
- ◇ Updating kitchens and bathrooms

Non-eligible rehabilitation expenses, generally, are:

- ◇ Acquisition costs
- ◇ Appliances
- ◇ Cabinets
- ◇ Carpeting
- ◇ Decks (not part of original building)
- ◇ Demolition costs
- ◇ Fencing
- ◇ Feasibility studies
- ◇ Financing fees
- ◇ Furniture
- ◇ Landscaping
- ◇ Leasing Expenses
- ◇ Moving (building) costs (if part of acquisitions)
- ◇ New construction costs
- ◇ Outdoor lighting remote from building
- ◇ Parking lot
- ◇ Paving
- ◇ Planters
- ◇ Porches and Porticos (new)
- ◇ Retaining walls
- ◇ Sidewalks
- ◇ Signage
- ◇ Storm sewer construction costs
- ◇ Window treatments

Clifton Forge Tax Exemption for Certain Rehabilitated/Renovated Residential and Commercial Real Estate

In 2015, the Town of Clifton Forge enacted Chapter 78, Sections 250-255 of the Code of Ordinances entitled Exemption of Real Estate Taxes for Certain Rehabilitated or Renovated Residential and Commercial Real Estate. This ordinance authorizes a rehabilitated or renovated real estate tax exemption for substantially rehabilitated or renovated residential, multifamily, or commercial real estate located within the town. Important definitions relative to the Ordinance and functionality of the exemption are as follows:

Base Value: the assessed value of any structure prior to rehabilitation/renovation work, as determined by the Allegheny County Commissioner of the Revenue upon receipt of an eligible rehabilitated/renovated real estate tax exemption application and after a property inspection by an assessor from the Commissioner of the Revenue's office.

Rehabilitated or Renovated Real Estate Tax Exemption: an amount equal to the increase in assessed value resulting from the substantial rehabilitation or renovation of a structure.

Substantially Rehabilitated or Renovated Commercial Real Estate: any real estate where there is an existing commercial structure, 40 years of age or older, which has been improved so much so as to increase its assessed value by at least 50 percent without increasing the total square footage by more than 15 percent.

Substantially Rehabilitated or Renovated Residential/Multifamily Real Estate: any real estate where there is an existing single-family residential or multifamily structure (six units or more), 40 years of age or older, which has been improved so much so as to increase its assessed value by at least 50 percent without increasing the total square footage by more than 15 percent. For an addition to an existing structure to qualify as a substantial rehabilitation/ renovation, improvements must be for the living areas of the structure, such as bedrooms, kitchens, bedrooms, and similar facilities. Non-living area additions as garages, carports, swimming pools, porches, decks, and patios are not be eligible for a tax exemption.

For each qualifying property, the rehabilitated or renovated real estate exemption is in effect for a period of five years beginning July 1 for any work completed during the preceding calendar year at a descending rate over the period as follows:

**Table 3: Five-Year Real Estate
Tax Exemption Rate**

Year of Period	Exemption Rate
Year 1	100%
Year 2	80%
Year 3	60%
Year 4	40%
Year 5	20%
Year 6	0%

If a property's assessment increases after the first year of the exemption, the exemption will not increase. Exemptions are not permitted if the assessed value falls below the base value in any year of the eligible exemption period.

Town of Clifton Forge Tourism Zone

In 2016, Clifton Forge Town Council adopted an ordinance enacting a Tourism Zone in order to attract more investment and prioritize the zone for tourism development. New or expanding businesses will be assessed on the following:

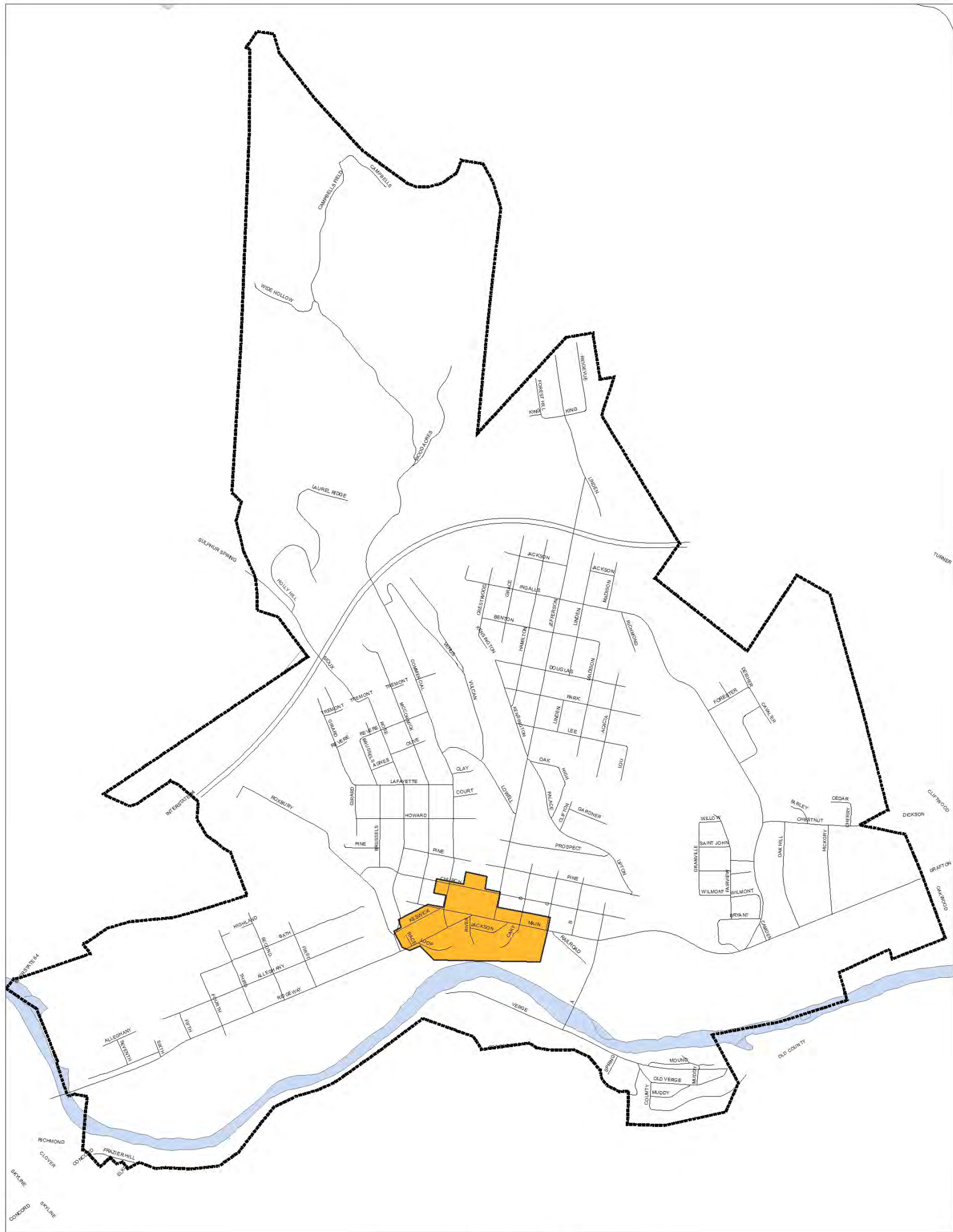
Eligibility Requirements

- ◇ Investment Criteria. In order to qualify for incentives, new or expanding businesses must make a capital investment of at least \$150,000 or create at least 5 jobs.
- ◇ Level of Incentives. The level of incentives is based on the size of the capital investment, the number of jobs created, and how the project meets the following areas of interest to the Town of Clifton Forge:
 - a. Increase in local sales tax generation;
 - b. BPOL tax generation (BPOL is business, professional and occupational license tax);
 - c. Location within a priority area of the 2013 Comprehensive Plan;
 - d. Connecting to the Town's Pathways Plan;
 - e. Incorporation of public art and performances and/or support of these attractions into the project;
 - f. Sensitivity to environmental issues; and
 - g. Historic Preservation.

Incentives

The incentive value, for up to a five-year term, is generated from among the following:

1. Business Professional Occupational License Tax. BPOL Tax may be reduced or waived.
2. Performance Grants. Based on tax revenue generated from meals, lodging, machinery/tools, and business personal property taxes as applicable.
3. Permit Fee. May be reduced or waived.



Town of Clifton Forge

Map 4: Clifton Forge Tourism Zone

Legend

 Tourism Zone

Scale 0 475 950 1,900 Feet

Source: Roanoke Valley-Alleghany Regional Commission, 2019.

Establishment of the Architectural Review Board

The Town of Clifton Forge's Architectural Review Board (ARB) was established in 1992 with the intent of providing oversight of the design and integrity of the Town's historic districts. The ARB has regulatory authority over the aesthetic elements (color, materials, design, etc.) of all new construction, renovation, alteration, and demolition of structures in the Commercial Historic District.

Michael's New York Style Pizza
435 E Ridgeway Street



Applicants seeking to perform work on any structure in the Historic District must apply for a Certificate of Appropriateness (COA) through the ARB. Complete applications include detailed architectural plans, materials samples and colors, photographs and any elements/styles of signage to be installed. Upon submittal to the Town

Manager, the application is forwarded to the ARB for their next monthly meeting, whereupon a site visit is made prior to the meeting. The ARB takes into consideration the correspondence of the scale of the structure and its materials to the surrounding historic environment. Upon approval by the ARB, either before or at the conclusion of a 30-day time period, the applicant may apply for a building permit. Once a permit is issued, the COA is issued. The Town Manager performs a final inspection to ensure compliance with approved plans.

Revised 7-2019

CLIFTON FORGE ARCHITECTURAL REVIEW BOARD
Application for Certificate of Appropriateness

NAME OF APPLICANT _____
ADDRESS OF APPLICANT _____
HOME _____
BUSINESS _____
PHONE NUMBER _____
HOME _____
BUSINESS _____
EMAIL _____
ADDRESS OF STRUCTURE FOR PROPOSED PROJECT _____
PROJECT DESCRIPTION (SIGN, PAINTING, WINDOW TREATMENT, ETC.) _____
ATTACHMENTS PERTINENT TO THE PROJECT (DRAWINGS, PHOTOS, MEASUREMENTS, COLOR SAMPLES, MATERIAL SAMPLES, ETC.)
A. _____
B. _____
C. _____
D. _____
RECEIVED IN THE TOWN MANAGER'S OFFICE _____
RECEIVED BY _____

Major Accomplishment: The Historic Masonic Theatre

The Historic Masonic Theatre is an architectural treasure. Designed by the Lynchburg firm of Frye and Chesterman, and commissioned by Low Moor Masonic Lodge 166, the Theatre opened in September 1906. A three-story Beaux Arts brick building, with additional underground level, a pilastered facade, cove ceiling lobby and original performance hall with stage, enriched proscenium and balcony, the historic theatre has been transformed into a performing arts, entertainment, education, and community facility.



Once known as The Mason Hall and Opera House, the building was constructed in 1905 and throughout its history hosted political speakers, William Jennings Bryan in 1908, western movie icons like Lash LaRue, Tex Ritter who performed on stage with his horse, White Fang, and Cowboy Bob Steele. Masonic Lodge 166 conducted its meetings in the third-floor ballroom. In addition to meetings and shows, the Theatre hosted silent movies; and later, talkies, vaudeville, newsreels, classic movies and film and stage stars.

Other stars made the Masonic Theatre a part of their performance legacy. Performers included Gene Autry, Hopalong Cassidy, as well as legends Burl Ives, the Drifters, and the world-famous Count Basie Orchestra.

Through its long history, the Theatre has had a succession of owners; Sam Sachs in 1908, Shenandoah Valley Theatre Company in 1926 to 1966, Warner Brothers, Irwin Cohen, who bought the Theatre in 1968 and who renamed the Theatre the Stonewall Theatre and hired Mrs. Roy Anderson as manager, Appalfoiks of America in 1991. The Town of Clifton Forge took ownership in 2003, with Appalfoiks continuing to offer performances to the community.

The Masonic Theatre Preservation Foundation was formed in 2009 and its main goal was to preserve and protect this valuable community asset. Years of fund-raising ensued and in April 2015, reconstruction began on the Historic Masonic Theatre with all funding in place and historically accurate architectural drawings focused on restoring the original elements and beauty of the 1905 Theatre.

The 6.7-million-dollar renovation has rehabilitated all four floors of the Theatre, the third-floor ballroom warming kitchen and studios, the balcony level with offices and conference room, the auditorium with stage and lobby, and the lower level dressing rooms, concessions and underground lounge that looks out onto Smith Creek. The renovation was complete, and the Theatre reopened on July 1, 2016.

Text and photos taken directly from the Historic Masonic Theatre and Amphitheatre website at www.historicmasonictheatre.com.



INSIDE THE CHAPTER:

Population Trends

Migration

Natural Increase

Age Distribution

Household Characteristics

Income

Poverty Statistics

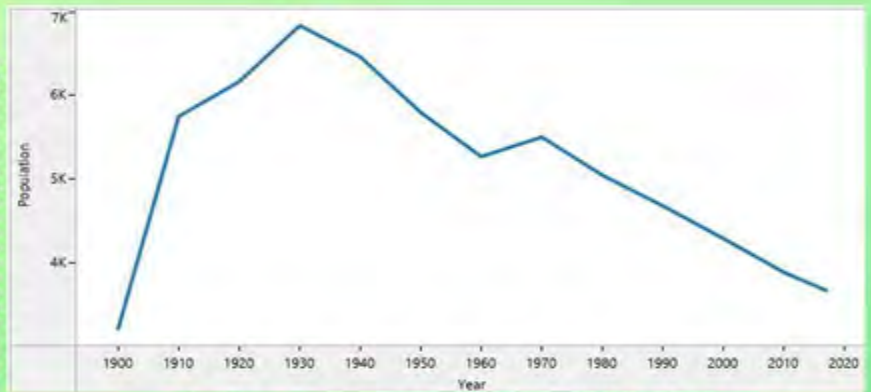
DEMOGRAPHICS



3

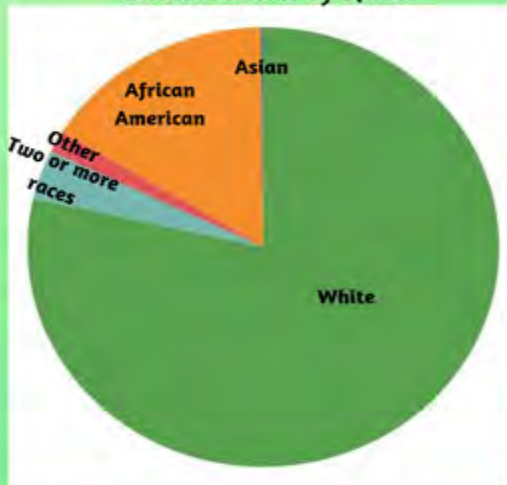
Demographics: at a Glance

3,668
Population as of 2017



Decline in population from 1900-2017

Distribution of Race



200 people
moved to the area
from a different
locality in 2010



61 people
moved to the area
from a different
state in 2010

Percentage of the
population below
45 has decreased
by **21%**



45.8
Increase in
median
age



1614
total households

2.16 average household
size



total of *Females* and *Males* in 2017

1,986



1,682



14% increase in
persons below the
poverty level



10% increase in
persons 65 and
older below
poverty level



Median Income



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. Since the 2010 Census, the 2013-2017 Five-Year Estimates from the American Community Survey indicate a further decrease in population from 3,884 to 3,668.

Migration

The Census Bureau's American Community Survey provides migration data for 2010. Table 2 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 5: Migration in the Past Year, 2017

Category	Persons
Total:	3,446
Householder lived in owner-occupied housing units	2,016
Householder lived in renter-occupied housing units	1,430
Same house 1 year ago:	2,972
Householder lived in owner-occupied housing units	1,952
Householder lived in renter-occupied housing units	1,020
Moved within same county:	383
Householder lived in owner-occupied housing units	28
Householder lived in renter-occupied housing units	355
Moved from different county within same state:	53
Householder lived in owner-occupied housing units	32
Householder lived in renter-occupied housing units	21
Moved from different state:	38
Householder lived in owner-occupied housing units	4
Householder lived in renter-occupied housing units	34
Moved from abroad:	0
Householder lived in owner-occupied housing units	0
Householder lived in renter-occupied housing units	0

Source: U.S. Census Bureau, American Community Survey, 2013-2017, Table B07001

Table 4: Population Change: 1900-2017

Year	Population	Change
1900	3,212	-
1910	5,748	79.00%
1920	6,164	7.20%
1930	6,834	10.90%
1940	6,461	-5.50%
1950	5,795	-10.3
1960	5,268	-9.10%
1970	5,501	4.40%
1980	5,046	-8.30%
1990	4,679	-7.30%
2000	4,289	-8.30%
2010	3,884	-9.40%
2017	3,668	-5.60%

Source: U.S. Census Bureau, 1900-2010; 2013-2017 American Community Survey, Table B01003

According to information provided by the Census Bureau in 2017, 91 persons age 1 and over moved to Clifton Forge between 2016 and 2017. In addition, 383 residents age 1 and over of Clifton Forge moved from one home to another within the Town between 2016 and 2017.

Table 6: Residence in 2016, Persons Age 1 and Over

Category	Persons	Percent
Total Persons Age 1 & Over:	3,446	100.00
Same house in 2017:	2,972	86.20
Different house in 2016:	474	100.00
In United States in 2016:	474	100.00
Same locality:	383	80.80
Different locality:	91	19.20
Same state:	53	58.20
Different state:	38	41.80
Elsewhere in 2016:	0	0

Source: U.S. Census Bureau, American Community Survey, 2013-2017, Table B07001

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. Natural Increase is expressed by the equation: $NI = B - D$. Natural increase in Clifton Forge, from 1999 to 2001, was -76 persons. Beginning in 2002, and following its reversion to a Town, the Virginia Department of Health has included Clifton Forge's births and deaths with Alleghany County.

Age Distribution

The age composition of the Town has changed from 2000 to 2017. The percentage of population below age 45 decreased by 21 percent from 2,280 to 1,809. The number of persons age 65 and over, also decreased during that same period by 18 percent. The workforce age population between the ages of 20 and 64 decreased 17 percent.

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 that in 1980 the median age was 38.5 years, while in 2010 the figure was 45.8.

Table 7: Natural Increase, 1999-2017

Year	Births	Deaths	Natural Increase
1999	50	81	-31
2000	67	91	-24
2001	22	43	-21
2002	133	61	-72
2003	134	58	-76
2004	128	69	-59
2005	120	55	-65
2006	98	57	-41
2007	113	71	-42
2008	108	64	-44
2009	128	69	-59
2010	91	58	-33
2011	104	68	-36
2012	117	51	-66
2013	122	51	-71
2014	104	41	-63
2015	122	66	-56
2016	133	59	-74
2017	110	50	-60
TOTALS	2,004	1,163	-993

Source: Virginia Vital Statistics Annual Reports, Virginia Department of Health, 1999-2017

Table 8: Population Distribution by Age

	2000		2010		2017		2000-2017 Change	
	Persons	Percent	Persons	Percent	Persons	Percent	Persons	Percent
Total Population	4,289	100.00%	3,884	100.00%	3,668	100.00%	-621	-14.50%
Under 5 years	227	5.30%	192	4.90%	167	4.60%	-60	-26.40%
5 to 9 years	251	5.90%	238	6.10%	286	7.80%	35	13.90%
10 to 14 years	262	6.10%	242	6.20%	228	6.20%	-34	-13.00%
15 to 19 years	263	6.10%	249	6.40%	269	7.30%	6	2.30%
20 to 24 years	188	4.40%	183	4.70%	125	3.40%	-63	-33.50%
25 to 34 years	474	11.10%	335	8.60%	366	10.00%	-108	-22.80%
35 to 44 years	615	14.30%	459	11.80%	368	10.00%	-247	-40.20%
45 to 54 years	525	12.20%	578	14.90%	488	13.30%	-37	-7.00%
55 to 64 years	469	11.00%	530	13.60%	535	14.60%	66	14.10%
65 to 74 years	453	10.60%	425	10.90%	434	11.90%	-19	-4.20%
75 to 84 years	387	9.00%	297	7.60%	225	6.10%	-162	-41.90%
85 years and over	175	4.10%	156	4.00%	177	4.80%	2	1.10%

Source: U.S. Census Bureau, 2000 and 2010; 2013-2017 American Community Survey, Table S0101

Table 9: Population by Age Group and Sex

	2010			2017			Percent Change		
	Total	Male	Female	Total	Male	Female	Total	Male	Female
Total	3,884	1,809	2,075	3,668	1,682	1,986	-5.60%	-7.00%	-4.30%
Under 5 years	192	109	83	167	91	76	-13.00%	-16.50%	-8.40%
5 to 9 years	238	114	124	286	121	165	20.20%	6.10%	33.10%
10 to 14 years	242	123	119	228	132	96	-5.80%	7.30%	-19.30%
15 to 19 years	249	124	125	269	165	104	8.00%	33.10%	-16.80%
20 to 24 years	183	98	85	125	18	107	-31.70%	-81.60%	25.90%
25 to 29 years	180	89	91	191	81	110	6.10%	-9.00%	20.90%
30 to 34 years	155	76	79	175	90	85	12.90%	18.40%	7.60%
35 to 39 years	229	98	131	202	102	100	-11.80%	4.10%	-23.70%
40 to 44 years	230	114	116	166	100	66	-27.80%	-12.30%	-43.10%
45 to 49 years	268	137	131	192	53	139	-28.40%	-61.30%	6.10%
50 to 54 years	310	150	160	296	153	143	-4.50%	2.00%	-10.60%
55 to 59 years	230	112	118	302	134	168	31.30%	19.60%	42.40%
60 to 64 years	300	136	164	233	116	117	-22.30%	-14.70%	-28.70%
65 to 69 years	212	93	119	288	135	153	35.80%	45.20%	28.60%
70 to 74 years	213	97	116	146	82	64	-31.50%	-15.50%	-44.80%
75 to 79 years	137	54	83	150	34	116	9.50%	-37.00%	51.80%
80 to 84 years	160	52	108	75	22	53	-53.10%	-57.70%	-50.90%
85 and Over	156	33	123	177	53	124	13.50%	60.60%	0.80%

Source: U.S. Census Bureau, Census of Population, 2010; 2013-2017 American Community Survey, Table S0101

Household Characteristics

While the Town's population decreased by 14.5% from 2000 to 2017, the number of households decreased by 12.3 percent. The average household size has decreased by 2.7 percent.

Table 10: Household Characteristics

Category	2000	2010	2017	Change
Total Households	1,841	1,701	1,614	-12.30%
Average Household Size	2.22	2.18	2.16	-2.70%

Source: U.S. Census, Census of Population, 2000 and 2010; 2013-2017 American Community Survey, Table S1101

Income

Although the median household income in Clifton Forge increased by 29% from 2000 to 2017, this amount was still equal to only 49% of the state median in 2017. Family median income was also only 55% of the state median family income—a decrease of 20% from 2010 to 2017. Per capita income was 60% of the state median per capita income.

Table 11: Median Income

Category	2000	2010	2017	Change
Household	\$26,090	\$33,621	\$33,682	29.10%
Family	\$31,509	\$53,787	\$45,602	44.70%
Per Capita	\$15,182	\$20,586	\$21,739	43.20%

Source: Census of Population, U.S. Census Bureau, 2000 and 2010; 2013-2017 American Community Survey, Tables S1903 and B19301

Table 12: 2017 Median Income

Category	Clifton Forge	Alleghany Co.	Virginia
Household	\$33,682	\$46,020	\$68,766
Family	\$45,602	\$61,037	\$83,164
Per Capita	\$21,739	\$25,952	\$36,268

Source: Census of Population, U.S. Census Bureau, 2000 and 2010; 2013-2017 American Community Survey, Tables S1903 and B19301

Poverty Statistics

Clifton Forge experienced an increase in the percentage of persons below the poverty level between 2000 and 2017 by 60%. The percent of persons aged 65 and over increased from 10.5 to 19.9 percent. However, the percentage of below-poverty-level families significantly increased over the same period, due to a 23% reduction in the total number of families in Clifton Forge from 2000 (1,147) to 2017 (881). During the period, the percentage of families below the poverty level decreased by 7.3% from 15.1 to 14.0%; and Female Householder Families decreased 84% from 35.3 to 5.7%.

Table 13: Persons Living Below Poverty Level

Category	2000	2010	2017
Persons	19.40%	20.90%	31.10%
Persons Age 65 and Over	10.50%	12.40%	19.90%
Families	15.10%	11.30%	14.00%
Families with children under 18 years old	28.20%	23.50%	No Data
Female Householder Families	35.30%	26.10%	5.70%

Source: U.S. Bureau of the Census, 2000 and 2010; 2013-2017 American Community Survey, Tables S1701 and S1702

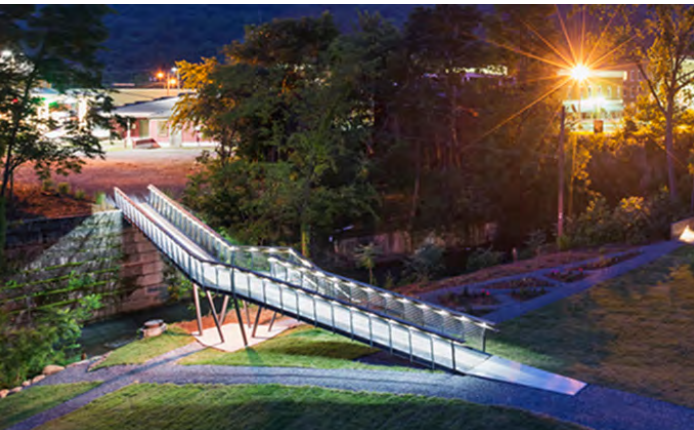


INSIDE THE CHAPTER:

Geology
Topography
Soils
Groundwater
Surface Water
Flood Hazards



NATURAL PHYSICAL ENVIRONMENT



4



Natural Physical Environment: *at a Glance*



Geology

Clifton Forge lies between the **Valley and Ridge province**



- long, narrow ridges traveling in a northeast-southwest direction
- erosion resistant layer of sandstone
- with valleys underlain by limestone or dolomite

Topography

Clifton Forge is characterized by the **valley** of the *Jackson River* and the **hilly terrain** rising above the river



Elevation:

1020 to 1520 above sea level

Ground Water

Mississippian-Devonian-Silurian aquifer system

composed primarily of:
shale, siltstone, and sandstone with some limestone



This type of geology leads to low water quantity

Surface Water

Smith Creek Reservoir serves as the water supply for the Town of Clifton Forge



The Jackson River and the **Cowpasture River** are formed from various creeks that run through Clifton Forge

Soils

Udisols

- old
- nutrient poor
- distinct horizons
- red/yellow in color

Inceptisols

- young
- few or faint horizons
- red/grey in color

The Alleghany Highlands primarily contains **inceptisols**.

Flood Hazards

Clifton Forge participates in the **Regional Pre-Disaster Mitigation Plan** that outlines goals for mitigation of flooding and other natural disasters



Floodplain Management Ordinance: requires new residential buildings to be elevated to or above the base flood elevation

Chapter 4: 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.

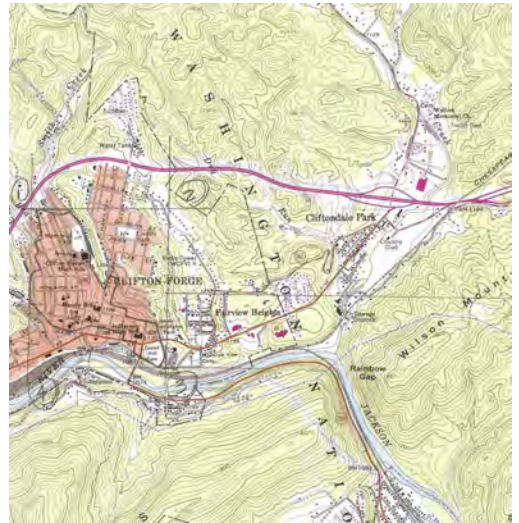
Although there are no detailed geological maps of the town, generally the rocks underlying Clifton Forge are sedimentary in nature and belong to the upper Silurian and lower Devonian geologic periods. The Devonian period is characterized by sandstone, shale, limestone, gypsum and coal. Limestone, dolomite, 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.

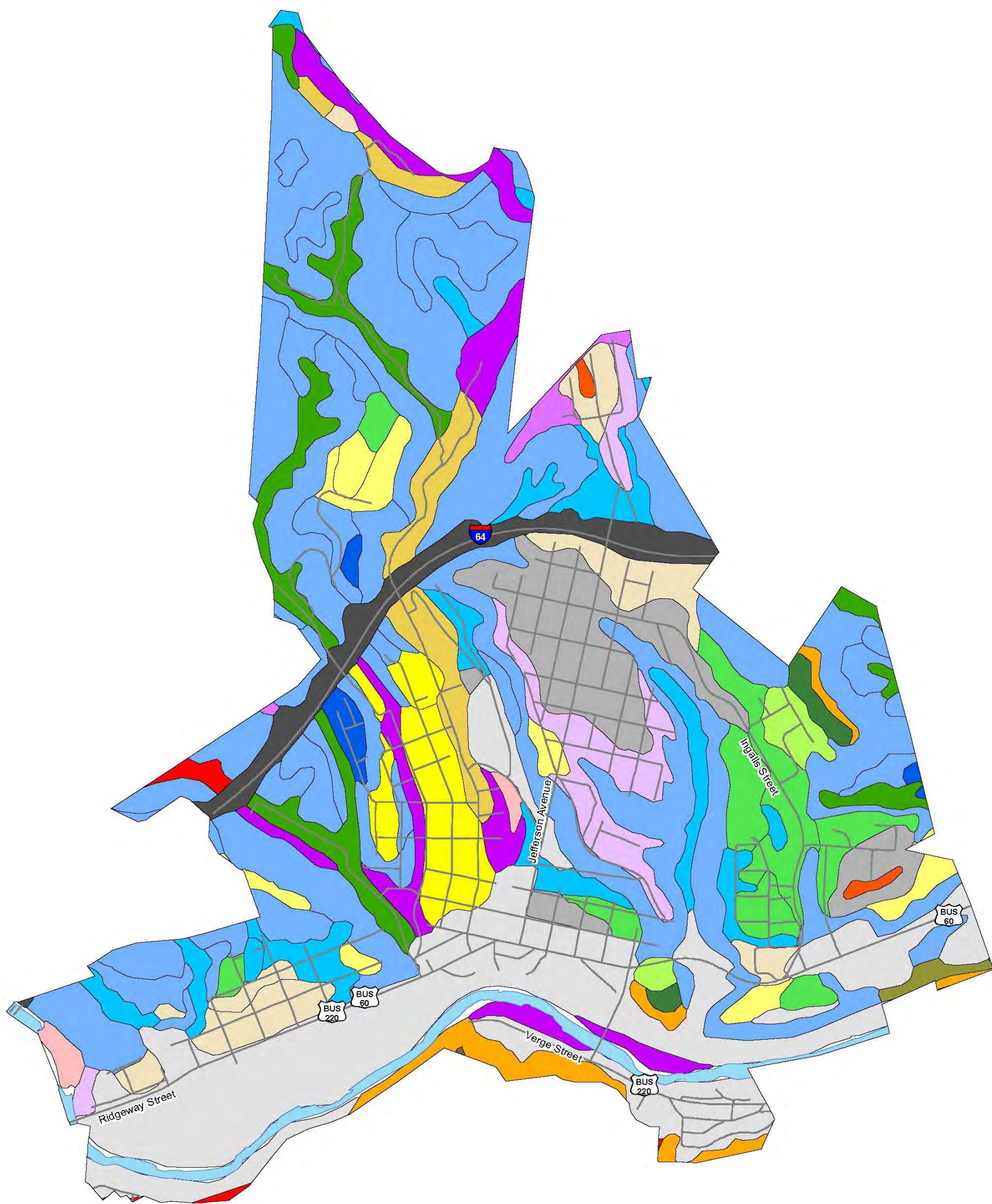
Soils

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 primarily contains inceptisols.



The most recent soil survey for Alleghany County was completed in 2018 by the U.S. Department of Agriculture's 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 5) 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.



Scale 0 475 950 1,900 Feet

Source: Roanoke Valley-Alleghany Regional Commission, 2019.

Town of Clifton Forge

Map 5: Soil Classifications

Legend

Alonzeville loam	Nicoletown 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	Sugarhoi 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-MoClung-Dekalb complex	Wharton-Blairton complex
Mumill loam	Zoar-Urban land complex

Groundwater

There are currently no detailed studies of groundwater in Clifton Forge. At present, water supplies are mostly derived from surface 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 can 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 the 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.



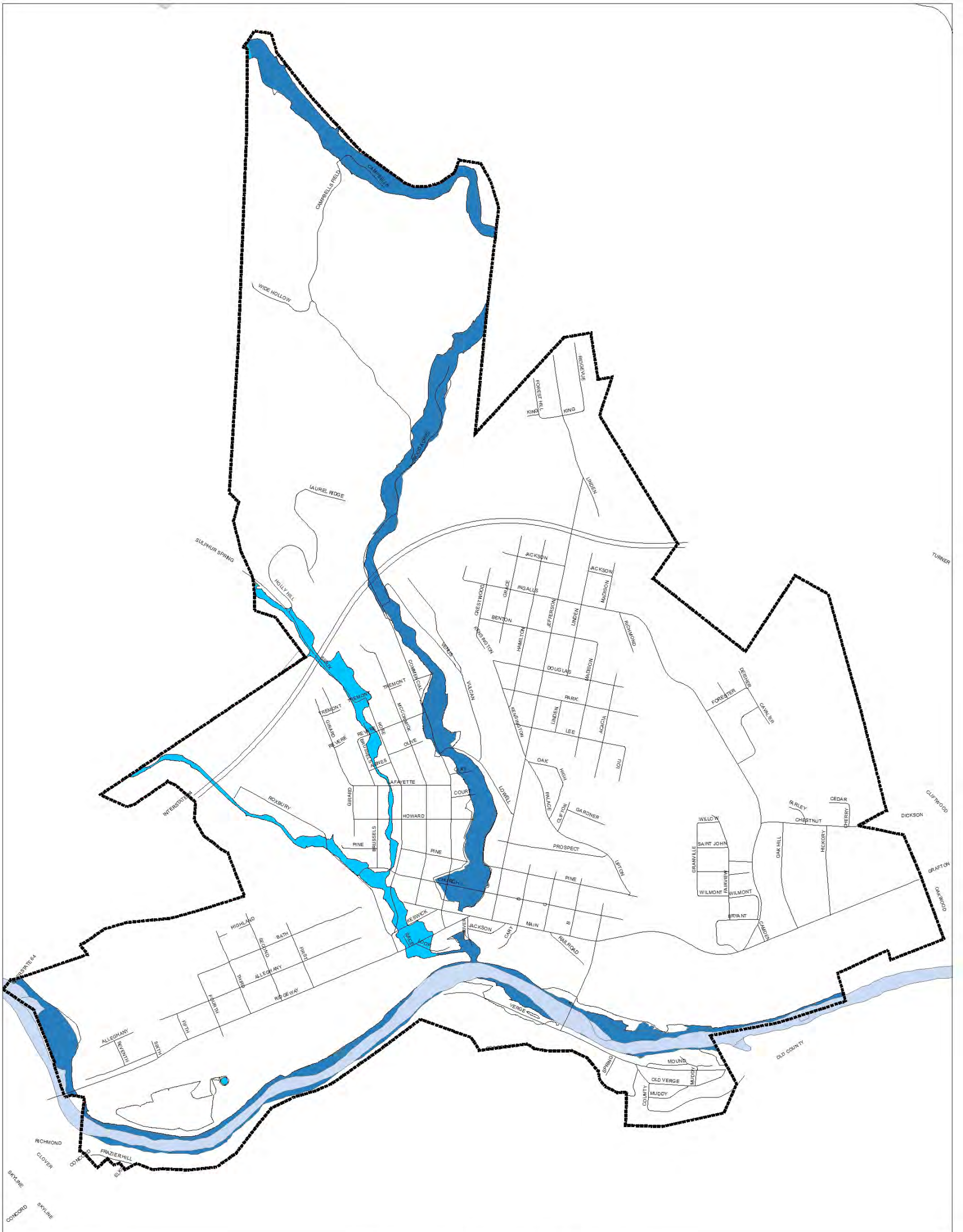
There are two dams in Alleghany County that could impact the Town of Clifton Forge. These are the Clifton Forge Dams along Smith Creek, which are owned and maintained by the Town of Clifton Forge.

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 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 currently hold conditional permits, with State and Federal regulatory agencies, requiring repairs.

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). Using 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 participated in the Roanoke Valley-Alleghany Regional Pre-Disaster Mitigation Plan that outlines goals for mitigation of flooding and other natural disasters. An Update to the Plan was released in August 2019.



Town of Clifton Forge

Map 6: Flood Hazard Areas

Scale 0 475 950 1,900 Feet

Source: Roanoke Valley-Alleghany Regional Commission, 2019.

Legend

-  500 Year Flood
 100 Year Flood
 Floodplain
 Outside of Floodplain



INSIDE THE CHAPTER:

Town Hall

Clifton Forge Department of Public Works

Clifton Forge Public Library

Public Safety

Clifton Forge Police Department, Animal Control, E-911, Clifton Forge Fire Department, and Clifton Forge Rescue Squad

Educational Facilities

Alleghany High School, Clifton Middle, Mountain View Elementary, Jackson River Governor's School, Jackson River Technical Center, and Dabney S. Lancaster Community College

Public Health and Rehabilitation Services

Virginia Dept. of Health - Alleghany Health District
Alleghany Highlands Community Services Board

Community Facilities Community Character District

Community Facilities Community Character District Strategies



PUBLIC COMMUNITY FACILITIES



5

Chapter 5: Public Community Facilities

Town Hall

The Town of Clifton Forge is headquartered at Town Hall, where the Town Manager, Community Development, Finance, and Police departments are housed. Town Council and the Planning Commission, along with other Boards and Commissions hold regular meetings in the upstairs Council chambers at 547 Main Street, Clifton Forge.



Clifton Forge 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. These systems facilitate the achievement of common, social and economic objectives of the citizens of Clifton Forge.

The following table provides specific information on the duties and services provided by the Public Works Department:



Table 14: Public Works Department Duties and Services

Divisions	Duties and Services
Streets and Roads	<ul style="list-style-type: none"> • 25 miles of roads - including snow plowing, removal, salting, sanding, grading; pothole patching; and sweeping • Road culverts - repairing and replacing • Roadside drainage - to include shoulders & ditch lines • Sidewalks • Small bridges and large drainage structures • Street and traffic signs • Entire vehicle fleet; preventative maintenance, repair, diagnostics and fabrication
Cemetery	<ul style="list-style-type: none"> • Provide year-round burials for three municipal cemeteries • Mowing via contract services
Bulk and Brush Pickup	<ul style="list-style-type: none"> • Provide service to residents • Two days per week: one for brush, one for bulk items
Water Distribution	<ul style="list-style-type: none"> • Maintain – to include cleaning, inspecting, repairing/replacing of: <ul style="list-style-type: none"> ○ 35 miles of water distribution mains ○ 200 hydrants – exercising gates ○ 1700+ water meters – to also include collecting monthly readings
Sanitary and Stormwater Sewer	<ul style="list-style-type: none"> • Repairing/replacing: <ul style="list-style-type: none"> ○ Catch basins ○ 25 miles of sewer lines ○ 705 manholes ○ Three (3) sewer pump stations
Water and Wastewater Treatment	<ul style="list-style-type: none"> • The Town operates the Water Treatment Plant through a separate department • The maintenance of the wastewater pump stations is accomplished by a contract through Alleghany County • The Regional Wastewater Treatment Plant is owned and operated by Alleghany County

Additionally, resources are devoted to supporting service organizations for their seasonal activities and projects. The Public Works Department office is located at 520 Howard Street.

Clifton Forge Public Library

The Clifton Forge Public Library is housed in a modern brick building constructed in 1998. It contains a collection of 46,903 books, tapes and discs and has an annual circulation of 54,852 (FY18). The library sponsors special events for children, including a summer reading program. The library website, www.cliftonforgelibrary.org, provides public use of computers.



Clifton Forge Public Library is currently located at 535 Church Street, Clifton Forge.

Public Safety

Clifton Forge Police Department

The Patrol Division of the Clifton Forge Police Department (CFPD) is responsible for responding to all calls for service within the town limits. These calls for service range 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. The Patrol Division consists of 10 sworn officers, which includes three Sergeants, one Investigator, and a Chief.



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 effected 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.



Following the adoption of the Comprehensive Plan in 2013, the bicycle patrols were discontinued, but the CFPD restarted them in mid-2019.

The Clifton Forge Police Department is located at 547 Main Street, Clifton Forge.

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 and cats 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 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 the 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 can 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 can 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.

In December 1975, the Fire Department moved into its present location at the corner of Church and D Streets. The 8,000 square foot firehouse was built with a bond issue at the cost of \$167,700.

The Department has, for many years, been in the process of bringing its apparatus and equipment up to current standards. Great progress has been made to this end with the recent delivery of the 105' Pierce Aerial Truck. In 2020, a new fire engine will be delivered to the Department.

The Department aids other fire departments in Alleghany and Botetourt Counties. In terms of First Responders, all career firefighters, and some volunteers, are certified Emergency Medical Technicians. These First Responder services have been provided by the Fire Department since January 2019.

The Clifton Forge Fire Department is located at 701 Church Street, Clifton Forge.

Educational 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 Mountain View Elementary School. In addition, students may attend the Jackson River Governor's School at Dabney S. Lancaster Community College or the Jackson River Technical Center in Low Moor.



Alleghany High School

Alleghany High School's current facility opened in 1963 as Alleghany County High School. In 1983, Clifton Forge High School, closed and students were consolidated with ACHS forming the current Alleghany High School.

Alleghany High School offers a variety of classes in all the main four core subject areas of English, Math, Science and Social Studies. Academic subject areas feature different levels, depending on grade level and class. Standard and Advanced Studies diplomas are offered for students. Alleghany High School also offers classes through the Jackson River Technical Center, Jackson River Governor's School, and Dabney S. Lancaster Community College. The school is located at 210 Mountaineer Drive, Covington.



Clifton Middle School

Clifton Middle School is located approximately three miles west of Clifton Forge. This new facility was constructed in 2001 to replace a previous building with the same name. The new Clifton Middle School houses grades 6 through 8 for the entire County. The school has a capacity of 879 with an enrollment of 474 as of Fall 2018. The school has a total of 120,000 square feet of space.



Clifton Middle School is located at 1000 Riverview Farm Road, Covington.

Mountain View Elementary School

Mountain View Elementary School was built in 2001 to replace Central Elementary and Clifton Forge Elementary. It is part of a multi-school complex that also houses Clifton Middle School. The School provides a full education to its students in grades Junior Kindergarten through 5th, to include physical education, art, general and vocal music, library, guidance, Compass Learning, a computer-assisted instruction lab, Title I, an active parent program including volunteers, a Teacher's Assistant Program with Alleghany High School, and a YMCA After School Child Care program. Mountain View is in Low Moor at 100 Gleason Drive, between Clifton Forge and Covington.



Jackson River Governor's School

The Jackson River Governor's School is a regional public school for gifted upper-class high school students, desiring exceed the traditional high school offerings science, mathematics, and technology.



Students come from five school divisions in western Virginia:

Alleghany County, Bath County, Botetourt County, Buena Vista City, and Covington City.

Governor's School students use sophisticated laboratory and computer equipment at Dabney S. Lancaster Community College (DSLCC), the cost of which is prohibitive to their home schools. Students spend the first half of each school day at the DSLCC campus for classes in math, science, and technology, and return to their home high school in the afternoon for classes in English, social studies, and electives.

Jackson River Governor's School is currently located at 1000 Dabney Drive, Clifton Forge.

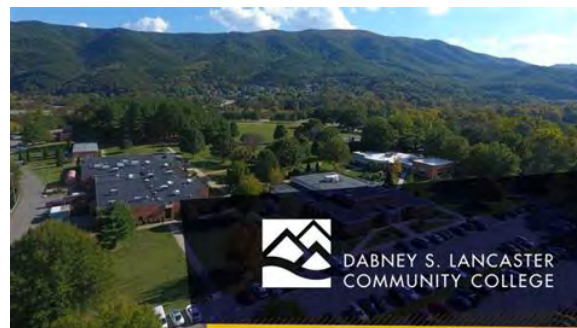
Jackson River Technical Center

The Jackson River Technical Center (JRTC) was established in 1974 with students from Alleghany County, Clifton Forge, and Covington High School. Today, the JRTC provides vocational technical education opportunities for high school students and the adult citizens of the community. Currently, there are nine certificate programs and a total 27 courses which range from Automotive Technology and Welding, to Culinary Arts and Early Childhood Education. The JRTC is located at 105 E. Country Club Lane, Covington.



Dabney S. Lancaster Community College

Dabney S. Lancaster Community College (DSLCC) is a two-year public institution of higher education and one of 23 community colleges in Virginia. The college is supported by the Commonwealth of Virginia; the counties of Alleghany, Bath, Northern Botetourt, and Rockbridge; the cities of Buena Vista, Covington, and Lexington.



Credit and non-credit courses are offered to meet life-long learning needs. On-site and distance learning options incorporate up-to-date technologies. Academic advising, mentoring, tutoring, extracurricular activities and cultural experiences are offered to assist all students in achieving their potential and in making the best educational and occupational choices that they can toward the fulfillment of their personal goals.

The College serves the diverse needs of the community. Each year, DSLCC sponsors a wide array of cultural events, offers educational and training programs that address changing workforce demands, and provides facilities for research, recreation and social interaction. Working closely with representatives of business and industry, government, various professions and other educational institutions, DSLCC prepares individuals to experience academic, career and personal success. The Community College is located at 1000 Dabney Drive, Clifton Forge.

Public Health and Rehabilitation Facilities

Virginia Department of Health - Alleghany Health District

The Clifton Forge Health Department, which is located at 322 Jefferson Avenue in Clifton Forge, is one of nine Health Department locations comprising the Alleghany Health District. The District covers the same area as the Fifth Planning District. The Health Department's services include:

- Clinic Services
- Community Outreach
- Emergency Preparedness and Response
- Environmental Health
- Family Services
- Vital Records
- Women, Infants, and Children Services



ROANOKE CITY
and ALLEGHANY
HEALTH DISTRICTS

Your Partner in Community Wellness

Alleghany Highlands Community Services Board

The Alleghany Highlands Community Services Board (AHCSB), which is located at 205 East Hawthorne Street in Covington, provides comprehensive services to individuals who have mental health disorders,

Developmental Services

- Early Intervention/Infant & Toddler Program
- Support Coordination
- In-home Residential Support; Personal Assistance
- Skilled Nursing Service
- Day Support Services
- Residential Services (Friendship Residence)
- Public Guardian Partnership, Inc.

Mental Health Services

- Individual/Group Counseling
- Psychiatric Evaluations
- Medication Management
- Case Management
- Transitional Housing
- Family Counseling
- Intensive In-home Services
- Psychosocial Rehabilitation
- Support Services
- Crisis Intervention

Substance Abuse Services

- Individual/Group Counseling
- Education
- Intensive Outpatient
- Transition & Intensive Case Management
- Family Counseling
- Adolescent Services
- Alcohol/Drug Testing
- Prevention Services
- Referral Services

AHCS operates multiple service sites throughout the Alleghany Highlands, working to support services. The AHCSB is accountable to and licensed by the Virginia Department of Behavioral Health and Developmental Services (DBHDS) for the quality of care and fiscal accountability of the programs under its jurisdiction. AHCS is governed by a nine-person all-volunteer board appointed by local governing bodies – Alleghany County, Clifton Forge



and the City of Covington.

Community Facilities Community Character District

The Community Facilities Community Character District (CF CCD) encompasses not only the Central Business District, where many compact and existing structures are located, but any outlying existing and undeveloped compact and large sites. The CF CCD has specific District-, Site-, and Building-level characteristics.

District

A CF CCD District is unique when compared with other districts, as it can be on a large or compact piece of land with a specific land use, character, and form.

Site

A CF CCD Site can be synonymous with a district as to its specific use and form.

Building

A CF CCD Building has a varying style of architecture which is complementary and indicative of its function and use.

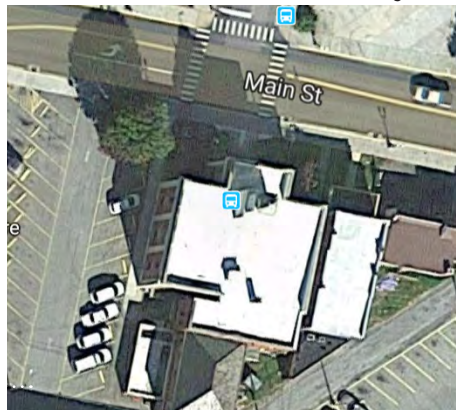
Community Facilities Community Character District Strategies

Character of the Community

These strategies set the framework (and subsequent layout) of the district, sites, and buildings of the CF CCD based on the District-, Site-, and Building-level characteristics.



Old Wastewater Treatment Plant and Mountain View Cemetery



Clifton Forge Town Hall and Police Department



Clifton Forge Fire Station

CF CCD Strategies

District & Site:

Allow for flexibility in design to allow for campus style development.

Provide buffering where adequate for any surrounding incompatible uses.

On smaller and compact parcels being developed or redeveloped, assess and determine the compatibility..

District, Site & Building:

Provide landscaping and site design to minimize the effects of parking and traffic that a new use generates.



INSIDE THE CHAPTER:

Clifton Forge Wastewater Treatment Plant
Clifton Forge Water Treatment Plant
Recycling and Solid Waste Management
Recycling
Solid Waste Management



PUBLIC UTILITIES

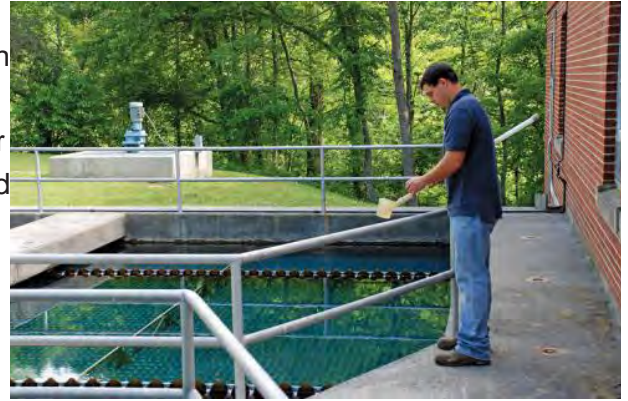


6

Chapter 6: Public Utilities

Clifton Forge Wastewater Treatment

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. The pump station is located at 100 Mountain View Cemetery Road, Clifton Forge.



Clifton Forge Water Treatment Plant

Construction of the Clifton Forge Water Treatment Plant (WTP) 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 (MGD), with a safe yield from its Smith Creek source of 2.2 MGD. In an update provided to the Virginia Department of Environmental Quality's VA Hydro system in 2018, there is a reported use of 1.53 MGD and a projected 2040 use of 1.46 MGD.

The water source for the Town of Clifton Forge WTP is series three interconnected reservoirs (one coffer dam and two surface reservoirs) on Smith Creek, a tributary of the Jackson River. Much of the Smith Creek watershed upstream from, as well as adjacent to, the Town of Clifton Forge WTP reservoirs is National Forest.

When water has traveled through several processes and has interacted with the necessary chemicals, it 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 three elevated storage water tanks 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 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. The Clifton Forge Wastewater Treatment Plant is located at 2500 Sulpher Spring Road, Clifton Forge.

Recycling and Solid Waste Management

Recycling

Currently, recycling is not done by Clifton Forge or Alleghany County. Recycling is available at collection centers located in west Clifton Forge at Matthews Park, or can be taken to Jackson River Enterprises.

A metal recycling business is in the town.



Jackson River Enterprises recycling facility

Solid Waste Management

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.

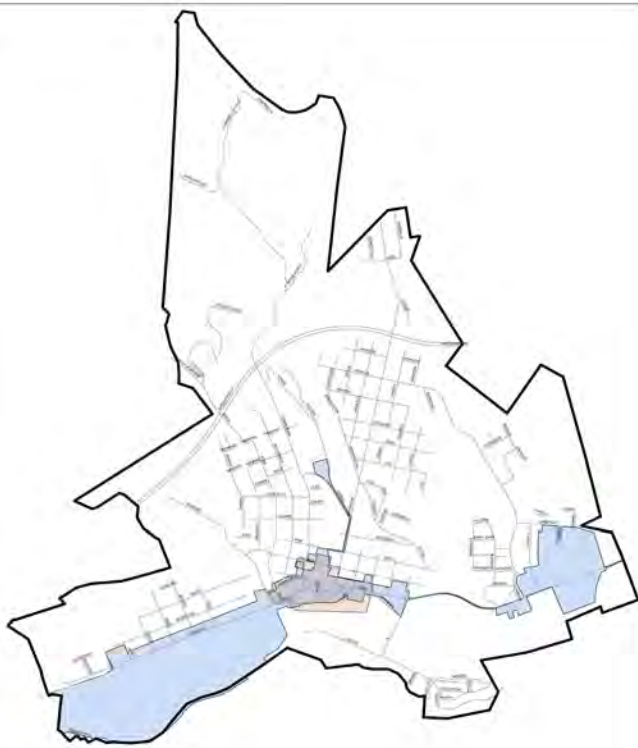


Island Ford Transfer Station for solid waste

The County owns and operates the Island Ford Transfer Station located at 1807 Valley Ridge Road, east of Covington. This facility opened in July of 1996 and is the primary source for refuse disposal in Alleghany County. Refuse is collected in trailers and hauled to an approved sanitary landfill daily. An estimated 18,684 tons of refuse was collected in 2011 of which 4,554 tons were recycled. The transfer station serves all County residents, private contractors, and the Towns of Clifton Forge and Iron Gate. All incoming vehicles are weighed, and certified scales and operators verify the amounts of refuse. Residents of Alleghany County can utilize this facility free of charge. Composting of leaves, brush disposal, and metal recycling are available at the transfer station. Tire disposal is available for a fee, which varies depending upon tire size.

INSIDE THE CHAPTER:

Labor Force Characteristics
Quarterly Census of Employment and Wages
Industry of Employed Persons
Occupation of Employed Persons
Major Employers
Virginia Enterprise Zone Program
Broadband Infrastructure
Mixed-Use Business Community Character District
Mixed-Use Business Community Character District Strategies
Neighborhood Commercial Community Character District
Neighborhood Commercial Community Character District Strategies
Gateways and Corridors Community Character District



Town of Clifton Forge
Enterprise and Tourism Zone Map

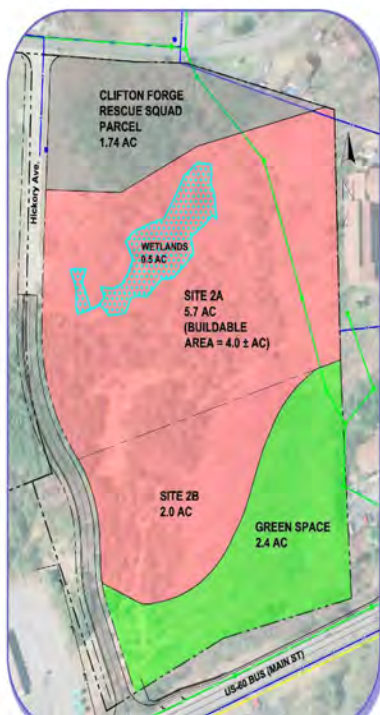
Legend

Enterprise Zone
Tourism Zone

ECONOMIC DEVELOPMENT

Clifton Forge Business Park

US Route 60 Business / Main Street
Clifton Forge, Alleghany County, Virginia



Site Information

- ♦ 6± Total Acres Available for Development
- ♦ Zoned BG, Business General
- ♦ Located 1 Mile from I-64, Exit 27 and US Route 220
- ♦ Up to 2 Building Sites Including Greenspace Buffers
- ♦ All utilities in place, including electric, water, sewer, fiber, and natural gas availability

7

Economic Development: *at a Glance*



Occupation of Employed Persons by Sector

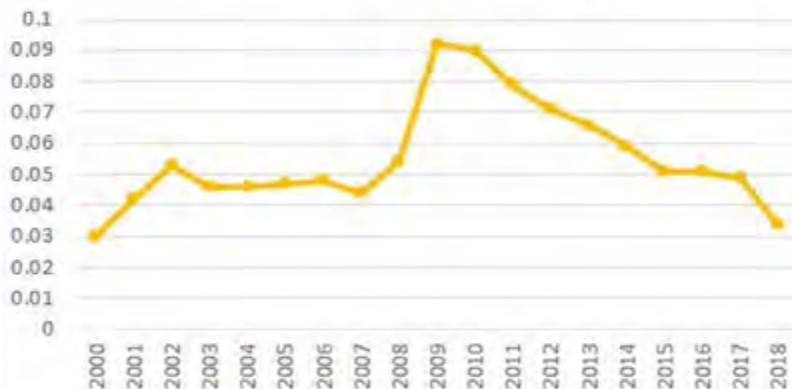


Average Weekly Wage



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

Unemployment Rate (%)



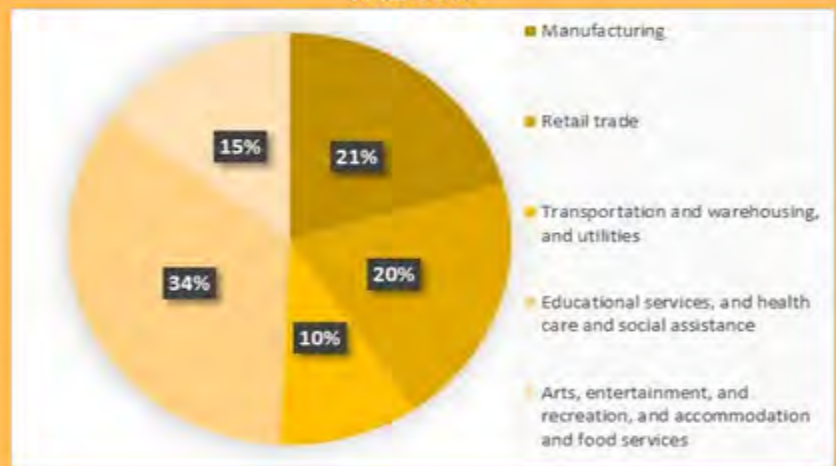
In 2018 the unemployment rate dropped from 5.3% to 3.4% by the end of the year

Top 10 Major Employers



1. Allegheny Rehabilitation
2. Kroger
3. Golden Living Center
4. The Woodlands
5. Town of Clifton Forge
6. Medi Home Health and Hospice
7. Allegheny Highlands Community Services
8. Hardee's
9. Mountain Regional Hospice
10. Regional Home Care

Industry of Employed Persons, Clifton Forge 2013-2017



Chapter 7: Economic Development

The purpose of this chapter is to provide an analysis of the labor force, occupations, major employers, and trade sectors 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 have declined by 762 persons (10%) over the past 18 years. The annual number of unemployed persons have decreased during that same period from 231 in 2000 to 229 in 2018 (0.9%).

Table 15: Labor Force Characteristics, Alleghany County

Year	Civilian Labor Force	Employment	Unemployment	Unemployment Rate (%)
2000	7,684	7,453	231	3.00%
2001	7,764	7,441	323	4.20%
2002	8,064	7,639	425	5.30%
2003	8,087	7,714	373	4.60%
2004	7,578	7,229	349	4.60%
2005	7,512	7,162	350	4.70%
2006	7,349	6,997	352	4.80%
2007	7,000	6,695	305	4.40%
2008	6,857	6,484	373	5.40%
2009	7,179	6,515	664	9.20%
2010	7,122	6,481	641	9.00%
2011	7,908	7,286	622	7.90%
2012	7,802	7,249	553	7.10%
2013	7,515	7,019	496	6.60%
2014	7,204	6,776	428	5.90%
2015	7,039	6,683	356	5.10%
2016	6,922	6,571	351	5.10%
2017	6,842	6,509	333	4.90%
2018	6,797	6,568	229	3.40%

Source: Virginia Employment Commission, 2019.

In 2018, the unemployment rate dropped from a high of 5.3% in January to 3.4% in December.

Table 16: Labor Force Characteristics, 2018, Alleghany County

Period	Civilian Labor Force	Employment	Unemployment	Unemployment Rate (%)
January	6,720	6,361	359	5.30%
February	6,794	6,457	337	5.00%
March	6,815	6,514	301	4.40%
April	6,867	6,622	245	3.60%
May	6,893	6,634	259	3.80%
June	6,916	6,622	294	4.30%
July	6,802	6,533	269	4.00%
August	6,736	6,475	261	3.90%
September	6,795	6,566	229	3.40%
October	6,818	6,590	228	3.30%
November	6,770	6,548	222	3.30%
December	6,797	6,568	229	3.40%

Source: Virginia Employment Commission, 2019.

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.

Table 17: 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
2011	No data	No data	No data
2012	No data	No data	No data
2013	271	2,898	\$624
2014	264	2,742	\$631
2015	279	2,763	\$651
2016	300	2,707	\$666
2017	355	3,754	\$657

Source: Quarterly Census of Employment and Wages, U.S. Bureau of Labor Statistics, 2019.

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 18: 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
2011	No data	No data
2012	No data	No data
2013	\$624	\$994
2014	\$631	\$1,011
2015	\$651	\$1,035
2016	\$666	\$1,044

Source: Quarterly Census of Employment and Wages, U.S. Bureau of Labor Statistics, 2019.

Table 19: Industry of Employed Persons, Clifton Forge

Industry Category	Number	Percent
Civilian employed population 16 years and over	1,190	100.00%
Agriculture, forestry, fishing and hunting, and mining	15	1.30%
Construction	33	2.80%
Manufacturing	190	16.00%
Wholesale trade	0	0.00%
Retail trade	183	15.30%
Transportation and warehousing, and utilities	94	7.90%
Information	0	0.00%
Finance and insurance, and real estate and rental and leasing	34	2.90%
Professional, scientific, and management, and administrative and waste management services	65	5.50%
Educational services, and health care and social assistance	318	26.60%
Arts, entertainment, and recreation, and accommodation and food services	137	11.50%
Other services, except public administration	75	6.30%
Public administration	46	3.90%

Source: 2013-2017 American Community Survey, Table C24050

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 anti-discrimination 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 20: Occupation of Employed Persons, Clifton Forge

Occupation Category	Number	Percent
Civilian employed population 16 years and over	1,190	100.00%
Management, business, science and arts occupations	320	26.90%
Service occupations	271	22.80%
Sales and office occupations	314	26.40%
Natural resources, construction and maintenance occupations	74	6.20%
Production, transportation, and material moving occupations	211	17.70%

Source: 2013-2017 American Community Survey

Major Employers

The following tables show major employers for Clifton Forge in 2017 and Alleghany County in 2018 based on data provided, respectively, by InfoUSA and the Virginia Employment Commission. Major employers represent several sectors including industrial, retail, medical and government.

Table 21: Clifton Forge Major Employers, 2017

No.	Employer	Employees	No.	Employer	Employees
1	Alleghany Rehabilitation	84	14	Sona Bank	19
2	Kroger	75	15	Highlands Community Bank	18
3	Golden Living Center	74	16	Clifton Forge School of the Arts	17
4	The Woodlands	60	17	Pizza Hut	16
5	Town of Clifton Forge	47	18	Americare Plus, LLC	15
6	Medi Home Health and Hospice	30	19	Dairy Queen	15
7	Commonwealth LifeSpan Services	30	20	Scott Hill Retirement Community	15
8	Alleghany Highlands Community Services	24	21	Alleghany County Public Schools	13
9	Hardee's	20	22	Clifton Forge High	13
10	Mountain Regional Hospice	20	23	Northwest True Value	12
11	Regional Home Care	20	24	Bob Warf Senior Citizens Center	10
12	Bolivia Lumber Company	20	25	Friendship Residence	10
13	Bath County Community Hospital	20	Source: InfoUSA, 2017		

Table 22: Alleghany County Major Employers, 4th Quarter, 2018

No.	Employer	Employees	No.	Employer	Employees
1	Alleghany Highlands Public School Board	100-499	26	Farrars Incorporated	20-99
2	HCA Virginia Health System	No data	27	Jenfab	No data
3	County of Alleghany	100-499	28	Hardee's	No data
4	Dabney S. Lancaster Community College	100-499	29	Commonwealth Lifespan Services	20-99
5	Alliance Group Rock Tenn	No data	30	Total Plant Maintenance	20-99
6	Kissito Healthcare	100-499	31	Jack Masons Tavern	20-99
7	Alleghany Highland Mental Health Services	No data	32	TR Lodging Enterprises, Inc.	20-99
8	Bacova Guild	20-99	33	Carrols LLC	No data
9	McDonald's	No data	34	Taco Bell	No data
10	Kroger	20-99	35	Covington Honda / Nissan	20-99
11	Boys Home	No data	36	Healthcare Services Group	No data
12	The Woodlands	No data	37	Sonoco Products Company	20-99
13	Captive Alternatives	No data	38	Dawn Warehousing, Inc	20-99
14	Americare Plus	20-99	39	Virginia Department of State Police	No data
15	Hammond Mitchell, Inc.	20-99	40	Wholesale Tire Company	1-19
16	Bennett Logging and Lumber	20-99	41	Balchem Corporation	1-19
17	WVVA Health Care Alliance	20-99	42	Blue Ridge Lumber Company	20-99
18	Town of Clifton Forge	20-99	43	Holiday Inn Express	No data
19	Clifton Forge Dairy Queen	No data	44	Jackson River Enterprises	1-19
20	SDH Services	20-99	45	S J Neathawk Lumber, Inc.	1-19
21	Jackson River Vocational Center	20-99	46	Alleghany Highlands YMCA	20-99
22	Mayflower and Highland	No data	47	Shenandoah Autism Center	1-19
23	Creative Fabrication	20-99	48	Cole Shows Amusement Company	1-19
24	Best Western Mountain View	No data	49	Alleghany Asphalt & Construction	No data
25	Faneuil, Inc.	20-99	50	NPC International, Inc.	No data

Source: Virginia Employment Commission, May 2019

Virginia Enterprise Zone Program

The Virginia Enterprise Zone Program is a partnership between state and local government to encourage job creation and private investment in targeted areas of the state.

The program accomplishes this by designating zones throughout the state and providing two grant-based incentives, the Job Creation Grant (JCG) and the Real Property Investment Grant (RPIG).

Eligibility for the JCG is open to qualifying businesses located within the Enterprise Zone which may be entitled to \$500-\$800 per new position per year for five years (positions 1-4 do not count). Excludes retail, personal service, personal care services, hair, nail and skin care services, diet and weight reducing centers, death care services, funeral homes and funeral services, cemeteries and crematories, dry cleaning and laundry services, coin-operated laundries and dry-cleaners, linen and uniform supply, industrial launderers, pet care, except veterinary services, photo finishing, photo finishing laboratories, except one-hour, one-hour finishing, parking lots and garages and all other personal services.

The RPIG provides funds up to \$100,000 per building for qualifying real property investments of less than \$5,000,000 and up to \$200,000 per building or facility for qualifying real property investments of \$5,000,000 or more over a five-year period.

The two state incentives are available to businesses and Zone Investors who create jobs and/or invest in real property within the boundaries of Enterprise Zones. Enterprise Zones in the Commonwealth are administered through the Virginia Department of Housing and Community Development.

Alleghany/Covington/Clifton Forge Enterprise Zone

In addition to the state grant programs, the Town of Clifton Forge provides fee reductions and rebates for locating businesses in the Enterprise Zone, which are:

Utility Consumer Tax Reduction: A payment equal to the amount of a three-year reduction of utility consumer tax for qualifying new businesses. A 70% reduction for year one, 40% reduction for year two and a 20% reduction for year three.

Business License Tax Reduction: A payment equal to the amount of a three-year reduction of business license taxes for qualifying new businesses. 70%-40%-20% reductions

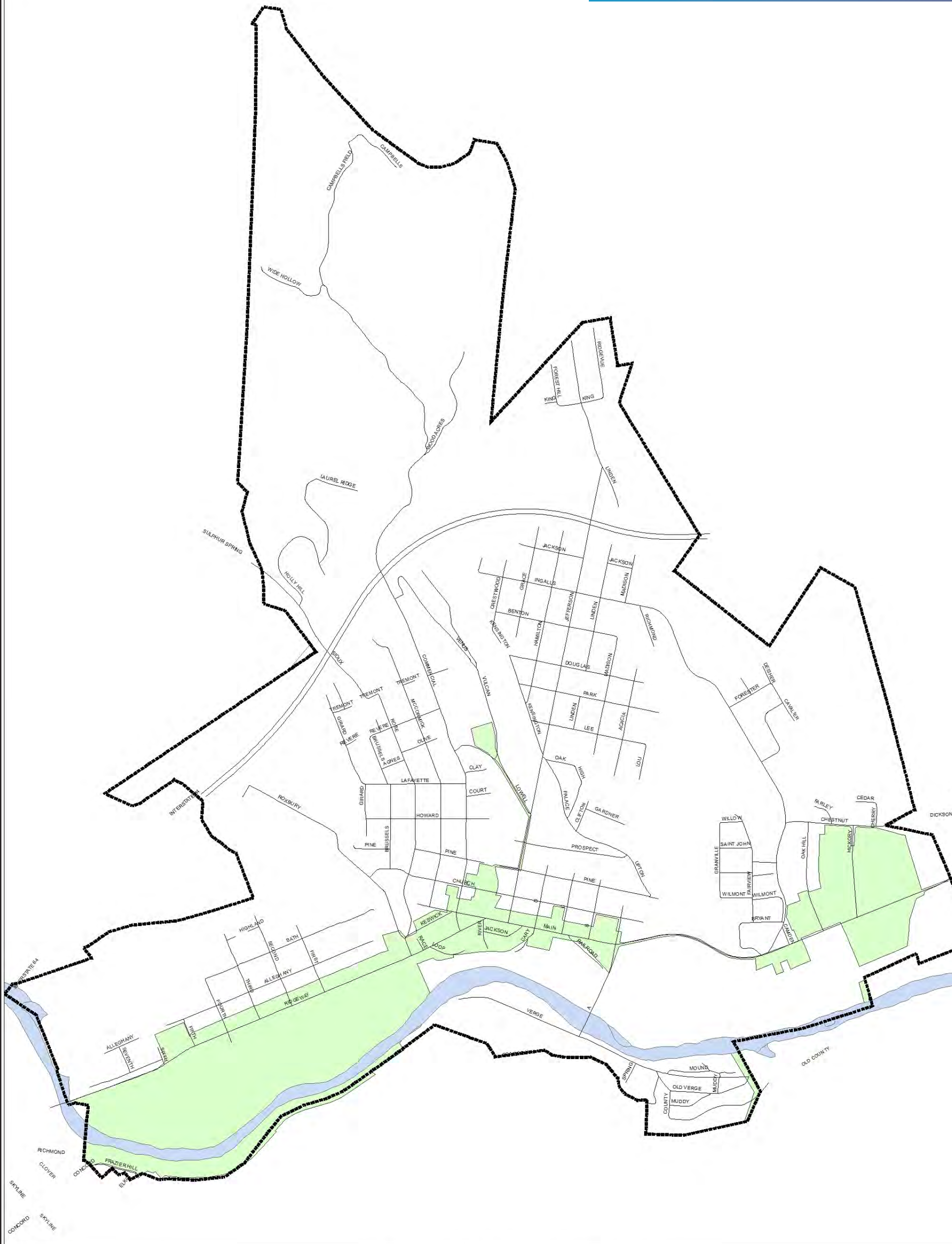
Real Estate Tax Reduction: A payment equal to the amount of a three-year reduction in real estate taxes for qualifying new businesses. 70%-40%-20% reductions

Machinery and Tools Tax Reduction: A payment equal to the amount of a three-year reduction in the machinery and tool tax for qualifying new businesses. 70%-40%-20% reductions

Rezoning Fees Reimbursement: A payment equal to the amount of the rezoning application fees for a qualifying new business.

Building Permit Fee Reimbursement: A payment equal to the amount of the building permit fees for qualifying new businesses.





Town of Clifton Forge

Map 7: Clifton Forge Enterprise Zone

Scale 0 475 950 1,900 Feet

Source: Roanoke Valley-Alleghany Regional Commission, 2019.

Legend

Enterprise Zone

Broadband Infrastructure

A major update to the Comprehensive Plan is the discussion of broadband infrastructure in Clifton Forge.

Background

In the spring of 2016, the Alleghany Highlands region of Clifton Forge, Covington, Alleghany County, Craig County, and northern Botetourt County were awarded a DHCD (Virginia Department of Housing and Community Development) grant to identify gaps in current and future broadband needs in the region, look for way to develop productive public/private partnerships with broadband providers, and identify ways to use broadband to improve medical services, create jobs, attract and retain businesses, and improve the quality of life. The overall goal has been to develop a comprehensive set of strategies that could be used to improve broadband connectivity for businesses, residents, and institutions. In December 2016, Broadband Strategies Alleghany Highlands Region Clifton Forge, Northern Botetourt, Covington, Craig, Alleghany was published



As part of the work, a survey of how both residents and businesses were using broadband and their needs were taken. More than 250 responses to the two surveys were received. The data shows that there is wide-spread dissatisfaction with current services:

- ◇ 91% of businesses and 89% of residents want better Internet service.
- ◇ A third of households are using the Internet for K-12 schoolwork, college school, and/or job training. 8% of residents work full time from home, and overall, 59% of residents are trying to work part or full time from home. Internet access is no longer an entertainment luxury, but a necessity for education and work.
- ◇ 20% of residents spend more than \$200/month for telecom services, and 82% are spending more than \$75/month. Internet, TV, and landline phone service is a significant part of household budgets.
- ◇ 75% of businesses are not at all satisfied or only somewhat satisfied with their current Internet service. 74% said Internet was very important to the success of their business. Broadband has, over the past twenty years, become critical infrastructure for the region. Routine activities of both residents and businesses now often require Internet access.

Economic development has also been affected. In the Alleghany Highlands region, the ability to work from home is now often dependent on the availability of affordable, fast Internet services. Job training, filling out job applications, and the ability to take college level classes online all have an effect on the region's ability to compete in the global economy. Younger workers and families not only expect but demand adequate high-speed broadband and Internet service, and real estate agents in the area report that home buyers will not consider purchasing a home in parts of the region that lack good broadband service.

Implementation Activities

Since the publication of the Broadband Strategies document in 2016, a Broadband committee was formed to oversee the implementation of broadband infrastructure and services in the Town. To date, Lumos has reached an agreement for the provision of broadband throughout Clifton Forge by the end of 2020.

Mixed-Use Business Community Character District

The Mixed-Use Business Community Character District (MUB CCD) are outlying existing nodes of commercial and residential or potential redevelopment sites for such. The MUB CCD has specific District-, Site-, and Building-level characteristics.

District

A MUB CCD District has:

- ◇ Suburban, automobile-friendly districts for retail and office uses. These districts should combine retail, office, civic, limited residential, and open spaces into unified blocks based on a grid street pattern; and
- ◇ Emphasis should be placed on the pedestrian experience with parking accommodated in screened surface lots.



MUB CCD District on Main Street, with office, restaurant, and retail uses

Site

A MUB CCD Site has:

- ◇ Ability to accommodate sites for large format retail and office uses, mixed-use buildings, well-landscaped, and surface parking;
- ◇ Buildings arranged to create a consistent street wall close to sidewalks, and organization of buildings around a central square or main street is encouraged; and
- ◇ Sidewalks, paths, and landscaping should be consistent within a development and are important aspects of site design.



MUB CCD Site with retail and residential potential on East Ridgeway Street

Building

A MUB CCD Building has:

- ◇ Traditional and consistent architectural styles; and
- ◇ One to four stories;



MUB CCD Building with commercial, and residential potential at corner of Race and East Ridgeway Streets

Mixed-Use Business Community Character District Strategies

Character of the Community

These strategies set the framework (and subsequent layout) of the district, sites, and buildings of the MUB CCD based on the District-, Site-, and Building-level characteristics.

MUB CCD Strategies

District:

- Allow for flexibility in design to allow for campus style development.
- Provide buffering where adequate for any surrounding incompatible uses.
- On smaller and compact parcels being developed or redeveloped, assess and determine the compatibility..

Site:

- Require buildings to be set close to interior streets.
- Require all commercial signs to be monument style with materials similar to that of the primary structure.
- Require landscaping materials as a means to soften the appearance of parking areas and reduce the sea of parking at retail/commercial sites.

Building:

- Require a consistent architectural theme for buildings within a retail/commercial development, including freestanding ones on outparcels. Standards for consistency should be established for the character, materials, texture, color, and scale of buildings. Chain restaurants, retail, and other structures should adjust elements of their standard architectural model to be consistent with a development's architectural character. Signage and lighting should be consistent with development-adopted signage and design standards.
- Require new development or redevelopment, within commercial districts, with an identifiable and desirable historic style to be compatible with existing structures in terms of building size, façade widths, window size and placement, and façade details such as cornices or awnings.
- Require four-sided architecture features on outparcel buildings, that is consistent with the front facade. It is a given that the building's front façade is the central point in its level of architectural character and features; however, any side of a building visible from offsite should have architectural detailing.
- Encourage all buildings to be constructed or covered with materials that are durable, and of a quality that retain its appearance over time. Such materials could include natural or synthetic stone; brick; stucco; integrally colored, textured, or glazed concrete masonry units; high-quality pre-stressed concrete systems; or glass.
- Require outparcel structures to incorporate materials and colors that are similar to and compatible with those used on the primary building(s) in the development.

Neighborhood Commercial Community Character District

The Neighborhood Commercial Community Character District (NC CCD) are small concentrations of commercial and retail uses meant to serve smaller populations. The NC CCD has specific District-, Site-, and Building-level characteristics.

District

A MUB CCD District has:

- ◇ Small nodes of commercial, service, and retail uses;
- ◇ A service area limited to the immediate and surrounding neighborhoods; and
- ◇ Uses located usually near intersections.

Site

A MUB CCD Site has:

- ◇ On-street parking availability, or is located at the side or rear of the building, like the neighborhood design standards; and
- ◇ Small individual uses with limited impact on adjacent neighborhoods.

Building

A MUB CCD Building has:

- ◇ A traditional architectural style characteristic of or compatible with the neighborhoods they serve;
- ◇ Minimal impact on the surrounding homes in the neighborhood;
- ◇ A building scale that is proportional to homes in the neighborhood; and
- ◇ Residential structures reused as neighborhood commercial uses.



NC CCD District on East Ridgeway Street



NC CCD Site on East Ridgeway Street



NC CCD Building on East. Ridgeway Street

NC CCD Strategies

District:

Limit neighborhood commercial centers to sites less than five acres to accommodate buildings and parking, for a total floor area less than 25,000 square feet.

Create a neighborhood commercial center or district in or adjacent to each of the character areas or neighborhoods.

Locate sites along a major corridor or arterial street with easy access from local neighborhoods.

Site:

Provide landscape buffering between commercial uses and adjacent residential.

Encourage parking to the rear of buildings, and/or side where rear parking is not feasible.

Limit signs and lighting to avoid impacts on nearby homes.

Building:

Require compatible building design with surrounding residential areas with regard to materials, scale, and relationship to the streets.

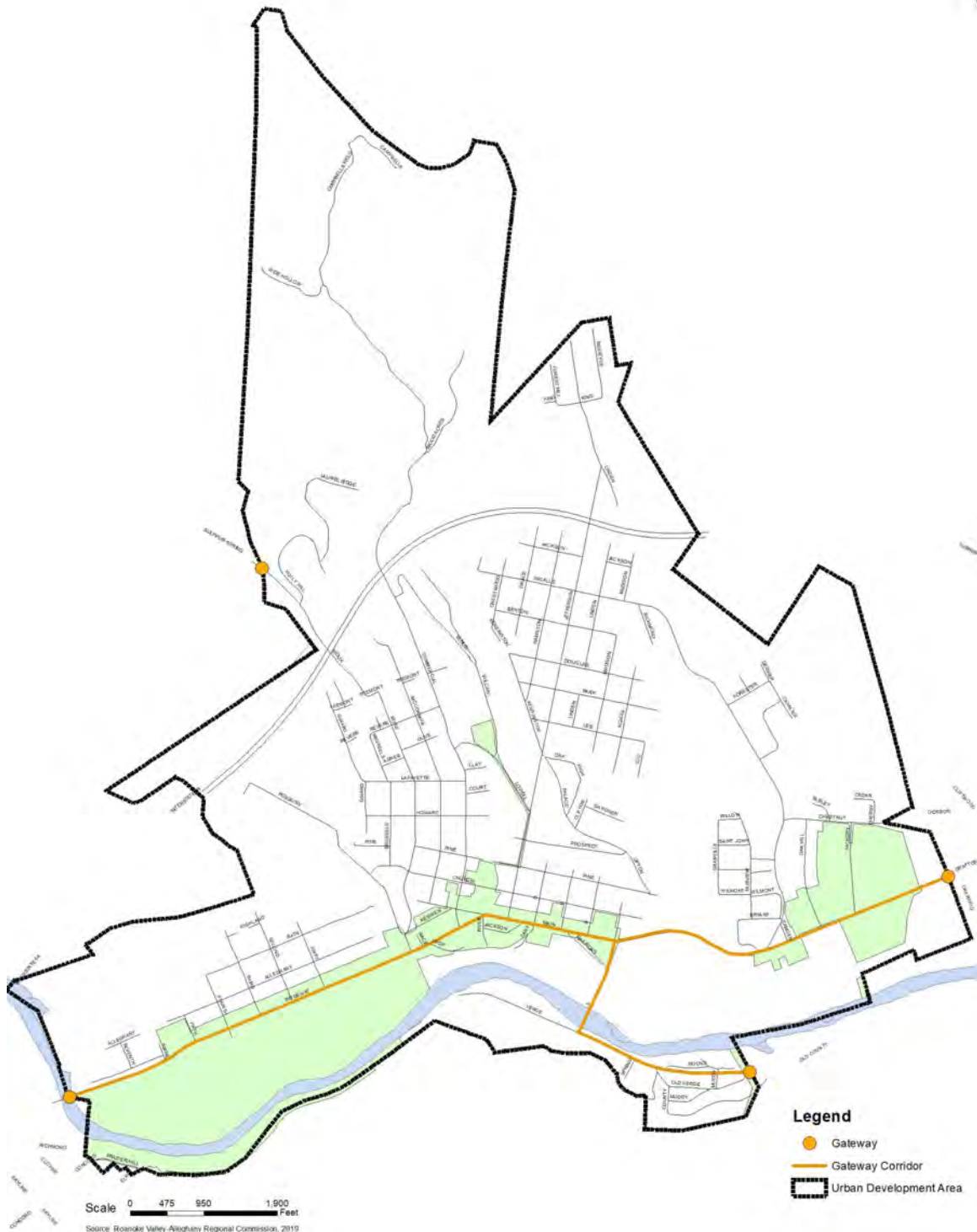
Encourage mixed-use structures such as small commercial structures with attached residences or offices.

Gateways and Corridors Community Character District

The Gateways and Corridors Community Character District (GC CCD) serves as an overlay district for the entire town as it pertains to the major corridors and gateways. The GC CCD has three components:

1. Views
2. Landscaping
3. Signs

Many gateways into the community need modification and enhancement and the recommendations found in the Recommendations and Implementation Strategies chapter are geared to focus local efforts toward such





INSIDE THE CHAPTER:

Housing Units

Housing Type

General Housing Characteristics

Housing Age

Affordable Housing

Allegheny County Comprehensive Housing

Market Study

Traditional Neighborhoods Community Character

District

Traditional Neighborhoods Community

Character District Strategies

Suburban Neighborhoods Community Character

District

Suburban Neighborhoods Community

Character District Strategies

HOUSING



8

Housing: at a Glance

2017 Number of Houses By Occupancy

1,897



Vacant: 283

Occupied: 1614

-rented: 951

-owned: 663



mobile homes made up 1% or less of the housing type between 2000 and 2017

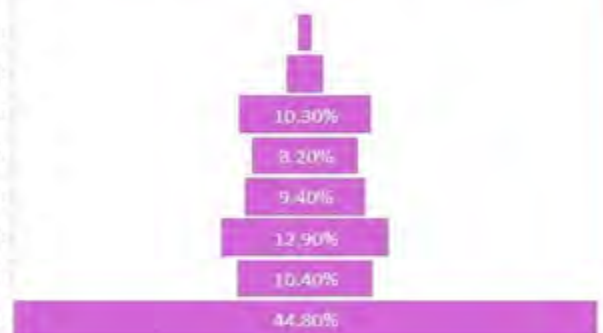
Median Housing Value
 2000... \$52,800
 2009...\$84,900
 2017...\$86,900



Median Contract Rent
 2000...\$341/month
 2009...\$491/month
 2017...\$681/month

Housing Units by Year Structure Built, 2017

Built 2014 or later
 Built 2010 to 2013
 Built 2000 to 2009
 Built 1990 to 1999
 Built 1980 to 1989
 Built 1970 to 1979
 Built 1960 to 1969
 Built 1950 to 1959
 Built 1940 to 1949
 Built 1939 or earlier



Housing Problems

Criteria	2017
Units Lacking Complete Kitchen	6.60%
Units Lacking Complete Plumbing	0.00%
Units with More than 1.01 Persons Per Room	1.00%
Renters Paying More than 30% of the Occupant Household's Income	43.30%
Owners with a Mortgage Paying More than 30% of the Occupant Household's Income	25.50%
Owners without a Mortgage Paying More than 30% of the Occupant Household's Income	5.60%

In 2017 the Clifton Forge median rent was 58% of the statewide median rent.



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

Rent and Mortgage State Comparison, 2013-2017



Chapter 8: Housing

Housing Units

There was a small decrease in the total number of housing units in Clifton Forge for the period 2000 to 2017. The number of vacant housing units increased by 24% during the same period. The American Community Survey defines vacancy rate as the people at the address surveyed that have been there or will be there more than two months.

A housing unit occupied at the time of interview entirely by people who will be there for 2 months or less is classified as vacant. Such units are included in the estimated number of vacant units.

The percentage of owner-occupied housing decreased from 2000 to 2017. The number of owner-occupied units has decreased by 202 units from 2000 to 2017. The number of renter-occupied units decreased by 25 units during the same period.

Table 23: Housing Units by Occupancy

	2000	2010	2017	Change	Percentage of Total Units in 2017
Total Housing Units	2,069	2,004	1,897	-8.30%	100
Vacant Units	228	303	283	24.10%	15
Occupied Units	1,841	1,701	1,614	-12.30%	85
Owner-Occupied	1,153	1,034	951	-17.50%	59
Renter-Occupied	688	667	663	-3.60%	41

Source: U.S. Census Bureau, Census of Housing, 2000 and 2010; 2013-2017 American Community Survey, Table B25001 and S2502

Table 24: Housing Type

Type	2000		2009		2017	
	Number	Percent	Number	Percent	Number	Percent
Single-Family	1,564	76.00%	1,583	78.10%	1,527	80.50%
Multi-Family	499	24.00%	433	21.40%	368	19.40%
Mobile Homes	6	0.00%	11	0.50%	2	0.10%
TOTALS	2,069	100.00%	2,027	100.00%	1,897	100.00%

Source: U.S. Census Bureau, Census of Housing, 2000; 2005-2009 and 2013-2017 American Community Survey, Table S1101

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.

General Housing Characteristics

The median home value increased by 64 percent from 2000 to 2017. The median rent increased 85 percent. The amount of housing stock 30 or more years old increased 100 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 increased 0.1% and the percent of units lacking complete plumbing remained at zero from 2000 to 2017.

Table 25: Housing Characteristics

Characteristic	2000	2009	2017
Median Value	\$52,800	\$84,900	\$86,900
Median Contract Rent	\$341	\$491	\$681
Percent of Housing 30 Years or Older	92.1	95.2	95.9
Percent of Occupied Units with More than 1.01 Persons / Room	1	0.9	1
Percent of Occupied Units Lacking Complete Plumbing for Exclusive Use	0	0	0

Source: U.S. Census Bureau, Census of Housing, 2000; 2005-2009 and 2013-2017 American Community Survey, Table DP04

Housing Age

Over 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.

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 can meet 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."

In 2017 the Clifton Forge median rent was 58% of the statewide median rent. Approximately 28% of renters in Clifton Forge were paying less than \$500 per month. 73% of renters were paying above \$500 per month compared to 92% of renters statewide.

Clifton Forge median owner costs with a mortgage were 51% of the statewide median while median owner costs without a mortgage were 78 percent of the state median. The lower monthly mortgages may be attributed to lower housing 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 housing values and a long-term ownership trend in the town creating an opportunity for owners to pay off a mortgage.

Table 26: Housing Units by Year Structure Built, 2017

Time Period	Number	Percent
Built 2014 or later	0	0.00%
Built 2010 to 2013	0	0.00%
Built 2000 to 2009	21	1.10%
Built 1990 to 1999	55	2.90%
Built 1980 to 1989	196	10.30%
Built 1970 to 1979	156	8.20%
Built 1960 to 1969	179	9.40%
Built 1950 to 1959	244	12.90%
Built 1940 to 1949	196	10.40%
Built 1939 or earlier	850	44.80%

Source: 2013-2017 American Community Survey, Table DP04

Table 27: Housing Problems

Criteria	2000	2009	2017
Units Lacking Complete Kitchen	0.30%	0.00%	6.60%
Units Lacking Complete Plumbing	0.00%	0.00%	0.00%
Units with More than 1.01 Persons Per Room	1.00%	0.90%	1.00%
Renters Paying More than 30% of the Occupant Household's Income	34.80%	50.90%	43.30%
Owners with a Mortgage Paying More than 30% of the Occupant Household's Income	20.50%	8.70%	25.50%
Owners without a Mortgage Paying More than 30% of the Occupant Household's Income	4.80%	16.00%	5.60%

Source: U.S. Census Bureau, 2000 and 2010; 2013-2017 American Community Survey, Tables B25051, B25101, and B25106

A standard measure of affordability for both owners and renters 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 2017, it was estimated that 25.5% of homeowners with a mortgage in Clifton Forge were applying more than thirty percent or more of their income toward housing costs and 43.3% of renters were applying 30 percent or more of their income toward housing costs.

Programs and Resources

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.

Comprehensive Housing Analysis Alleghany Highlands Region

In November 2018, Alleghany County hired S. Patz and Associates to perform a Comprehensive housing market study for the Alleghany Highlands. The Study covers Alleghany County, the City of Covington, and the Towns of Clifton Forge and Iron Gate.

The Study evaluated housing demand by type, sales market price, estimates of total finished square footage, lot size and age of residential structure for both single- and multi-family housing units. The Study was released in June 2019.

Central to Clifton Forge, two available vacant buildings were highlighted: 1) Clifton Forge High School; and 2) Clifton Forge East Elementary School. Both properties are historic and are located with federal historic districts as well as listed on the National Register of Historic Places. Current developer interest is focused on mixed income or workforce housing.

Table 28: Gross Rent

Category	Clifton Forge	Virginia
Median	\$681	\$1,166
Below \$500	27.90%	8.50%
\$500 or More	72.10%	91.50%
No Cash Rent	13.40%	5.30%

Source: 2013-2017 American Community Survey, Tables DP04 and B25063

Table 29: Owner Costs

	Clifton Forge	Virginia
Median Costs with a Mortgage	\$881	\$1,728
Median Costs without a Mortgage	\$352	\$453
Owners with a Mortgage	51.50%	69.60%

Source: U.S. Bureau of the Census, American Community Survey, 2013-2017 Estimates



Clifton Forge High School



Clifton Forge East Elementary School

Clifton Forge High School has been studied for adaptive reuse to market rate apartment units, like the Roland E. Cook Lofts and Billy Byrd developments in Vinton. Discussions between the Town (the owner) and developers have been ongoing but due to the size of the auditorium, it presents difficulties in developing the site (financially).

Clifton Forge East Elementary is also town-owned and has 20,000 square feet which has been labeled ideal for affordable, age-restricted/senior housing.

Traditional Neighborhoods Community Character District

The Traditional Neighborhoods Community Character District (TN CCD) is/are oftentimes typical extensions of the Central Business District (CBD). The TN CCD has specific District-, Site-, and Building-level characteristics.

District

A TN CCD District has:

- ◇ Average-sized blocks;
- ◇ Perpendicular street grid, typically extending from the CBD;
- ◇ Assortments of residential lot sizes and types accommodating single and multi-family uses; and
- ◇ Narrower streets/sidewalks enhancing the pedestrian-friendly environment.



TN CCD District

Site

A TN CCD Site has:

- ◇ Buildings that have somewhat varying setbacks and lot situations on the same block, but are primarily oriented to address the street; and
- ◇ Most garages that are detached and situated behind the house.

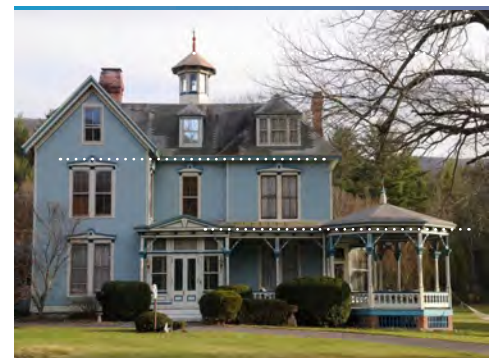


TN CCD Site

Building

A TN CCD Building has:

- ◇ A traditional architectural style characteristic of the period in which they were built;
- ◇ One or two stories and front porches are commonly found;
- ◇ New and infill buildings that maintain the proportion and details found in the current block; and
- ◇ Existing buildings built prior to 1970, with most built before 1950.



TN CCD Building

Traditional Neighborhoods Community Character District Strategies

Character of the Community

These strategies set the framework (and subsequent layout) of the district, sites, and buildings of the TN CCD based on the District-, Site-, and Building-level characteristics.

TN CCD Strategies

District:

- Require infill development to be of a similar size and scale and include comparable architectural detailing and style to adjacent historically or style-contributing homes.
- Require new subdivisions to include semi-regular blocks based on a grid street network.
- Allow a mix of single-family detached, attached single-family, and multi-family buildings in new Traditional Neighborhood Developments (TNDs). Multi-family buildings should resemble large single-family homes.
- Require transitions in lot sizes, setbacks, and building styles when new development is proposed adjacent to existing TNDs. The new block, street, and setback pattern should be consistent with the existing form to create a transition between the older neighborhoods and new styles. Dramatic transitions should be avoided when existing streets are extended to accommodate new developments.

Site:

- Allow variation of front-yard setbacks within a block to provide green space and avoid monotony. However, the variation in setback in a given block should not exceed 20% (in length) than the average of the two adjacent structures.

Building:

- Encourage two-or three-story buildings in new neighborhoods. The context of infill projects should establish the building height and number of stories that are appropriate.
- Encourage front porches on homes in Traditional Neighborhoods. However, infill homes in existing neighborhoods should reflect the contributing architectural features rather than including a porch by default.

Suburban Neighborhoods Community Character District

The Suburban Neighborhoods Community Character Districts (SN CCD) are often outward adjacent extensions of Traditional Neighborhood CCDs. These Districts often share part of the town boundary. The SN CCD has specific District-, Site-, and Building-level characteristics.

District

A SN CCD District has:

- ◇ Semi-symmetrical to asymmetrical blocks and lots formed by a curved street network;
- ◇ Streets have a narrow to moderate cross-section;
- ◇ Sidewalks provided on both sides of the street and paths may be provided through common open spaces; and
- ◇ (may have) sub-areas of diverse housing types including single-family detached, townhouses, and multi-family units.



SN CCD District

Site

A SN CCD Site has:

- ◇ Individual lots which are uniform in size and may be straight or asymmetrical in shape (wedge lots are commonly found near cul-de-sacs);
- ◇ Consistent front and side yard setbacks, with buildings typically sited at the center of the lot; and
- ◇ Attached garages, loading from the front or side.
- ◇ Individual driveways leading to the front of a single-family structures; and parking lots accessing the front and/or rear of multi-family units.



SN CCD Site

Building

A SN CCD Building has:

- ◇ A traditional architectural style characteristic of the period in which they were built;
- ◇ Homes with one or two stories;
- ◇ New and infill buildings that maintain the proportion and details found in the current block; and
- ◇ Homes which were typically built after 1970.



NC CCD Building

SN CCD Strategies

District:

Stress connectivity between new subdivision to avoid creating isolated developments in new suburban neighborhoods

Require parks and open spaces, making them focal points of new development.

Allow, for new developments, suburban-type development where subdivisions have no more than four units per acre. For new developments exceeding this density, Traditional Neighborhood character and development styles should be used.

Site:

Vary the architectural types and building setbacks along a street to increase character. A minimum and maximum setback should be established with deviations dependent upon the topography.

Encourage the planting of trees in front, side, and back yards.

Building:

Encourage side-loaded garages on new homes.



INSIDE THE CHAPTER:

- Highway Network
- Existing and Future Highway Conditions
- 2035 Rural Long-Range Transportation Plan
- VTrans2040 and SMART SCALE
- Urban Development Areas
- Future Transportation Needs
- Local and Regional Bicycle and Pedestrian Plans
- Commuting Patterns
- Rail Services
- Freight Movement
- Commercial Bus Service
- Transit, Paratransit, and Taxi
- Potential Transit Strategies for Rural Roanoke Valley-Alleghany Region
- Parking
- Air Travel

TRANSPORTATION



9

Transportation: At a Glance

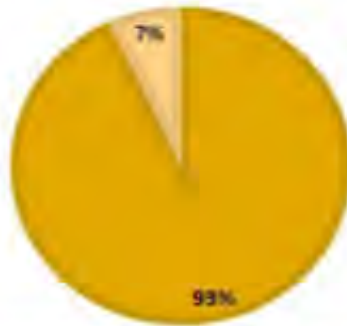


3.2% of people walked

4.9% of people worked from home

MEANS OF TRANSPORTATION

■ Drove alone ■ Carpooled



Amtrak and CSX Transportation



The major goods moving industry in the Town is the fueling station at CSX rail yard

The Mountain Express



offers a deviated-fixed-route service to the citizens of Alleghany County, City of Covington, and the Towns of Clifton Forge and Iron Gate

Clifton Forge is crossed by:

Interstate 64, US Highway 60, US Highway 60 Business, and US Highway 220



Worked in county of residence

72.5%

Worked outside county of residence

27.5%

Worked outside state of residence

2.4%

Place of work



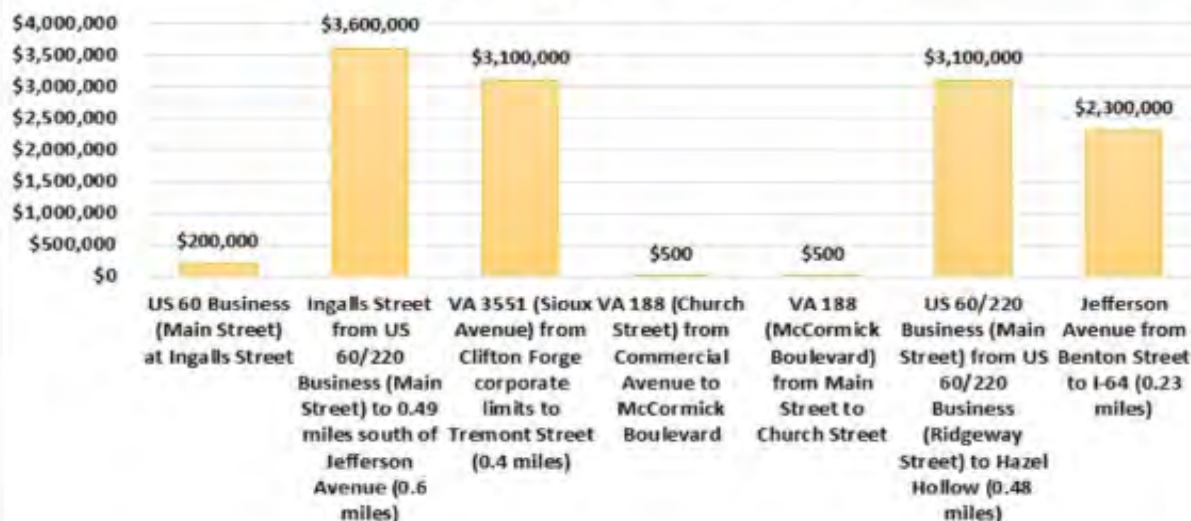
Only 2.4% worked outside of the State!

Commercial air passenger service is offered at two locations 50 miles from Clifton Forge



Greenbrier Valley Airport... Lewisburg, WV
Roanoke-Blacksburg Regional Airport... Roanoke, VA

Transportation Projects: Cost Estimate



Chapter 9: 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 8).

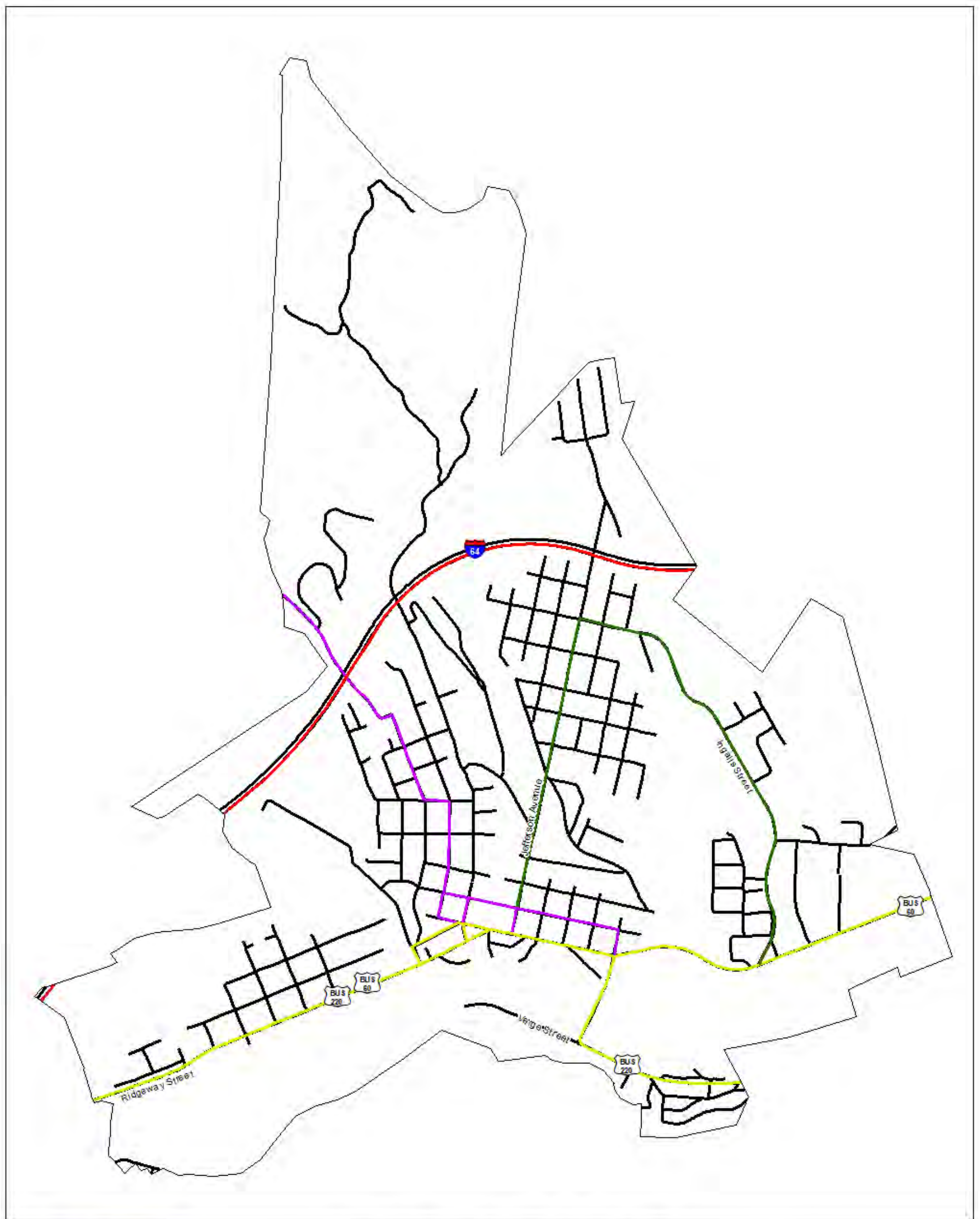
Table 30: Annual Average Weekday Traffic (AAWDT) Volume Estimates

Highway	Distance	From	To	2005	2010	2017
US 60/I-64/US 220	1.55 mi.	WCL Clifton Forge	ECL Clifton Forge	7,600	5,900	6,400
Bus. US 60/Bus. US 220 Ridgeway St.	0.27 mi.	WCL Clifton Forge	6 th St.	8,600	8,700	9,200
Bus. US 60/Bus. US 220 Ridgeway St.	0.61 mi.	6 th St.	Roxbury St.	9,100	9,500	8,700
Bus. US 60/Bus. US 220 Ridgeway St.	0.14 mi.	Roxbury St.	Commercial Ave.	9,200	9,600	7,500
Bus. US 60/Bus. US 220/SR 188 Ridgeway St.	0.07 mi.	Commercial Ave.	Main St.	5,100	4,900	7,500
Bus. US 60/Bus. US 220 Main St.	0.26 mi.	Ridgeway St.	B St.	6,300	8,400	6,800
Bus. US 60/Bus. US 220 Main St.	0.06 mi.	B St.	Bus. US 220	6,800	7,000	6,700
Bus. US 60	0.87 mi.	US 220 Bus.	ECL Clifton Forge	5,900	6,200	5,700
Bus. US 60/Bus. US 220 Roxbury St.	0.05 mi.	Ridgeway St.	Keswick St.	5,600	6,000	2,400
Bus. US 60/Bus. US 220 Keswick St.	0.14 mi.	Roxbury St.	Main St.	4,100	4,300	940
SR 188 Main St.	0.05 mi.	US 60, Keswick St.	McCormick Blvd.	3,000	2,900	1,800
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	1,000
SR 188 Commercial Ave.	0.06 mi.	Bus. US 60, Bus. US 220, Main St.	Church Street	3,000	2,900	1,600
SR 188 Church St.	0.07 mi.	Commercial Ave.	McCormick Blvd.	1,900	1,900	1,300
Bus. US 220	0.70 mi.	SCL Clifton Forge	Bus. US 60	2,400	2,000	2,100

Source: Average Daily Traffic Volumes 2005, Virginia Department of Transportation (VDOT), 2006. Average Daily Traffic Volumes 2010, VDOT, 2011; Average Daily Traffic Volumes 2017 VDOT, 2018..

Note: WCL, SCL, and ECL refer to West, South, and East Corporate Limits, respectively.

According to VDOT crash data for 2013 to 2018, there were 122 crashes in Clifton Forge. Of those, there were 0 fatalities, 1 serious injury, 23 visible injuries, 2 nonvisible injuries, and 96 involving property damage only. The serious injury occurred on I-64 in 2018. The majority of the 25 injury crashes occurred along Church, Main, and Ridgeway Streets in primarily commercial areas.



Scale 0 500 1,000 2,000 Feet

Town of Clifton Forge

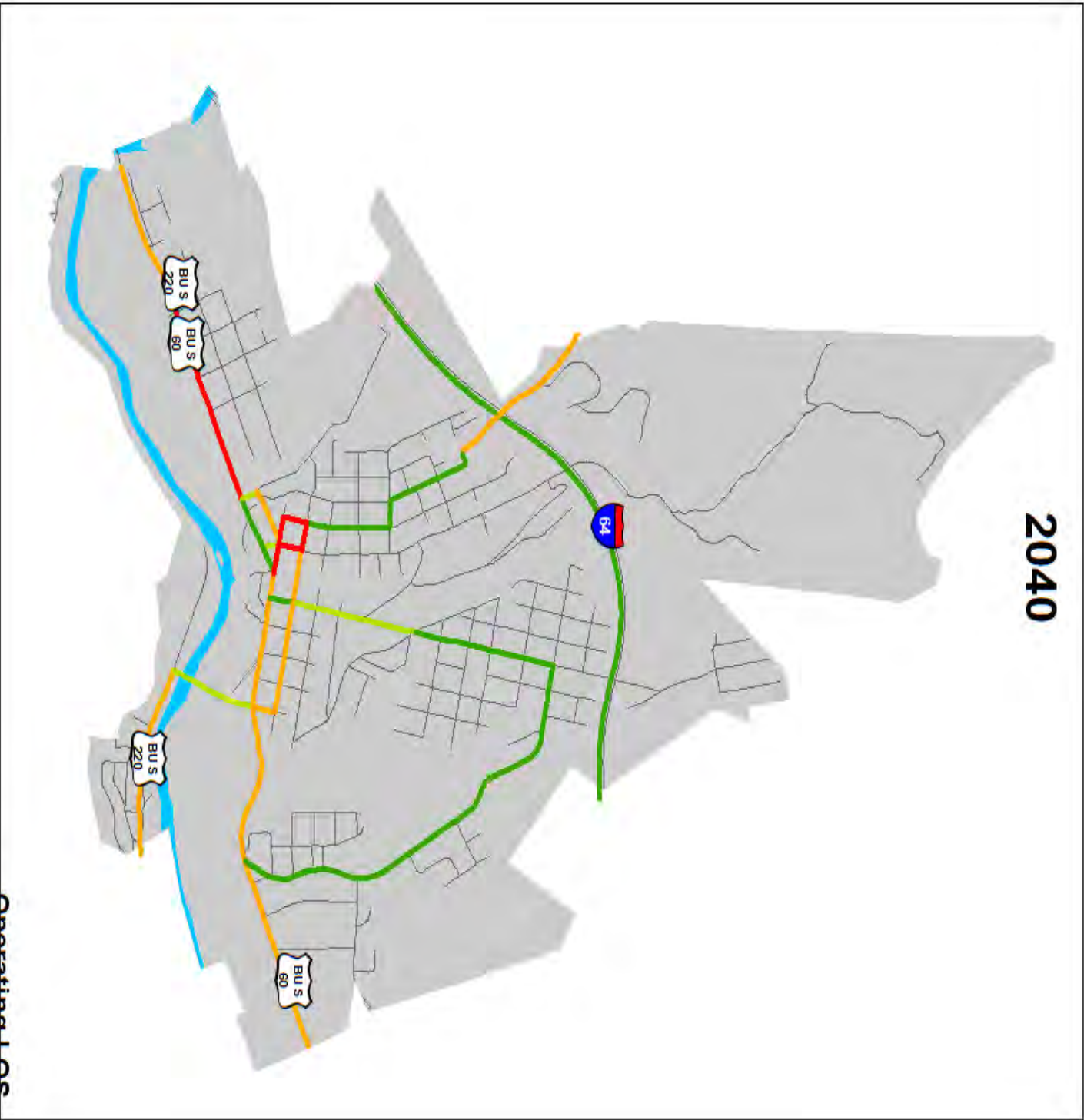
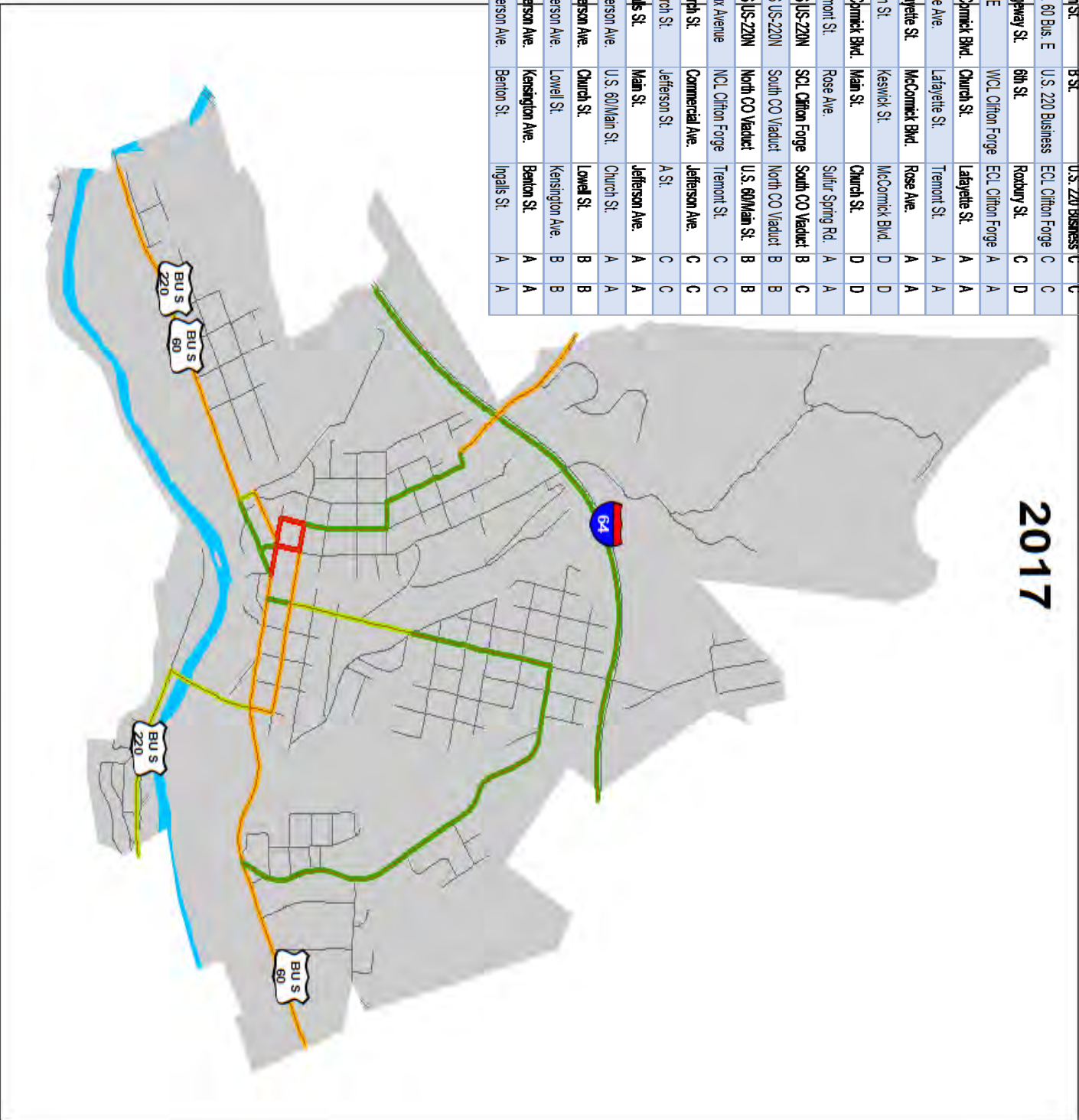
Map 8: Highway Network

Legend

- <all other values>
- Interstate; Urban Interstate
- Minor Arterial
- Major Collector
- Minor Collector
- Town

Source: Roanoke Valley-Alleghany Regional Commission, 2019.

Road Name	From:	To:	2017 2040 LOS LOS
Main St.	Ridgeway St.	B St.	C C
Main St.	B St.	U.S. 220 Business	C C
U.S. 60 Bus. E	U.S. 220 Business	ECL Clifton Forge	C C
Ridgeway St.	6th St.	Rockbury St.	C D
I-64E	WCL Clifton Forge	ECL Clifton Forge	A A
McComick Blvd.	Church St.	Lafayette St.	A A
Rose Ave.	Lafayette St.	Tremont St.	A A
Lafayette St.	McComick Blvd.	Rose Ave.	A A
Main St.	Keswick St.	McComick Blvd.	D D
McComick Blvd.	Main St.	Church St.	D D
Tremont St.	Rose Ave.	Sulfur Spring Rd.	A A
BUSUS-220N	SCL Clifton Forge	South CO Viaduct	B C
BUS US-220N	South CO Viaduct	North CO Viaduct	B B
BUSUS-220N	North CO Viaduct	U.S. 60/Main St.	B B
Sioux Avenue	NCL Clifton Forge	Tremont St.	C C
Church St.	Commercial Ave.	Jefferson Ave.	C C
Church St.	Jefferson St.	A St.	C C
Ingalls St.	Main St.	Jefferson Ave.	A A
Jefferson Ave.	U.S. 60/Main St.	Church St.	A A
Jefferson Ave.	Church St.	Lowell St.	B B
Jefferson Ave.	Lowell St.	Kensington Ave.	B B
Jefferson Ave.	Kensington Ave.	Benton St.	A A
Jefferson Ave.	Benton St.	Ingalls St.	A A



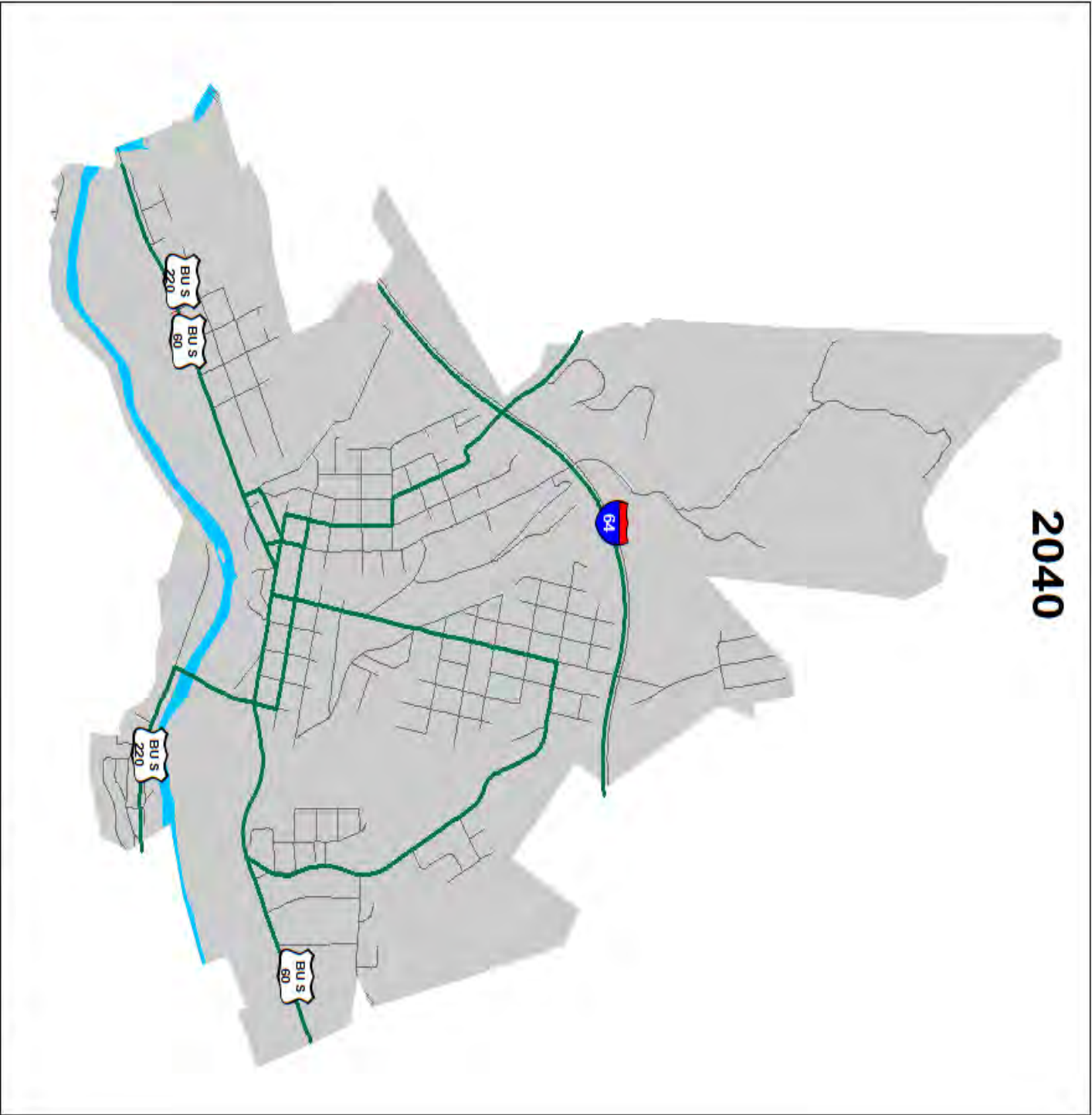
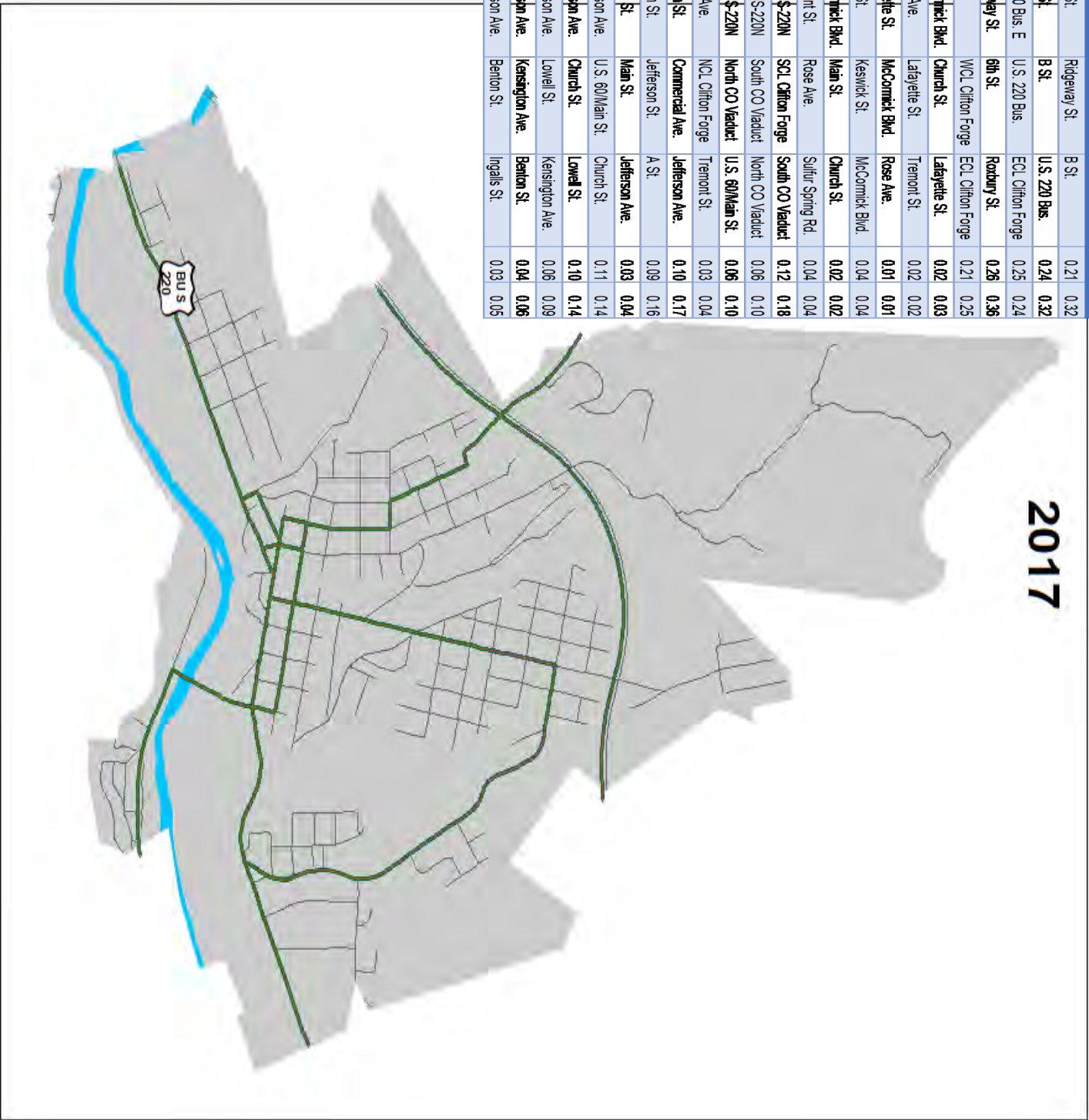
Source: Roanoke Valley-Alleghany Regional Commission, 2019.

Town of Clifton Forge
Map 9A and 9B
Operating Level of Service



- Operating LOS
- A
 - B
 - C
 - D
 - Town Streets

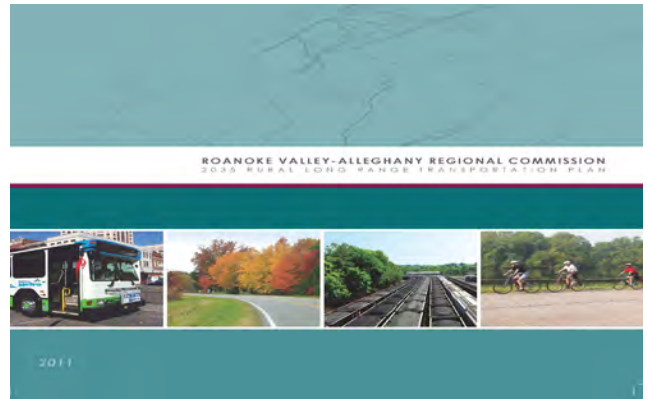
Road Name	From:	To:	2017 V/C Ratio	2040 V/C Ratio
Main St.	Ridgeway St.	B St.	0.21	0.32
Main St.	B St.	U.S. 220 Bus.	0.24	0.32
U.S. 60 Bus. E	U.S. 220 Bus.	ECL Clifton Forge	0.25	0.24
Ridgeway St.	6th St.	Roadbury St.	0.26	0.36
I-64E	WCL Clifton Forge	ECL Clifton Forge	0.21	0.25
McCormick Bld.	Church St.	Lafayette St.	0.02	0.03
Rose Ave.	Lafayette St.	Tremont St.	0.02	0.02
Lafayette St.	McCormick Bld.	Rose Ave.	0.01	0.01
Main St.	Keswick St.	McCormick Bld.	0.04	0.04
McCormick Bld.	Main St.	Church St.	0.02	0.02
Tremont St.	Rose Ave.	Sulfur Spring Rd.	0.04	0.04
BUS IJ-220N	SQL Clifton Forge	South CO Viaduct	0.12	0.18
BUS US-220N	South CO Viaduct	North CO Viaduct	0.06	0.10
BUS IJ-220N	North CO Viaduct	U.S. 60/Main St.	0.06	0.10
Spoux Ave.	NCL Clifton Forge	Tremont St.	0.03	0.04
Church St.	Commercial Ave.	Jefferson Ave.	0.10	0.17
Church St.	Jefferson St.	A St.	0.09	0.16
Ingalls St.	Main St.	Jefferson Ave.	0.03	0.04
Jefferson Ave.	U.S. 60/Main St.	Church St.	0.11	0.14
Jeffershn Ave.	Church St.	Lowell St.	0.10	0.14
Jefferson Ave.	Lowell St.	Kensington Ave.	0.06	0.09
Jeffershn Ave.	Kensington Ave.	Benton St.	0.04	0.06
Jefferson Ave.	Benton St.	Ingalls St.	0.03	0.05



Source : Roanoke Valley-Alleghany Regional Commission, 2019.

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. The Roanoke Valley-Alleghany Regional Commission 2035 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.

In 2016, under the direction of the Secretary of Transportation's Office of Intermodal Planning and Investment, VTrans2040 was adopted. The process, taking nearly four years to complete, updated the previous 2035 Plan. It is anticipated that a new Rural Long-Range Transportation Plan (LRTP) will be adopted in the foreseeable future, to complement VTrans2040.

VTrans2040 and SMART SCALE

VTrans2040 is the long-range, statewide multimodal policy plan that provides the vision and goals for transportation in the Commonwealth. It identifies transportation conditions and trends anticipated over the coming years and their potential impact on transportation.



VTrans2040 defines goals, objectives, and guiding principles to achieve a vision of the transportation system. It provides direction to state and regional transportation agencies on strategies and policies to be incorporated into their plans and programs, such as the Rural LRTP.

In 2014, legislation was approved which affects the way projects are prioritized in the VDOT Six-Year Improvement Program (SYIP). Under the Code of Virginia §33.1-23.5:5. Statewide prioritization process for project selection, this legislation created a system for project prioritization to guide decision making by the Commonwealth Transportation Board (CTB). Public hearings were held throughout the Commonwealth in September and October 2014 to receive citizen and stakeholder input as well as to inform the public of the new prioritization legislation known as SMART SCALE (System Management and Allocation of Resources for Transportation:



Safety, Congestion, Accessibility, Land Use, Economic Development, and Environment). The six prioritization factors included in SMART SCALE are: Safety, Congestion Mitigation, Accessibility, Land Use Coordination, Economic Development, and Environmental Quality.

Code of Virginia §33.2-358, approved by the General Assembly in February 2015, replaced the current \$500 million annual allocation made by the CTB and its corresponding formula and the old 40-30-30 allocation formula to the primary, secondary, and urban highways with a new formula that allocates the following:

- 45% of funds to the newly established state of good repair purposes,
- 27.5% to the newly established high-priority projects program,
- 27.5% to the highway construction district grant programs.

The construction district grant programs (as defined in § 33.2-371) refers to projects and strategies solicited from local governments that address a need in the Statewide Transportation Plan. The selection of projects and strategies for funding under this program are to be screened, evaluated, and selected according to the process established pursuant to SMART SCALE. In this program, candidate projects and strategies from localities within a highway construction district are compared against projects and strategies within the same construction district.

The High-Priority Projects Program (as defined in § 33.2-370) refers to projects of regional or statewide significance that address a transportation need identified for a corridor of statewide significance or a regional network in the Statewide Transportation Plan VTrans2040. The selection of projects and strategies for funding under this program are to be screened, evaluated, and selected according to the process established pursuant to SMART SCALE.

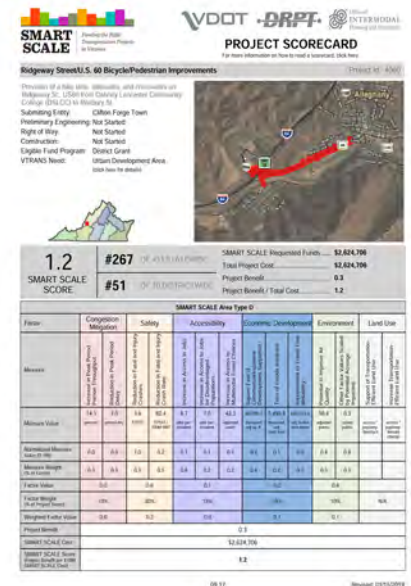
VTrans2040, has an initial screening process for potential SMART SCALE projects. The three basic “screens”, as it were, are:

1. Corridors of Statewide Significance
2. Regional Networks
3. Urban Development Areas
4. Safety

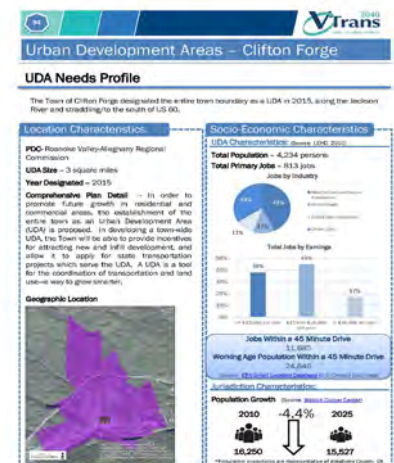
In 2019, development of VTrans2045 began. It is anticipated that the VTrans Mid-Term Transportation Needs will be released by the end of 2019. The new needs determine eligibility of projects into the SMART SCALE and VDOT Revenue Sharing programs.

Urban Development Areas

In 2015, the Town of Clifton Forge amended the Comprehensive Plan which established the entire town boundary as an Urban Development Area (UDA). The Clifton Forge UDA meets the intent of the Code of Virginia, Section 15.2-2223.1.



SMART SCALE project scorecard



VTrans 2040 UDA Needs Profile

Section 15.2-2223.1 of the Code of Virginia (1950), as amended, provides for local establishment of UDAs, in which growth is permitted, incentivized, or otherwise directed. A locality may establish a UDA by amending their comprehensive plan to establish and graphically identify UDAs on their Future Land Use Map.

Future Transportation Needs

The Town of Clifton Forge is a small rural locality where most developable land is already in use. The Town's topography of steep slopes, streams and the Jackson River has determined where past development could occur and will limit future development. The Town is not anticipating any substantial new growth for the 5-year planning period.

There are three ongoing efforts by the Town which could result in growth through reuse of existing properties and new development:

1. Preservation and reuse of downtown commercial property
2. Preservation and reuse of historic residential properties
3. Development of a new business park.



The Town is encouraging reuse of existing commercial buildings in the Central Business District to revitalize its economy. While marketing of downtown properties and recruitment of businesses to fill vacant buildings will bring new businesses and consumers to town, these activities are not expected to have a dramatic impact on the transportation network. A majority of the projects listed in the Transportation Priorities listed in Table 36 will occur in the downtown and will address traffic flow and parking issues associated with commercial activities.

To date, population estimates for Clifton Forge and Alleghany County are still decreasing. From 2000 to 2017, The Census Bureau reported a 15% population loss. The Weldon Cooper Center for Public Service's population projections for Alleghany County are at a similar rate, with 14,950 in 2020, 13,620 in 2030, and 12,157 in 2040 (19% decrease over the period). The Volume/Capacity Ratio, as shown previously in Maps 10A and 10B, represents how well an intersection accommodates vehicular demand. Capacity is defined as the maximum rate at which vehicles can pass through a given point in an hour under prevailing conditions. If the V/C Ratio is less than 0.85, it represents adequate capacity and no significant delays. The opposite will occur if the V/C Ratio reaches or exceeds 1.0. Ratios in Clifton Forge are very low currently and are projected to remain as such.

Since the Comprehensive Plan was last adopted in 2013, development and construction of a new site at the Business Center and a new adjacent access road from US 60/220 Business north to Chestnut Street is complete. Future development at the park is expected to be commercial in nature with low traffic volumes and little truck traffic which would impact the transportation network.

The overall transportation priorities discussed in this chapter were selected following review of existing planning documents and gathering of public input. Existing VDOT plans (Six Year Improvement Plan, 2035 Rural Long-Range Transportation) were used as the basis for development of the priority listing. Local plans including design of the business center access road, Downtown Vision & Strategic Plan, Downtown Marketing Strategy, and the Clifton Forge Trail Master Plan were all taken into consideration.

Projects were initially reviewed by the Comprehensive Plan Citizen's Committee, Town Council, and Town staff. Projects were further reviewed with VDOT staff during meetings and a field trip before creating the priority project list. All projects were reviewed based on need, impact on the transportation network, construction time required and cost.

Described on the following pages and shown on Map 11 are the priority transportation projects endorsed by the Town of Clifton Forge.

Table 31: Transportation Project Rankings, 2019

Rank	Location	Description	Cost Estimate
1	Ridgeway Street, between Commercial Avenue and the West Corporate Limit of Clifton Forge.	Mill 4356 feet of roadway, additionally edge mill road edges to allow for even transition to curb gutters. Adjust all utilitytops, remove and replace existing handicap ramps, install pavements markings. Include fee estimates for NEPA and VDOT.	\$564,927
2	US 60 Business (Main Street) at Ingalls Street	Reconfigure intersection to improve turning radius. Realign Ingalls Street to intersect at a 90-degree angle with Main Street.	\$200,000, and will be updated as more information is available
3	Ingalls Street from US 60/220 Business (Main Street) to 0.49 miles south of Jefferson Avenue (0.6 miles)	Reconstruct to rural two-lane roadway standards including guardrail in cut sections.	\$3,600,000
4	VA 3551 (Sioux Avenue) from Clifton Forge corporate limits to Tremont Street (0.4 miles)	Consider widening to 12-foot lanes and maintaining clear area near shoulders to improve sight distance and travel speeds (Add sidewalk).	\$3,100,000
5	US 60/220 Business (Main Street) from US 60/220 Business (Ridgeway Street) to Hazel Hollow (0.48 miles)	Reconstruct to urban two-lane standards with curb and gutter. Improve Access control.	\$3,100,000
6	Jefferson Avenue from Benton Street to I-64 (0.23 miles)	Reconstruct to urban two-lane roadway standards with sidewalk on both sides. Consider east side if funds are limited. Extend project limit south to Park Street to connect with the existing sidewalk on the east side.	\$2,300,000

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

Priority 1: Ridgeway Street between Commercial Avenue and the Clifton Forge West Corporate Limit

Reference: The Town of Clifton Forge applied for this project in 2018 through the VDOT State of Good Repair Program. The project was not funded.

Project Description: As Ridgeway Street is a major arterial through Clifton Forge, it is in need of roadway maintenance. This project seeks to resurface the roadway, aligning a smoother transition to curb gutters, and replace handicap ramps.



Recommendations:

Mill 0.825 miles of Ridgeway Street, adjust all utility tops, remove and replace existing handicap ramps, and install pavements markings

TRANSPORTATION PROJECT PRIORITIES

Priority 2: U.S. 60/U.S. 220 Business (Main Street) at Ingalls Street

Reference: Rural Long-Range Transportation Plan, page 10, #37. U.S. 60 Business (Main Street) at Ingalls Street – short-term reconfigure intersection.

Project Description:

When vehicles on Ingalls Street are waiting to turn left or right onto U.S. 60/220 Business (Main Street), they are challenged by poor sight distance in both directions. Realigning Ingalls Street to intersect at a 90-degree angle with Main Street would improve safety by providing a better sight distance.

Recommendations:

Realign Ingalls Street to intersect at a 90-degree angle with Main Street.



Priority 3: Ingalls Street from U.S. 60/U.S. 220 Business (Main Street) to Jefferson Avenue

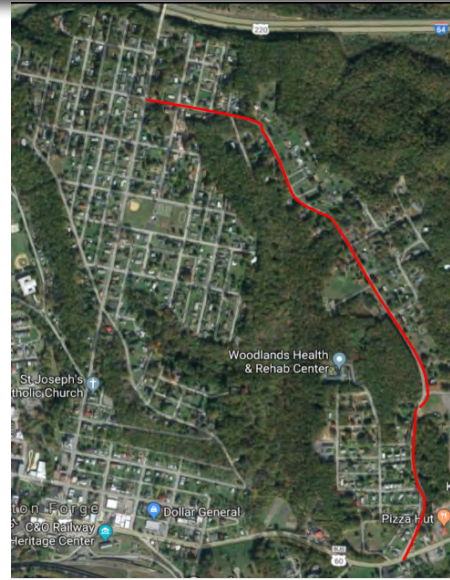
Reference: RVARC 2035 Rural Long-Range Transportation Plan, page 11, #42. Ingalls St. /US 60/220 Bus. (Main St.) to 0.49 miles south of Jefferson Ave. – Short-term reconstruct to urban two-lane roadway standards including guardrail in cut sections.

Project Description:

Ingalls Street is used by many residents in Clifton Forge as a bypass, avoiding the central business district to access residential areas on the north part of town. In some sections, Ingalls Street is narrow and windy. Contrary to the information in the Rural Long-Range Transportation Plan, Ingalls Street should be reconstructed as a rural two-lane roadway, north of Camden Street. Lane widths and roadway geometry should meet current standards. Guardrail is needed on the east side.

Recommendations:

Reconstruct to rural two-lane roadway standards north of Camden Street with guardrails on the east side.



TRANSPORTATION PROJECT PRIORITIES

Priority 4: VA 3551 (Sioux Avenue) from Clifton Forge Northern Corporate Limits to Tremont Street

Reference: RVARC 2035 Rural Long-Range Transportation Plan, page 10, #34. Sioux Ave. /Northern Corp. Limits – Clifton Forge to Tremont St. – Long-term consider widening to 12-foot lanes and maintaining clear areas near shoulders.

Project Description: VA 3551 (Sioux Avenue) serves as an alternate route for tourists to access Hot Springs. At the Clifton Forge/Alleghany County line, a double yellow line exists on the county side. In Clifton Forge, this road needs to be widened to the standard road width, striped, and a sidewalk constructed on the residential side.

Recommendations:

During road repaving, provide standard width travel lanes and stripe a double yellow center line.

Construct a sidewalk in front of the houses and connect it to the existing sidewalk on Rose Avenue.



Priority 5: U.S. 60/U.S. 220 Business (Main Street) from U.S. 60/U.S. 220 Business (Ridgeway Street) to Hazel Hollow

Reference: RVARC 2035 Rural Long-Range Transportation Plan, page 11, #44. US 60/220 Bus. (Main St.)/US 60/220 Bus. (Ridgeway St.) to Hazel Hollow – Mid-term reconstruct to urban two-lane roadway standards, with curb and gutter and access management.

Project Description:

The primary concern on Main Street between Ridgeway Street and Hazel Hollow (near Booker T. Washington Park) is the lack of adequate curb height, which is currently almost at street level. As a result, intersections often flood during rainstorms. Additionally, in narrow sections of sidewalk, the placement of utility poles may create an obstacle for people with disabilities.

Recommendations:

Reconstruct the street to provide adequate curb height and accessible sidewalks.



TRANSPORTATION PROJECT PRIORITIES

Priority 6: Jefferson Avenue from Benton Street to I-64

Reference: RVARC 2035 Rural Long-Range Transportation Plan, page 11, #45: Jefferson Ave. /Benton St. to I-64 – Long-term reconstruct to urban two-lane roadway standards.

Project Description:

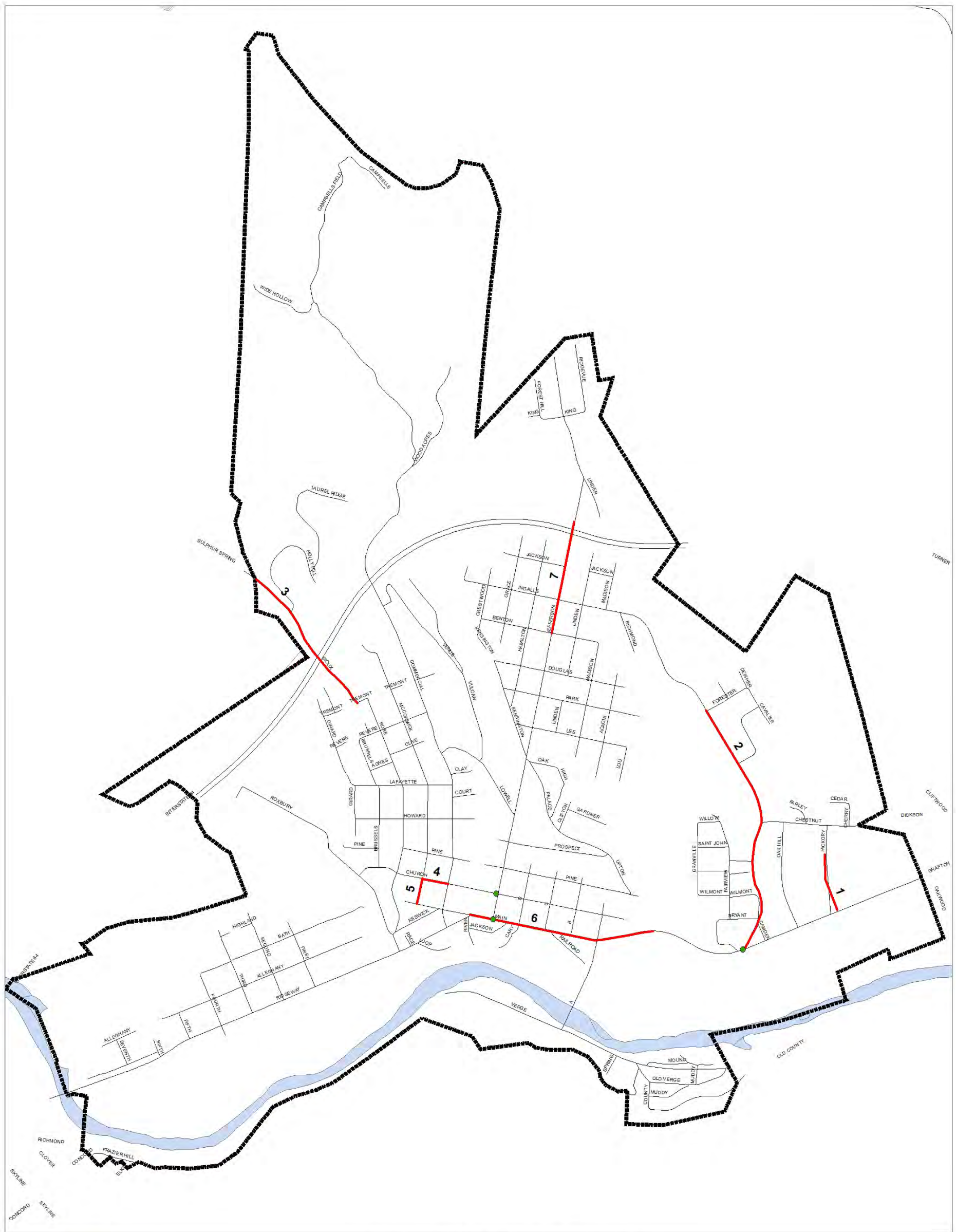
Jefferson Avenue is the primary north-south road in Clifton Forge. There is curbing along the east side of this section of Jefferson Avenue and overhead utilities on the west side. The pavement width in this section is 25' wide or 30' from the face of the utility poles to the face of curb. Based on the project limits stated in the Rural Long-Range Transportation Plan, it appears the project intention is to continue curb and sidewalk along the west side of Jefferson Avenue. However, based on terrain, the presence of utilities, and the fact that curb already exists on the east side, a sidewalk constructed first on the east side of Jefferson Avenue may be more feasible. If such sidewalk were constructed, the project limit on the south end should be extended to connect with the existing sidewalk at Park Street. Ultimately, it is desirable to continue sidewalks on both sides of the street.



Recommendations:

Provide curb, gutter, and sidewalks on both sides of the street. Consider first the east side if funds are limited.

Extend the project limit south to Park Street to connect with the existing sidewalk on the east side.



Town of Clifton Forge

Map 11: Rural Long-Range Plan Priorities

Scale 0 475 950 1,900 Feet

Source: Roanoke Valley-Alleghany Regional Commission, 2019.

- Legend**
- Intersection
 - Street

Local and Regional Bicycle and Pedestrian Plans

Clifton Forge Bicycle and Pedestrian Plan (2017)

In 2017, the Virginia Department of Transportation developed the Clifton Forge Bicycle and Pedestrian Plan. The Bicycle and Pedestrian Plan sets forth a framework for the enhancement of bicycling and walking accommodations and related programs in the Town of Clifton Forge, VA for increasing opportunities for active transportation and physical activity for residents and tourists, facilitating safe non-motorized commutes, and improving the overall quality of life for town residents.

The motivation behind this planning effort stems from goal setting at the local level in the Town of Clifton Forge Comprehensive Plan (2013) and regionally in both the Alleghany Highlands of Virginia Tourism Strategic Plan (2014) and Downtown Covington and Clifton Forge Visioning & Strategic Plan (2011).

The Comprehensive Plan sets forth recommendations related to the expansion of bicycling and walking facilities, such as bike racks, sidewalks, bike paths, and trails for exercise and recreation. The Plan also incorporates goal statements from regional planning documents endorsed by Town Council and Planning Commission. For example, several goal statements in the Alleghany Highlands of Virginia Tourism Strategic Plan (2012) are identified in the Comprehensive Plan as having an impact on the town:

1. Trail connection needed between Clifton Forge and Douthat State Park – Feasibility determination made by January 2017 (Chamber, DCR)
2. Bike lane plan needed to connect town with assets
3. Transportation plan to encourage various forms of transportation/livability
4. Need bicycle rental locations

These same goals are also present in the most recent 2014 update to the Alleghany Highlands of Virginia Tourism Strategic Plan, which is indicative of the region's interest in being an attractive destination for outdoor recreation. The Downtown Covington & Clifton Forge Visioning & Strategic Plan (2011) echoes the regional goal of supporting bike paths and recreational trails, focusing the identified need to the downtown areas of the two localities.

To address these local and regional goals and meet public desire for improved bicycling and walking connectivity, the Town of Clifton Forge initiated the effort to develop this Bicycle & Pedestrian Plan.

Town of Clifton Forge
Bicycle & Pedestrian Plan

2017



VDOT

Table 32: Bicycle and Pedestrian Plan Recommendations

Project Name and Location	Improvement Type	Length	Cost Estimate
Verge St. & A St. Pedestrian Safety Improvements	Marked crosswalk	--	\$9,500
Main St. & A St. Pedestrian Safety Improvements	Signalized crosswalks	--	\$60,000
Main St. & D St. Pedestrian Safety Improvements	Signalized crosswalks	--	\$60,000
Commercial Ave. & Church St. Pedestrian Safety Improvements	Signalized crosswalks	--	\$60,000
Main St. & Commercial Ave. Pedestrian Safety Improvements	Signalized crosswalks	--	\$60,000
Main St. (Ingalls St. to Oakwood Dr.) Sidewalk Improvements	Sidewalk	0.47 mi.	\$175,000
Main St. Bicycle Lanes (Booker T. Washington Park to existing shoulders)	Bicycle lanes	0.79 mi.	\$16,000
Verge St. Bicycle Lanes (A St. to ECL Clifton Forge)	Bicycle lanes	0.45 mi.	\$9,500
W. Ridgeway Street/U.S. 60 and Selma-Low Moor Rd. Bicycle/Pedestrian Improvements	Bicycle lanes, edge pavement markings, sidewalk, shared use shoulder, marked crosswalks, median refuge	1.3 mi.	\$2,624,706
Smith Creek Trail Segment 1 (C&O Depot/Amphitheater)	Trail	0.23 mi.	\$341,000
Smith Creek Trail Segment 2 (Pine St. to Church St.)	Trail	0.09 mi.	\$142,500
Smith Creek Trail Segment 4 (Clay St. to Memorial Park)	Trail	0.13 mi.	\$199,000
Smith Creek Trail Segment 5 (Memorial Park Loop)	Trail	0.47 mi.	\$710,500
Smith Creek Trail Howard St. Connector	Trail	0.05 mi.	\$71,500
Lover's Walk to Smith Creek Trail Connector	Trail	0.11 mi.	\$34,500
Lover's Walk to Hazel Run Trail Connector	Trail	0.20 mi.	\$60,000
Smith Creek Trail to Bryant Street Connector	Trail	0.19 mi.	\$284,500
Bryant St. to Oak Hill Ave. Connector	Trail	0.16 mi.	\$241,500
Hazel Run Trail to Fairview Ave. Connector	Trail	0.27 mi.	\$80,000
Hazel Run Trail to Ingalls St. (Fairview Ave. Spur)	Trail	0.09 mi.	\$28,500
Hazel Run Trail to Ingalls St. Connector	Trail	0.11 mi.	\$34,500
Oak St. to Fairmont Park Trail Connector	Trail	0.08 mi.	\$23,000
Alleghany St. to W. Ridgeway St. Connector (stairs)	Trail	0.09 mi.	\$50,000
River St. to Verge St. Connector (swing bridge)	Trail	--	\$135,000
Rail to Trail (Verge St. to Selma-Low Moor Rd.)	Trail	1.49 mi.	\$2,230,500
Verge St. Scenic Loop (Town limits toward U.S. 220)	Trail	0.74 mi.	\$222,000
		TOTAL	\$5,454,000

Source: Clifton Forge Bicycle and Pedestrian Plan, 2017

Goals, Objectives, and Strategies

While infrastructure improvements are a critical component of building user comfort, they only partially contribute to cultivating a pedestrian and bicycle friendly community. The League of American Bicyclists summarizes a holistic approach to building a culture around bicycling through the 5 E's framework, which includes engineering, education, encouragement, enforcement, and evaluation & planning. The 2017 Town of Clifton Forge Bicycle and Pedestrian Plan lists a series of goals, objectives, and strategies to building such a bicycle culture in the Town.

Goal 1: To expand and maintain a network of safe, well-connected walking and bicycling accommodations.

Goal 2: To establish and foster programs and policies supportive of walking and bicycling.

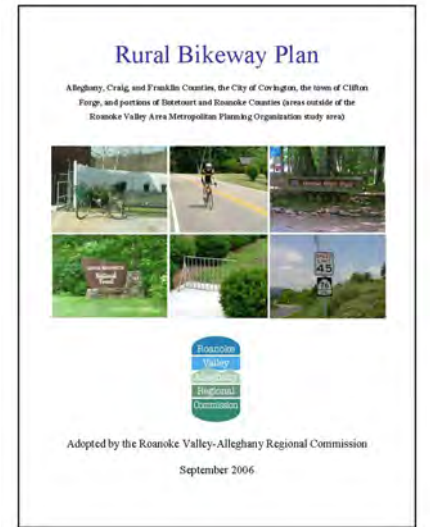
Goal 3: To physically and logically connect walking and bicycling in Clifton Forge to its surrounding communities and outdoor recreational activities in the Alleghany Highlands region.

Rural Bikeway Plan

The Rural Bikeway Plan (2006) is an update to the Rural Bikeway Plan for the Roanoke Valley-Alleghany Regional 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 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.

In Fiscal Years 2019 and 2020, the Roanoke Valley-Alleghany Regional Commission will be updating the Rural Bikeway Plan. Following its completion and adoption, this chapter will be amended to reflect the updated recommendations from that Plan.

Commuting Patterns

According to the Census Bureau's American Community Survey, 89.4% of workers living in the Town of Clifton Forge drove to their place of employment. Only 10.6% carpooled to work. Nearly five percent walked to work, less than one percent commuted to work by public transit, and less than one percent by bicycle or other means (Table 33). The percentage of those that worked at home was 4.5%.

72% of workers are employed

outside their county of residence and 25.8% had a travel time to work of more than 30 minutes (Table 35).

Table 33: Means of Transportation to Work, Clifton Forge Residents

Subject	Number	Percent
Total workers 16 years and over	1,190	100.00%
Car, truck, or van	1,080	90.70%
Drove alone	1,004	93.00%
Carpooled	76	7.00%
Public transportation (excluding taxicab)	3	0.30%
Walked	38	3.20%
Bicycle, taxicab, motorcycle, or other means	11	0.90%
Worked at home	58	4.90%

Source: U.S. Census Bureau, 2013-2017 American Community Survey, Table S0802.

Table 34: Place of Work, Clifton Forge Residents

Place	Percentage
Total workers, 16 years and over	1,190
Worked in state of residence	97.60%
Worked in county of residence	72.50%
Worked outside county of residence	27.50%
Worked outside state of residence	2.40%

Source: U.S. Census Bureau, 2013-2017 American Community Survey, Table S0802

Table 35: Travel Time to Work, Clifton Forge Residents

Time	Percentage
Less than 10 minutes	33.00%
10 to 14 minutes	18.00%
15 to 19 minutes	13.00%
20 to 24 minutes	12.50%
25 to 29 minutes	1.80%
30 to 34 minutes	7.00%
35 to 44 minutes	1.70%
45 to 59 minutes	5.70%
60 or more minutes	7.30%

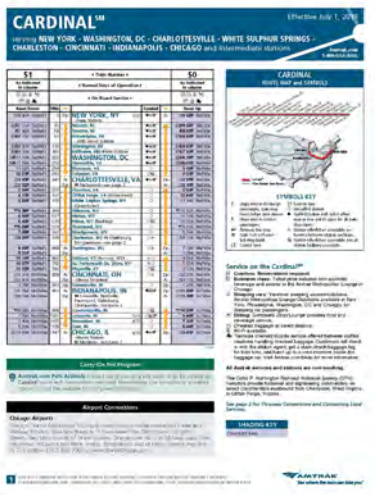
Source: U.S. Census Bureau, 2013-2017 American Community Survey, Table S0802

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 are two intercity rail stops, unstaffed, in Clifton Forge on the east-west,

and west-east Cardinal Routes. The station is open on Wednesday, Friday and Sunday. The Town is currently working to relocate the train depot to the C&O Heritage Center. A full-service station on the same line is in Prince, WV and Charlottesville. The nearest direct access to the north-south line is in Lynchburg, VA (Northeast Regional and Crescent routes).



The Town is working with representatives from Amtrak and CSX Transportation to determine the feasibility of increasing the number of days of passenger rail service. The Town of Clifton Forge supports additional days of service for Amtrak to make Clifton Forge a destination for visitors as well as a regional point for Amtrak.

Freight Movement

Truck traffic moving through the area tends to use US 60, I-64, and US 220. The major goods moving industry in the Town is the fueling station at CSX rail yard - located on US 60/220 Business (Ridgeway Street); goods movement occurs 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.



Commercial Bus Service

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

Transit, Paratransit, and Taxi



The Mountain Express offers a deviated-fixed-route service to the citizens of Allegheny County, City of Covington, and the Towns of Clifton Forge and Iron Gate. The Service is open to the public and Monday through Friday from 8:00 a.m. to 5:00 p.m. The fare of \$1.00 per trip and free for children under six. Exact change is required. Individuals who are ADA certified may request the van to deviate off its route to make pickups and drop offs. This distance may not exceed 3/4 of a mile radius off the route. The Mountain Express service area encompasses the City of Covington, and following I-64 East, serves the Allegheny County communities of Low Moor, Selma, Clifton Forge, and Iron Gate.

Rural Transit Feasibility Study

In May 2019, the Roanoke Valley-Alleghany Regional Commission completed the RVARC Rural Transit Feasibility Study to determine what type of transit service might be appropriate for the local community. The Study area included Alleghany, Botetourt, and Franklin counties, the City of Covington, and the towns of Rocky Mount and Clifton Forge. The main tasks of the Rural Transit Feasibility Study involved:

- ◇ Evaluating the need for transit services and the service characteristics associated with that need;
- ◇ Developing different options for how the service need can be met;
- ◇ Estimating the costs and benefits associated with providing a service; and
- ◇ Identifying potential funding sources to support any of the recommended services.



RVARC RURAL TRANSIT FEASIBILITY STUDY
Final Report

Approved May 23, 2019

Demographically, the population of the study area is generally older, with an average age of 45 years. In addition, preliminary research has concluded that there are several small concentrations of likely transit users within the study area. This includes concentrations of individuals who are elderly, poor, disabled, youth populations, and/or who do not own an automobile. Local government stakeholders within the study area have expressed interest in understanding regional transit needs and opportunities to better connect their citizens to points of employment, shopping, medical care, education, and leisure. As part of this endeavor, rural stakeholders and transit providers together with staff from the Roanoke Valley Alleghany Regional Commission explored the feasibility of transit service in the study area. This report presents the findings of this effort.

Table 36: List of Potential Transit Services

Service Type	Best Suited For	Advantages	Potential Providers
Fixed - Route Bus	<ul style="list-style-type: none"> Commuters Older adults and persons with disabilities Non-Drivers 	<ul style="list-style-type: none"> Easy to understand/use Builds on existing system Low fares Low per passenger cost 	<ul style="list-style-type: none"> Valley Metro RADAR
Deviated Fixed-Route	<ul style="list-style-type: none"> Commuters 	<ul style="list-style-type: none"> Flexible More attractive service Satisfies ADA requirements 	<ul style="list-style-type: none"> Valley Metro RADAR
Flex-Services	<ul style="list-style-type: none"> Older Adults Persons with Disabilities Non-Drivers 	<ul style="list-style-type: none"> Combines key advantages of fixed-route and Dial-A-Ride service Increases service area Can be designed to flex in key areas only 	<ul style="list-style-type: none"> Valley Metro RADAR Local Office on Aging
Regional Services	<ul style="list-style-type: none"> Commuters Potential for medical trips 	<ul style="list-style-type: none"> Easy to understand Potential to build on existing service 	<ul style="list-style-type: none"> Valley Metro RADAR
Voucher Programs	<ul style="list-style-type: none"> Medical trips Ad hoc/emergency travel 	<ul style="list-style-type: none"> Lower cost Flexible Low start-up costs 	<ul style="list-style-type: none"> RADAR Local Office on Aging
Volunteer Driver Programs	<ul style="list-style-type: none"> Medical trips Ad hoc travel 	<ul style="list-style-type: none"> Low-cost High flexibility High service level 	<ul style="list-style-type: none"> Local Office on Aging Ride Solutions
Ridesharing	<ul style="list-style-type: none"> Commuters 	<ul style="list-style-type: none"> Systems in place to administer program Low cost High flexibility 	<ul style="list-style-type: none"> Ride Solutions
Dial-A-Ride (DAR)	<ul style="list-style-type: none"> Older Adults Persons with Disabilities Non-Drivers 	<ul style="list-style-type: none"> Higher level of service 	<ul style="list-style-type: none"> RADAR

Source: Nelson\Nygaard Consulting Associates

Potential Transit Strategies for Rural Roanoke Valley- Alleghany Region

- ◇ Establishment of Mobility Management Position to more actively manage existing transportation programs and resources, create marketing and educational materials and build coalitions among planners, county officials, and transit providers to support funding to expand existing services.
- ◇ Volunteer Driving to provide rides that are individually tailored to specific transportation needs, especially elderly and disabled populations, and allows for travel beyond county lines.
- ◇ Expand Demand-Response Service to provide more flexible service options to the most vulnerable populations within the rural area.
- ◇ Further Explore Fixed Route Commuter Service along U.S. Highway 220 connecting the Alleghany Highlands, Botetourt County, and Franklin County to the Roanoke Valley.
- ◇ Carpool/Vanpool Services to complement transit agencies and resources already in place and to fill the gaps where traditional fixed route or demand response services are insufficient.

Potential Service between the Alleghany Highlands and Roanoke Valley

A service to access key medical facilities, shopping, education, the Downtown Roanoke Amtrak station and other basic needs in the Roanoke Valley was identified as one of the top unmet transportation needs in the study area. RVARC staff studied the possibility of a commuter service between the Alleghany Highlands and the Roanoke Valley, operating seven days a week with deviated services on Saturday and Sunday. This is a conceptual analysis of a service option where further analysis would be required by the transit provider prior to implementation. An Alleghany Highland-Roanoke Valley Commuter Service could access the following stops, and enable a transit connection to the Clifton Forge Amtrak as shown below:

- ◇ Clifton Forge
- ◇ Botetourt Center at Greenfield
- ◇ VA Medical Center
- ◇ Campbell Court
- ◇ Valley View Mall (Accessed on Saturday service only)

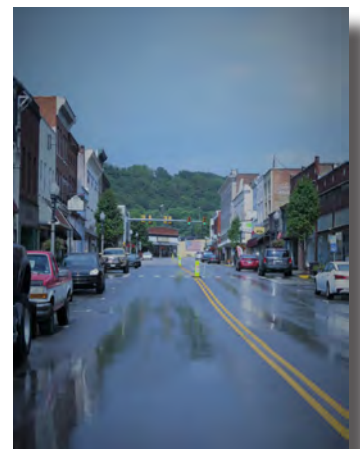
Due to the early morning/late evening arrival times for the Amtrak in Downtown Roanoke, the service concept shown does not include a connection for this purpose. Provisional capital and operating costs as well as a conceptual schedule are available below. These trips would utilize two 15-passenger commuter buses that would together make five roundtrips between Clifton Forge and Roanoke Monday through Friday, two roundtrip runs on Saturday, and three on Sunday.

The RVARC Rural Transit Feasibility Study has yielded several findings and has established a variety of future activities that may be undertaken to improve mobility throughout the study area. Considering the size of the study area, at least 3-4 separate services may be required to effectively serve the localized, as well as, longer distance travel needs of residents. Fundamental to the discussion of future transportation services are the demographic characteristics of the study area. According to our public survey and transportation trends analysis, residents of the study area have a high likelihood to make specific destinations outside of their locality of residence, for the purposes of employment, medical services, shopping, leisure, and education.

Conceptually, there are several demand-based types of transportation services and programs that would be most appropriate to respond to the specific, priority needs of residents including demand-response, volunteer driver, and vanpool/carpool services. Fixed-route commuter services have also been explored throughout this process to access key destinations along the US 220 corridor. However, more time might be needed to consider this option. Given the low density of the study area, anticipated low level of daily ridership and the significant fixed cost to implement and operate such as service, a full-scale version of this service may not be as feasible as other options presented in this report. It will be important for stakeholders to continue to monitor the mobility needs of the study area's population to ensure appropriate transportation services are in place to serve diverse needs.

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-Blacksburg Regional Airport is located 47 miles south of Clifton Forge in Roanoke, Virginia. The Roanoke-Blacksburg Regional Airport is served by four commercial carriers - Allegiant Air, American Airlines, Delta Air Lines, and United Airlines - which offer nonstop service to major U.S. population centers. Commuter air services are offered at both the Roanoke-Blacksburg Regional Airport and at the Greenbrier Valley Airport.



Ingalls Field Airport is owned and operated by the Bath County Airport Authority and is located 28 miles north of Clifton Forge in Hot Springs, VA. Supporting general aviation aircraft, the public use airport operates daily tie down and hanger space available for varying aircraft sizes.



INSIDE THE CHAPTER:

Background
Parks, Open Space, and Tourism Community
Character District
Parks and Recreation Planning
Trails, Pedestrian Paths, Bicycle Paths, and
Sidewalks
Clifton Forge Bicycle and Pedestrian Plan
(2017)



PARKS, RECREATION, AND TOURISM



10



Parks, Recreation, and Tourism: at a Glance

Clifton Forge Visioning & Strategic Plan

Improvements

- Route 60/Route 220/Main Street Improvements
- Farmers' Market Improvements
- Downtown Park
- Save-A-Lot/C&O Heritage Park Reconfiguration
- Railway Heritage Trail
- Connection to Booker T. Washington Park
- Keswick Street Revitalization



Parks and Trails



97 miles of trail in or around Clifton Forge

Featured Hikes

Douthat State Park...

23 Trails

Longdale Furnace/ North Mountain... 5 Trails

The need and desire for bicycle paths:

With its gridded street layout and compact land use pattern, Clifton Forge has a strong framework for walking and bicycling connectivity



neighborhood streets provide areas for safe bicycling

The provision of bike racks, signage, and pavements markings could be a cost-effective method of improving bicycling conditions and promote bicycling in the town. Potential locations for bike racks include town hall, library, commercial destinations, area schools, and locations throughout the downtown and central business district.



25 mph speed limits and relatively low traffic volumes contribute to favorable cycling conditions on most town streets

The downtown area is compact with many key destinations within easy biking/walking distance



Chapter 10: Parks, Recreation, and Tourism

Background

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.

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.

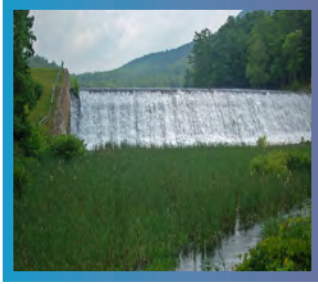
Objective 3: Adequately fund the tourism program through multiple funding sources, to sufficiently achieve the mission, with transparency and focused on return-on-investment.

Objective 4: Improve/enhance tourism policy.

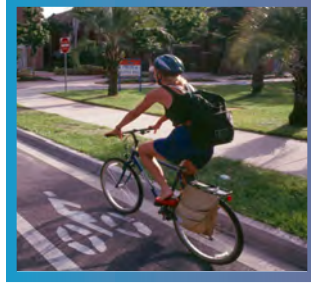
Objective 5: Improve/enhance tourism education/training (including volunteers, resident community leaders, and tourism related businesses).



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



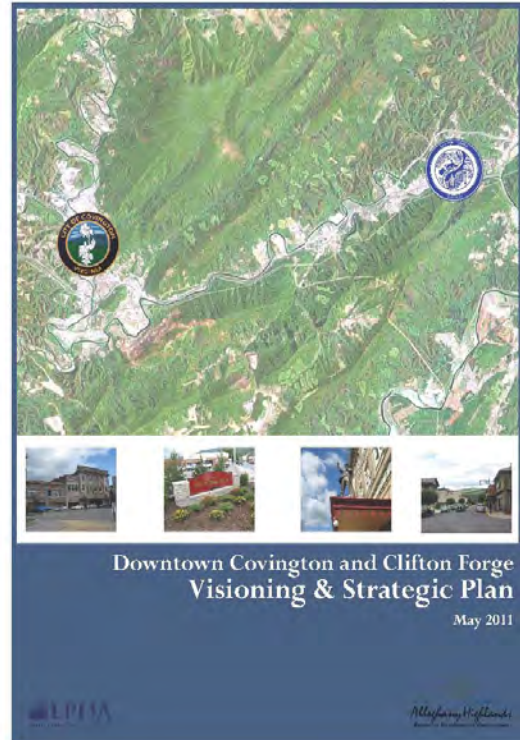
2.
Bicycle lane plan to
connect town with
assets



3.
Need bicycle rental
locations



4.
Unique/Differentiated
lodging needed, such
as cabins and B&B's



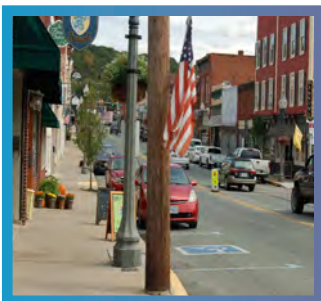
Downtown Covington and Clifton Forge
Visioning & Strategic Plan
May 2011



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 Allegheny Highlands will continue to make progress toward implementation of the vision, mission and goals for tourism.

Parks, Open Space, and Tourism Community Character District

The Parks, Open Space, and Tourism Community Character District (POST CCD) encompasses large sections of the downtown and Commercial Historic District, existing designated open space and Town-owned properties currently undeveloped. The POST CCD has specific District-, Site-, and Building-level characteristics.

District

.....

A POST CCD District has a recreational or historical use exclusive to the area



Site

.....

A POST CCD Site is like a District regarding parks and open space



Building

.....

A POST CCD Building has compatible architecture per the natural or historic setting

Parks and Recreation Planning

The Downtown Covington and Clifton Forge Visioning & Strategic Plan was completed in 2011. The plan provides

economic revitalization, physical improvement, and implementation strategies for 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 and management team meetings, surveys, stakeholder meetings, and site investigations.

For purposes of this chapter, the Plan is being referenced for its downtown and park master plans.

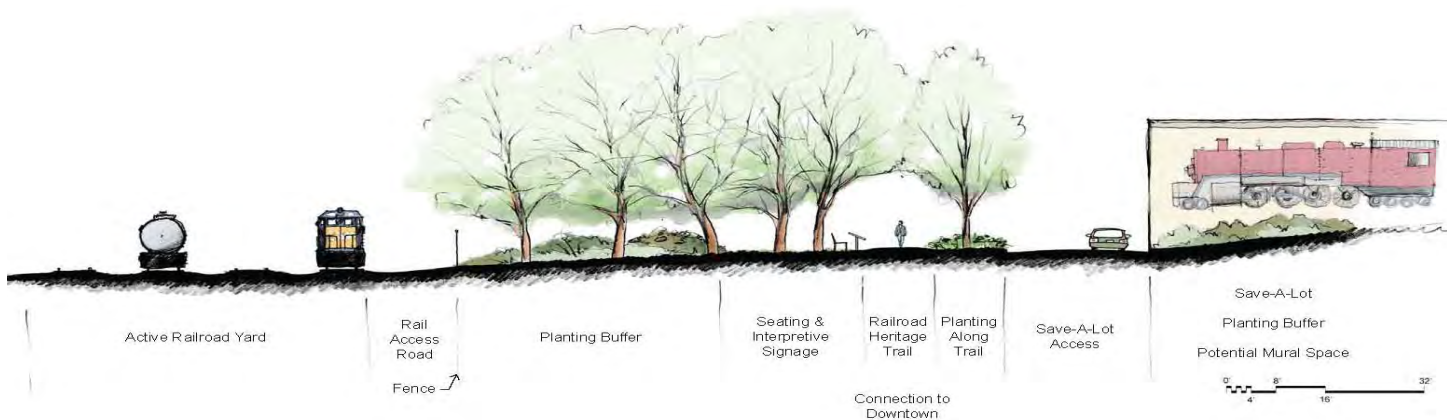
The Conceptual Master Plan for Clifton Forge (as shown below) reflects a series of improvements as follows:

- ◇ Route 60/ Route 220 Main Street Improvements
- ◇ Farmers' Market Improvements
- ◇ Downtown Park
- ◇ Save-A-Lot/ C&O Heritage Park Reconfiguration
- ◇ Railway Heritage Park Reconfiguration
- ◇ Railway Heritage Trail
- ◇ Connection to Booker T. Washington Park
- ◇ Keswick Street Revitalization

The central plaza between Main Street, West Ridgeway Street, and Commercial Avenue is an ideal site for public events. This centralized downtown space used for street festivals, rallies, and a variety of other events. The current design is not conducive to public use due to the: amount of hardscape, lack of soft plantings, shade, lack of seating, and fact that it is privately owned.

Based on public feedback stating that Clifton Forge had few opportunities for recreation within Downtown, a newly proposed trail system be created that connects the C&O Railway Heritage Center to the Arts School on Church St. and points north. The shared-use trail would travel through the “Underground Park” below the downtown core. The shared-use trail would be at least eight-feet-wide and paved with a firm and stable surface such as asphalt or compacted crushed stone.

The trail corridor would contain site furnishings such as benches, trash receptacles, lighting, and bike racks. Interpretive signs would enhance use of and interest in the trail and might discuss the history of the town, railroad, under park area, and other relevant topics.



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.

With its gridded street layout and compact land use pattern, Clifton Forge has a strong framework for walking and bicycling connectivity. These characteristics are particularly important given the challenging terrain that divides neighborhoods into interconnected tabletops at varying elevations. As seen in the existing bicycle & pedestrian network map, a robust sidewalk network around the town's core provides cohesion between downtown and its adjacent neighborhoods, making walking an easy option. Some of the more recently developed neighborhoods to the north and east of downtown lack sidewalks but may be enhanced through off-street trail connections to nearby destinations.

While Clifton Forge has no officially designated on-street bicycling facilities, such as bike lanes, 25 mph speed limits and relatively low traffic volumes contribute to favorable cycling conditions on most town streets.

Clifton Forge has much potential to be a bicycle-friendly town, without extensive on-street accommodations. It is compact, with many key destinations 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 in the town. Potential locations for bike racks include town hall, library, commercial destinations, area schools, and locations throughout the downtown and central

business district. Pedestrian accommodations have also been taken into consideration at the town's five traffic signals, all of which are in the downtown area. Each signalized intersection has multi-way marked crossings, though wear and tear has faded markings at many locations. Signalized intersections are important areas of focus for pedestrian safety since right-of-way designation may be clear for the

driver using the signal indication, but less clear for pedestrians who may not know when it is safe to cross without separate pedestrian signals. At signals that do not operate on a fixed cycle, pedestrian signals are also important for ensuring that the right-of-way is held for the pedestrian in the absence of vehicle traffic on a minor approach actuated by vehicle detection.

Major Accomplishment: The Masonic Amphitheatre and Park

The Masonic Amphitheatre and Park is a state-of-the-art outdoor facility and park that opened in June 2012. The Amphitheatre was designed and built by third-year architecture students from the design/buildLab at Virginia Tech. The Smith Creek Pedestrian Bridge which links historic Clifton Forge to the Masonic Amphitheatre was designed and built by the design/buildLAB students (a different class) one year later.

The Theatre's stage was repurposed from a concrete slab that was part of a wholesale tire company owned by Bill Cook. Bill donated the land for the Amphitheatre to the Masonic Theatre Preservation Foundation and the Amphitheatre became part of a complex that includes the Historic Masonic Theatre on 510 Main Street and the Masonic Amphitheatre on 513 Church Street in Clifton Forge, VA. The two structures are adjacent to one another.

The Amphitheatre's season presents a diverse program of musical entertainment, plays, and festivals, runs from April to early October.

The Amphitheatre seats 500 people with bench seating and the Amphitheatre lawn which invites lawn chairs and blankets for individuals and families to enjoy every event. The majority of the programs offered are free of charge or donation only and many showcase local Alleghany Highlands' talent.

The Masonic Amphitheatre was voted American-Architects 2012 Building of the Year, and was awarded the Popular Choice award in the Architecture + Urban Transformation category of the 2014 Architizer A+ Awards. The category recognizes projects that are: "revitalizing abandoned infrastructure, creating new public spaces out of neglected areas, and building new ways for the world's citizens to live more densely within existing urban fabric."



For more information, visit the Historic Masonic Theatre and Amphitheatre website at www.historicmasonictheatre.com.



INSIDE THE CHAPTER:

Background

Central Business and Town Centers Community

Character District

Central Business and Town Centers

Community Character District Strategies



DOWNTOWN AND TOWN CENTERS



11

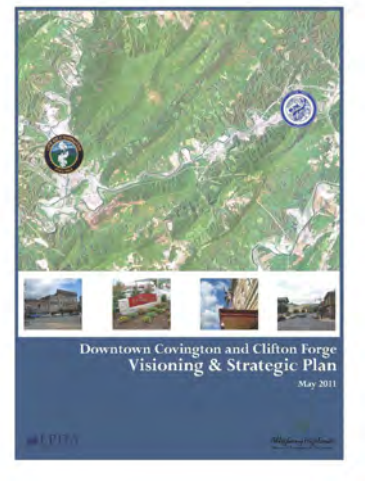
Chapter 11: Downtown and Town Centers

Background

The 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 that strategic planning process are listed below:

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

In the 2013 Comprehensive Plan, a list of goals and strategies were developed building on the Covington & Clifton Forge Visioning & Strategic Plan recommendations which directly impact 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 development of living quarters located in the upper levels of businesses in the downtown business district.
- Goal 4: Support the promotion of the rail facilities in Clifton Forge as a destination for train enthusiasts.

Downtown and Town Centers Community Character District

The Downtown and Town Centers Community Character District (DTC CCD) encompasses not only the Central Business District, but any outlying town centers or potential redevelopment sites for such. The DTC CCD has specific District-, Site-, and Building-level characteristics.

District

A DTC CCD District has:

- ◇ Average-sized blocks;
- ◇ Perpendicular street grid, usually with one central or “main” street;
- ◇ Multi-story, mixed-use buildings with setbacks to the sidewalk;
- ◇ Buildings are situated on small lots compactly;
- ◇ Areas which are walkable and pedestrian-friendly; and
- ◇ Traditional character, which is found in Clifton Forge’s historic downtown and Main Street and is the preferred pattern for future mixed-use development.



DTC CCD District

Site

A DTC CCD Site has:

- ◇ Buildings which are situated on a lot with a zero side-lot setback, so they are attached;
- ◇ Buildings with a setback to the sidewalk;
- ◇ Buildings which have either two façades fronting on parallel streets, or one façade on a main street with alleyway access for parking, deliveries, etc.;
- ◇ On-site parking (if provided) is in the rear and accessible from alleys; and
- ◇ Limited landscaping on individual lots.

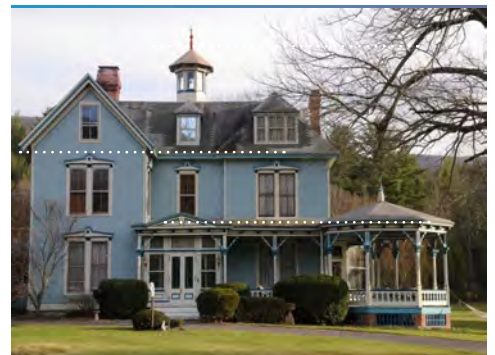


DTC CCD Site

Building

A DTC CCD Building has:

- ◇ A traditional architectural style and be clad in brick, stone, or other aesthetic and durable materials;
- ◇ Storefronts should be consistent with traditional components;
- ◇ Buildings should accommodate vertical mixed uses in 3-5 stories; and
- ◇ Human-scale elements should be utilized in the architecture of Central Business and Town Center buildings



DTC CCD Building

Downtown and Town Centers Community Character District Strategies

Character of the Community

These strategies set the framework (and subsequent layout) of the district, sites, and buildings of the DTC CCD based on the District-, Site-, and Building-level characteristics.

DTC CCD Strategies

District:

- ☐ Preserve or establish the block and street grid pattern.
- ☐ Provide sidewalks on all blocks.

Site:

- ☐ Set infill and new mixed-use buildings to the edge of sidewalk.
- ☐ Locate parking to the rear of buildings.
- ☐ Promote residential, multi-family development on the upper floors of existing downtown commercial buildings and/or in combination with new three to four-story retail, service, or office uses.

Building:

- ☐ Require buildings to be finished with masonry and incorporate bays between 25 and 40 feet in width.
- ☐ Promote redevelopment at the highest density possible within current zoning district height requirements.
- ☐ Make vertically mixed-use development a priority for infill buildings.
- ☐ Require retail, service, or restaurant uses on the ground floor to utilize the frontage of buildings with large display windows.



INSIDE THE CHAPTER:

Existing Land Use



LAND USE



12



Chapter 12: Land Use

Existing Land Use

The Existing Land Use map identifies the town's current land uses by category.

The Town of Clifton Forge contains approximately 3 square miles (1,920 acres) of land.

The first major land use source is residential land (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, smaller and single-story housing.

The second major land use is conservation. The conservation category contains both developable and non-developable land. Most of the 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.

General Business (GB) constitutes approximately 3.9% of the total land area in Clifton Forge. The CSX rail yard includes 8.1%.

Commercial land use makes up approximately 4.7% of the total land use in Clifton Forge. Much 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 highways and the Jackson River that comprises almost 20% of town.

Table 37: Existing Land Use (Zoning)

Classification	Acres	Percent
BD - Business, Downtown	15.38	0.80%
BG - Business, General	74.64	3.90%
CF - Clifton Forge	46.62	2.40%
CN - Conservation	334.65	17.40%
R1 - Residential, Low Density	472.08	24.60%
R2 - Residential, Medium Density	316.99	16.50%
R3 - Residential, High Density	38.44	2.00%
Unused	91.58	4.80%
CSX	156	8.10%
Streets and Jackson River	373.62	19.50%
Total	1,920.00	100.00%

Source: Roanoke Valley-Alleghany Regional Commission and Alleghany County GIS, 2019.



Town of Clifton Forge
Map 12: Existing Land Use

Legend

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

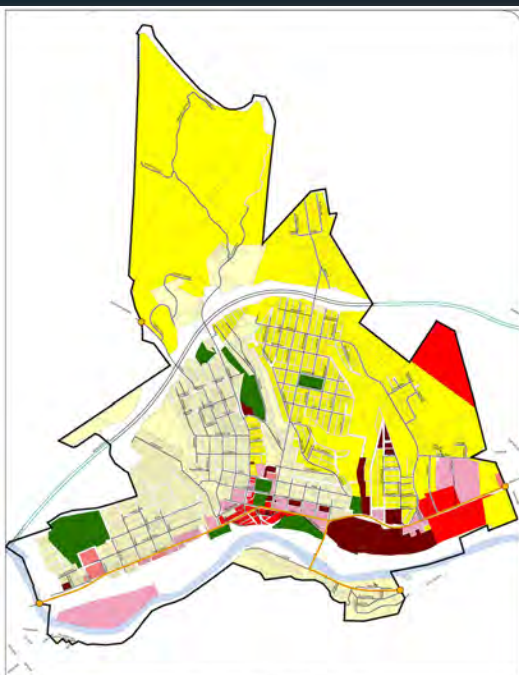
3. Gateways and Corridors Community Character District Recommendations

1. Streetscapes should be configured in response to the primary function of the development on which they front and the street serving the development.
2. Trees should be sited and spaced to avoid conflicts with overhead and underground utilities or lighting fixtures.
3. Where possible, streetscape landscaping should be retained or planted directly adjacent to sidewalks to help maintain a pedestrian-friendly atmosphere.
4. In cases where off-street parking is located adjacent to the right-of-way of an arterial or collector street, emphasis should be given to screening the parking area from off-site views using a mixture of plant types, heights, and shapes.
5. Remove, over time, remaining billboards.
6. Require dedication of adequate easement or right-of-way for streetscaping through development review and site plan approval.
7. Create a prioritized list of improvements for the Gateways and Corridors to take advantage of available public grants.

INSIDE THE CHAPTER:

Recommendations and Implementation Strategies
Services and Facilities
Commercial and Industrial Business
Improvements
Housing
Transportation Accessibility and Improvements
Parks, Recreation, and Tourism
Community Character District Recommendations
Plan Implementation
Regulations
Coordination Efforts
Capital Improvements and Public Investments
Comprehensive Plan Updates and Amendments

RECOMMENDATIONS AND IMPLEMENTATION STRATEGIES AND COMMUNITY CHARACTER DISTRICT RECOMMENDATIONS



Town of Clifton Forge
Map 1: Community Character Districts

Legend
Yellow Suburban Neighborhoods
Red Commercial District
Green Residential District
Blue Industrial District

13

Chapter 13: Recommendations and Implementation Strategies and Community Character District Recommendations

This chapter contains two components: Recommendations and Implementation Strategies, and Community Character District Recommendations. The Recommendations section contains recommended goals for the future development of Clifton Forge and implementation strategies paired with the corresponding agency/agencies involved. All individual chapter recommendations have been grouped into five main categories as shown in Table 38:

Table 38: Category Groupings of Chapter Recommendations

Chapters	Introduction	Historic Resources	Demographics	Natural Physical Environment	Public & Private Community Facilities	Public & Private Utilities	Economic Development	Housing	Transportation	Parks, Recreation & Tourism	Downtown & Town Centers	Land Use
Services & Facilities												
Commercial & Industrial Business Improvements												
Housing												
Transportation Accessibility & Improvements												
Parks, Recreation & Tourism												

Note: There are no recommendations provided for the Introduction, Demographics, Natural Physical Environment, and Land Use chapters.

Recommendations and Implementation Strategies

This section will include recommended strategies for each applicable chapter. Responsible organizations and/or action plans have been identified which correspond to the Recommended Strategies.

Services and Facilities

1. Improvements on the Accessibility of Information and Services

Recommended Strategies:

- ◇ Make the Comprehensive Plan and its updates available on-line and in report form
- ◇ Advertise at Clifton Forge Public Library and courthouse to encourage community engagement
- ◇ Increase Internet Service Providers and encourage more regional coverage
- ◇ Expand current availability of internet service at the public library
- ◇ Encourage internet providers to provide a range of affordable service options

Responsible Organizations/Action Plans:

- ◇ Town Manager/media personnel for website updates and Comprehensive Plan Information sharing
- ◇ Contact internet/TV service providers and their district representatives to increase service

Commercial and Industrial Business Improvements

2. Promote and Develop Downtown Business Area



Recommended Strategies:

- ◇ Increase businesses in the downtown area, both large and small
- ◇ Create events such as extended business hours or “First Fridays” that promote the businesses in the downtown area and encourage businesses to stay open later
- ◇ Have special events that promote the downtown businesses
- ◇ Increase marketing efforts to improve awareness of downtown’s offerings by interconnecting the businesses through advertising, sales, and discounts in order to increase activity as a whole
- ◇ Continue to recognize the Virginia and National Register Districts and implement the local historic guidelines
- ◇ Continue promotion of the Enterprise Zone incentives as well as federal, state, and local credit programs to rehabilitate historic, commercial, and residential buildings

Responsible Organizations/Action Plans:

- ◇ Contact AHEDC and Chamber of Commerce in order to encourage additional businesses
- ◇ Clifton Forge Main Street, Inc. should be the primary contact for potential businesses locating in downtown
- ◇ Organize local business owners meeting to correlate open times for events and advertising opportunities
- ◇ Continue to work with programs, such as the Community Development Block Grant program, that seek public and private investment
- ◇ Use Architectural Review Board’s leadership and guidance on local historic guidelines
- ◇ Continue promotion of the Enterprise Zone incentives as well as federal, state, and local credit programs to rehabilitate historic, commercial, and residential buildings

3. Promote Tourism Zone

Recommended Strategies:

- ◇ Encourage current businesses to expand in order to meet the eligibility requirements
- ◇ Recruit new businesses with incentives listed incentives and encourage them to cooperate with the eligibility requirements
- ◇ Provide current and potential new businesses with applications and score cards used to apply for incentives in order to alleviate confusion and offer clarification

Responsible Organizations/Actions Plans:

- ◇ Ensure the Town Manager and Council provide up to date material for businesses regarding their progress for incentives
- ◇ Establish a liaison between the local government and these businesses to maintain clarification and progress



4. Facilities and Landscape Improvements

Recommended Strategies:

- ◇ Work to ensure recycling activities in the town
- ◇ Relocate the train depot to the C&O Heritage Center
- ◇ Landscape the underground passageway beneath Clifton Forge from Smith Creek to the Jackson River to help promote recreation and tourism along the creek and river.
- ◇ Remove unused billboards or use them to encourage tourism
- ◇ Research the idea of a conference/lodging center near downtown Clifton Forge
- ◇ Find an existing building near downtown area to host a summer downtown market that also supports various seasonal events

Responsible Organizations/Action Plans:

- ◇ Encourage CSX and the C&O Historical Society regarding relocation
- ◇ Initiate discussions with the Town Staff, Town Council, Curb Appeal Committee, and Dept. of Public Works on clean up and landscape projects
- ◇ Clifton Forge Main Street, Inc.



Housing 5. Renovation of Homes

Recommended Strategies:

- ◇ Encourage persons living in the historic district to take advantage of the variety of federal, state, and local tax credits
- ◇ Send out a yearly flyer reminding residents/owners in the historic district of the various incentive programs
- ◇ Adoption and enforcement of ordinances targeting appearance of properties in and adjacent to the historic business district in hopes to expand the historic district to include a historic residential district with similar requirements
- ◇ Identify funding sources (grants, loans, tax credits, etc.) to assist homeowners with renovations and improvements
- ◇ Encourage private sector/financial entity to provide bridge and rehabilitation loans
- ◇ Provide effective resources for homeowners considering the renovations that will provide them with necessary information regarding "What and How" a successful project should entail
- ◇ Provide non-financial assistance to developers with the purchase of a site that is "shovel ready", or at a minimum has utility improvements
- ◇ Create a housing market action plan for the town based on the findings of Alleghany County Comprehensive Housing Market Study

Responsible Organizations/Action Plans:

- ◇ Work with the AHEDC and Town Staff in order to discuss funding and development strategies
- ◇ Use the regional libraries, and other public places, to provide information for homeowners
- ◇ Conduct meetings with current homeowners and small business owners to incorporate a historic residential area
- ◇ Coordinate with local banks for further financial information
- ◇ Coordinate with developers in order to match them to site/shovel ready sites, which will increase marketability.
- ◇ Pursue Community Development Block Grant funding through the Virginia Department of Housing and Community Development
- ◇ Pursue various other funding sources with the Virginia Housing Development Authority, the U.S. Department of Agriculture Rural Development, and the Southeast Rural Community Assistance Project

6. Development of New Housing which Meets Needs and Creates Demand

Recommended Strategies:

- ◇ With the assistance of Alleghany Highlands officials, prepare a brochure for employers advertising new housing opportunities. This should be available at their Human Resources office and for mailing to prospective employees
- ◇ Prepare a package for new employees with some incentive for housing, and some commitment to new housing, so the employee is assured that the type of home desired is available and affordable
- ◇ Meet with home builders to determine what issues they have and whether there are opportunities to assist in the home building

Responsible Organizations/Action Plans

- ◇ Work (town staff) with the Alleghany Highlands Chamber of Commerce, AHEDC, and/or the local Realtors Association to develop a marketing brochure for new housing
- ◇ Meet with major employers, develop partnerships, and secure assistance with providing incentives for housing



7. Further Development of Diverse or Mixed Housing Types

Recommended Strategies:

- ◇ Encourage development of “low upkeep” housing opportunities such as apartments or townhomes
Consider using existing properties and refurbishing them or purchasing privately owned land
- ◇ Create opportunities for varied housing stock such as development of existing downtown structures into “loft style” residential units
Potentially increasing foot and business traffic downtown
- ◇ Consider additional rental inspection districts
- ◇ Promote development of multi-stage retirement housing options composed of single- story housing
Designed to meet older residents needs due to large number of older citizens in the area
- ◇ Collaborate with current nursing homes to establish a multi-stage retirement living community
- ◇ Promote adaptive reuse of the Clifton Forge East Elementary School for residential uses, especially for seniors



Responsible Organizations/Action Plans:

- ◇ Contact downtown business owners regarding development of loft-style residences in the area
- ◇ Encourage and coordinate with developers to construct affordable, senior-oriented housing in the Clifton Forge East Elementary School building

Transportation Accessibility and Improvements

8. Initiate Improvements on Local Roads and Parking

Recommended Strategies:

- ◇ Identify, secure funding for, and develop a uniform street signage program in town
- ◇ Initiate a signage and way finding program. This will make Clifton Forge streets and buildings easier to identify to both tourists and emergency service personnel

Responsible Organizations/Action Plans:

- ◇ Work with town staff and Dept. of Public Works to discuss road work and infrastructure improvement operations
- ◇ Contact Police and Fire Department to discuss infrastructure improvement and signage and wayfinding program use
- ◇ Seek grant funding through SMART SCALE, Transportation Alternatives, and other sources to achieve highway and bicycle/ pedestrian transportation priorities
- ◇ Continue to partner with Amtrak in efforts to increase the days of service to Clifton Forge



9. Improvements on Local Roads and Regional Highways that Provide Access to the Town

Recommended Strategies:

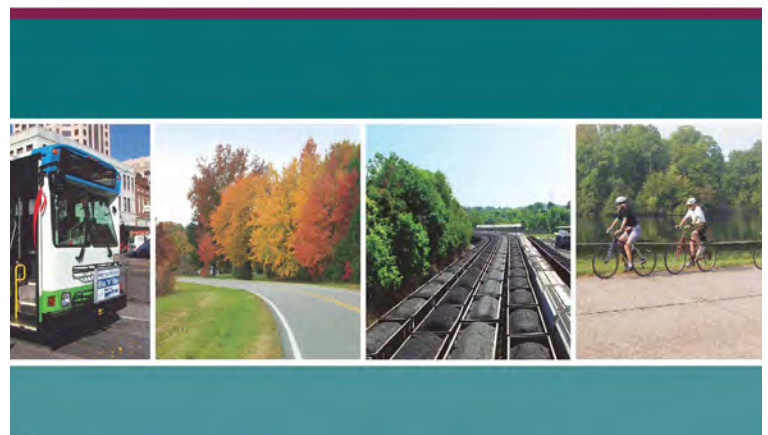
- ◇ Develop strategies and identify potential VDOT funding sources for improvements

Responsible Organizations/Action Plans:

- ◇ Coordination with VDOT regarding road work and closures
- ◇ Work with VDOT, the Regional Commission and other agencies to implement the 2017 Bicycle and Pedestrian Plan



ROANOKE VALLEY-ALLEGHANY REGIONAL COMMISSION
2035 RURAL LONG RANGE TRANSPORTATION PLAN



10.Strengthen Public Transportation Options to and from Clifton Forge

Recommended Strategies:

- ◇ Establishment of a mobility manager position to more actively manage existing transportation programs and resources, create marketing and educational materials and build coalitions among planners, county officials, and transit providers to support funding to expand existing services.
- ◇ Volunteer driving to provide rides that are individually tailored to specific transportation needs, especially elderly and disabled populations, and allows for travel beyond county lines.
- ◇ Expand demand response service to provide more flexible service options to the most vulnerable populations within the rural area.
- ◇ Further explore fixed route commuter service along U.S. 220 connecting the Alleghany Highlands, Botetourt County, and Franklin County to the Roanoke Valley.
- ◇ Carpool/Vanpool Services to complement transit agencies and resources already in place and to fill the gaps where traditional fixed route or demand response services are insufficient.

Responsible Organizations/Action Plans:

- ◇ The mobility manager position would serve the rural localities and would conceivably be housed/funded by the Regional Commission
- ◇ A future mobility manager that develops volunteer driving programs and partners with the public and associated agencies
- ◇ RADAR/Mountain Express
- ◇ Rural localities, RVARC, and transit agencies
- ◇ RIDE Solutions and the rural localities



Parks, Recreation, and Tourism

11.Develop Hiking, Biking and Walking/Exercise Trails and Pathways



Recommended Strategies:

- ◇ Look into a variety of organizations and agencies for grant funding
- ◇ Work with the Forest Service to develop a trail(s) system connecting from Clifton Forge to Douthat State Park
- ◇ Look for available sources to create a river trail near the Jackson River

Responsible Organizations/Action Plans:

- ◇ Work with the Department of Parks and Trails to extend and/ or create new areas that promote tourism
- ◇ Contact the Forest Service to explore collaboration/ expansion of trails

12. Creation of Parks and Outdoor Public/Private Event Facilities

Recommended Strategies:

- ◇ Explore ways to get the swinging bridge to Verge Street reopened
- ◇ Continue to update websites with relevant parks and recreations links/ locations for citizens to use trails and facilities
- ◇ Create a pedestrian park near downtown area for multipurpose use

Responsible Organizations/Action Plans:

- ◇ Work with Town Council and Department of Public Works to increase physical beautification efforts within the town



Community Character District Recommendations

1. Traditional Neighborhoods Community Character District Recommendations

Economic Capability

1. Promote redevelopment and infill of underutilized, non-historic, or deteriorating properties.
2. Promote rehabilitation of historic or landmark properties.
3. Consider adaptive reuse of existing residential buildings for business uses, only when the new use does not conflict with adjacent residential uses. Such compatible uses will have limited hours of operation and parking needs.

Transportation/Public Services

4. Improve and maintain the public right-of-way, making it an example for quality development.
5. Maintain narrow street widths to promote a pedestrian-friendly environment.
6. Coordinate public improvement projects to bury utility lines underground when feasible, and require all utilities be buried in new development.

General Health, Safety and Welfare

7. Incorporate sidewalks with tree lawns on both sides of streets in new developments.
8. Sidewalks should be constructed in accordance with local regulations.
9. Provide pedestrian connections to nearby commercial areas.
10. Preserve mature canopy trees in redevelopment or infill, and when possible in development of new neighborhoods.

2. Suburban Neighborhoods Community Character District Recommendations

Economic Capability

1. Require an assortment of housing types to provide options and affordability for a range of family types.
2. Encourage a variety of sales prices for new housing based on unit size or amenities.
3. Assess older neighborhoods for blight or deterioration.
4. Actively promote, through tax incentive programs, improvements to housing sites and buildings.

Transportation/Public Services

5. Require connectivity within new and existing development and to the same.
6. Consider decreasing street widths in new and existing developments when there is no need for on-street parking.

General Health, Safety and Welfare

7. Require new subdivisions to include sidewalks on both sides of the street.
8. Add parks and open spaces as part of new subdivision designs, which provides an amenity to the community.

3. Gateways and Corridors Community Character District Recommendations

1. Streetscapes should be configured in response to the primary function of the development on which they front and the street serving the development.
2. Trees should be sited and spaced to avoid conflicts with overhead and underground utilities or lighting fixtures.
3. Where possible, streetscape landscaping should be retained or planted directly adjacent to sidewalks to help maintain a pedestrian-friendly atmosphere.
4. In cases where off-street parking is located adjacent to the right-of-way of an arterial or collector street, emphasis should be given to screening the parking area from off-site views using a mixture of plant types, heights, and shapes.
5. Remove, over time, remaining billboards.
6. Require dedication of adequate easement or right-of-way for streetscaping through development review and site plan approval.
7. Create a prioritized list of improvements for the Gateways and Corridors to take advantage of available public grants.

4. Mixed-Use Business Community Character District Recommendations

Economic Capability

1. Identify key underdeveloped sites and catalog them to be marketed for redevelopment.
2. Promote redevelopment of aging or archaic commercial sites.
3. Evaluate zoning regulations for barriers to redevelopment and reuse.
4. Identify opportunities for the Town to take an active role in supporting new site development or redevelopment.
5. Develop uniform infrastructure design guidelines for streets and sidewalks, including
6. Preferred sidewalk and street crosswalks with required materials and design.
7. Promote infill development in areas already developed with commercial uses.

Transportation/Public Services

8. Encourage parking and pedestrian areas to be interconnected to allow cross access between uses.
9. Require surface parking to be configured where a portion of the total number of parking spaces should be located somewhere other than between a building's primary facade and the street it faces.

10. Surface parking lots should include landscaping materials as a means to soften their appearance and reduce the automobile dominance of retail/ commercial sites.
11. A portion of the total area used for parking and access should be dedicated to landscape islands.
12. Require accommodations, facilities and furniture for bicycles.

General Health, Safety and Welfare

14. Require a continuous network of on-site pedestrian walkways to provide direct pedestrian access and connections to and between the following:
 - a. Entrance(s) to each retail/commercial building on the site, including outparcels
 - b. Sidewalks or walkways on adjacent parcels containing residential, office, institutional, recreational, or mixed-use development
 - c. Any public sidewalk system along streets adjacent to the development
15. Require plazas, pocket parks, patio dining spaces, and other outdoor gathering spaces in retail and commercial development, particularly in multi-building developments. Outdoor gathering spaces should be integrated as part of the overall design of the development and should be located within proximity of anchor tenants, transit stops (if applicable), or attached to the building they are intended to serve.
16. Encourage outdoor gathering spaces with smaller single-building developments or strip shopping centers with a limited site area to incorporate outdoor gathering and entertainment spaces by expanding pedestrian walkways along the front or side of the building, to the maximum extent feasible.

5. Neighborhood Commercial Community Character District Recommendations

Economic Capability

1. Identify locations for new neighborhood commercial uses.
2. Identify underutilized locations which could be redeveloped for neighborhood commercial uses.

Transportation/Public Services

3. Limit access, particularly on corners, to reduce potential conflict points.
4. Encourage access from secondary streets when feasible to reduce the turning movements from the major street/corridor.
5. The perimeter of all parking lots should be screened from adjacent off-site streets, pedestrian circulation systems, open space areas, and adjacent uses through the use of canopy trees, landscape screening, opaque fences or walls, or other methods. Screening techniques should be consistent with the architectural theme of the buildings.

General Health, Safety and Welfare

6. Require pedestrian connections to adjoining sidewalk or trail systems to promote walkability. Limit uses in neighborhood centers to those serving the neighborhood population to reduce impact caused by patrons driving into the neighborhood.

6. Community Facilities Community Character District Recommendations

Economic Capability

1. Maintain the integrity and character of an existing district and site by preserving its originally intended use.

Transportation/Public Services

2. Prior to development of any new districts, assess the impact on the transportation system.

7. Parks, Open Space, and Tourism Community Character District Recommendations

Character of the Community

1. Control excessive development on selected sites.
2. The design of buildings and infrastructure should be compatible with the natural and historic environment of the site.
3. Use landscaping and site design to minimize parking/traffic impacts generated by the recreational or tourism use.

Economic Capability

4. Protect and maintain existing parks and open space to be consistent with their set use.
5. Encourage mixed-use infill development near park locations.

General Health, Safety and Welfare

6. Plan and design parks with uses that promote good health.
7. Parks should be designed which consider the ages and mobilities of all users.

Transportation/Public Services

8. Parks should be accessible to all residents and multimodal transportation options should be available to allow for better park accessibility.
9. Parks and open spaces should be viewed in a complete approach through interconnectivity of the Town's open space system by means of trails, bicycle lanes, sidewalks, and other means of transportation.

8. Central Business and Town Centers Community Character District Recommendations

Economic Capability

1. Increase the development density, maximizing infill and redevelopment potential within the Central Business District.
2. Promote compact development in new Town Centers.
3. Promote vertical mixed-use of existing and new structures.
4. Promote business development in the downtown through local agencies such as the Alleghany Highland Economic Development Corporation, Chamber of Commerce, and local and state Main Street organizations.
5. Highlight local, state, and federal incentives.

General Health, Safety and Welfare

6. Pedestrian amenities, such as lighting and furniture, should be provided.
7. Widen sidewalks in front of new mixed-use buildings by setting the buildings back from the build-to line.
8. Provide textured crosswalks to increase aesthetics, district character, and further promote a sense of place.
9. Provide parks designed to accommodate a range of activities and special events.
10. Design public open spaces not only for special events, but for an ordinary experience.
11. Parks and plazas should include pedestrian furniture, pedestrian-scaled lighting, and well-maintained trees.

Transportation/Public Services

14. Provide parallel on-street parking spaces.
15. Ensure bus stops and the Amtrak station are accessible through efficient and well-signed pedestrian connections.
16. Develop bicycle lanes and/or signed routes, establishing a complete bicycle network.
17. Provide bicycle racks and other facilities and furniture for bicyclists.

Plan Implementation

The implementation efforts detailed below describe the kind of action or effort needed. Many of the plan's recommendations are for ongoing policy that should be integrated into the everyday operations of the Town administration and actions. Other recommendations, referred hereafter as the "Toolbox", require specific initiatives and/or resource allocation. These categories are:

- ◇ Regulations
- ◇ Coordination Efforts
- ◇ Capital Improvements and Investments
- ◇ Comprehensive Plan Updates

Regulations

The Town may need to adopt special ordinances or regulations to fully implement other elements in the Plan, particularly since the Zoning Ordinance was last updated in 2013. Other topics that the Town may need to consider for special regulations include:

- ◇ Subdivision Ordinance
- ◇ Street connectivity
- ◇ Sidewalk provision

Coordination Efforts

Many of the topics and recommendations in the plan allude to the need for the Town to coordinate efforts with other localities, political entities, non-profit agencies, or private parties. Coordination is an ongoing administrative effort that could result in regulatory actions or agreements at various times. This plan recognizes that agencies outside of the Town regulate or affect many elements of the community including transportation and parks. There are aspects of the Comprehensive Plan that the Town can implement if partnerships with other agencies exist. Also, the Town could better position itself to receive funding for special projects when other agencies are involved. With numerous agencies potentially involved in partnerships for implementation of the Comprehensive Plan, the simplest strategy for the Town is to communicate with the appropriate agencies and inform them of the Town's policies and the needs of the community.

Capital Improvements and Public Investments

Some of the recommendations made in the Plan will require capital improvements and investment of public funds to implement. As indicated previously, the following have been identified as public investment needs:

1. Development of parks, plazas, and open spaces;
2. Bicycle infrastructure;
3. Pedestrian Improvements to public areas; and
4. Matching funds for a variety of grant programs targeted for comprehensive plan implementation efforts.

Comprehensive Plan Updates and Amendments

Predicting the future is impossible. Planning is the best proactive activity the Town can undertake to prepare for the future based on best available data and trends. The role of the Comprehensive Plan is to establish a framework for decision making, but keeping it a living, flexible document is important to its success. As time progresses and the Town achieves the recommendations of the plan, the Town should monitor the success of the plan and benchmark its achievements.

This is a long-term document that has a planning horizon of roughly 15 years. However, the Town may achieve recommendations of the Plan before that time period is over, or changes in development trends, local economy, or other unforeseen factors may change the way the Town wants to vision the future. In these cases, the Town should complete and update the Plan to keep the document relevant and applicable to the challenges the Town faces.

Annual Review

The goals and recommendations in each chapter of this plan create an effective checklist for monitoring the plan. Each year, the Town officials should meet to determine which recommendations to work on over the upcoming year. At the same time, the Town should look back over the previous year and evaluate what the community accomplished and where there is a need for improvement. This review allows for flexibility in determining the tasks the Town will undertake based on budgetary constraints or changing community priority and input.

Five-Year Review

Major changes can occur in a very short time. Changes in infrastructure, the transportation system, development methods, and even changes in elected officials, state law, or other regulations can have a significant impact on the recommendations of this plan. The Town should periodically review the document for substantive changes. It may not be necessary to go through a long and intensive review process, but the Town should take steps to involve the public in this review process to ensure the goals and recommendations are still relevant. The review should also identify major changes in infrastructure, land use, and transportation that may change the recommendations of the Plan.