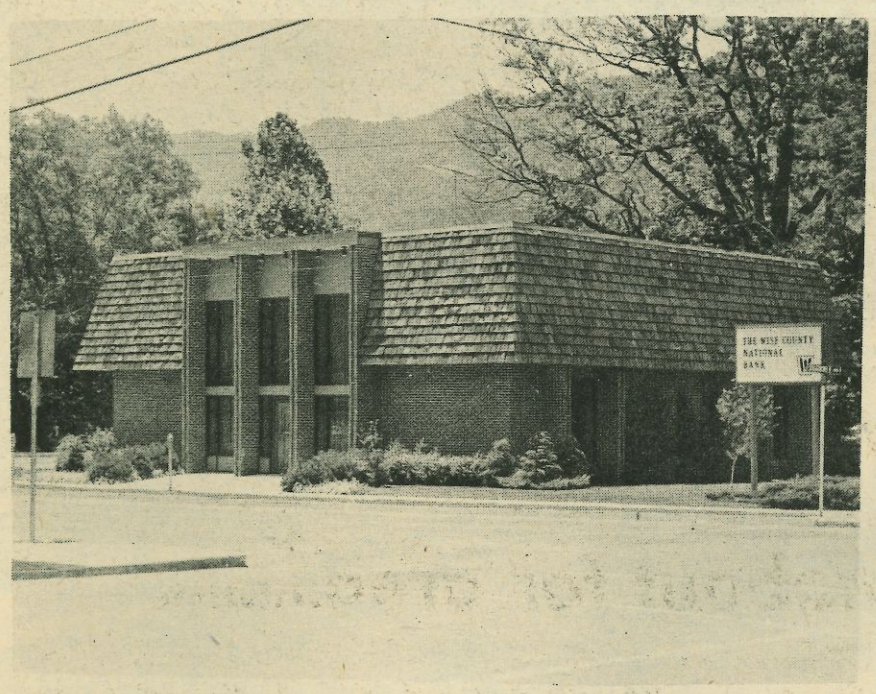
Supplement to
The Post, Coalfield Progress, Appalachia Independent, Clinch Valley Times, Powell Valley News, Scott County Herald-Virginian

Lenowisco: Virginia's No. 1 Planning District

Virginia's Last Economic Frontier

Welcome

...ANYTIME WE CAN BE OF SERVICE



Member F.D.I.C.

THE WISE COUNTY NATIONAL BANK

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"Going one step further"

PAK-MOR

Official opening set for August 9

Governor Holton, PAK-MOR President to appear for ceremonies.....

The official opening of the new PAK-MOR Manufacturing Company Plant in the Duffield Industrial Complex will be held at 2:00 o'clock p.m. on August 9, in the parking lot of the PAK-MOR Plant at Duffield.

The Honorable A. Linwood Holton Jr., Governor of the Commonwealth of Virginia will arrive on the site at 1:30 p.m.

The dedication ceremony will begin at 2:00 o'clock p.m. with W.P. (Bill) Kanto, new chairman of the Duffield Development Authority, presiding over the activities and introducing the President of the PAK-MOR Manufacturing Company, Jimmie V. Thurmond Jr., and other PAK-MOR officials, and officials of the Virginia Birmingham Bolt Company, Inc.

Featured speaker will be Governor A. Linwood Holton Jr.

Hosting the occasion will be the Board of Directors of the Duffield Development Authority and the Board of Directors of the LENOWISCO Planning District Commission.

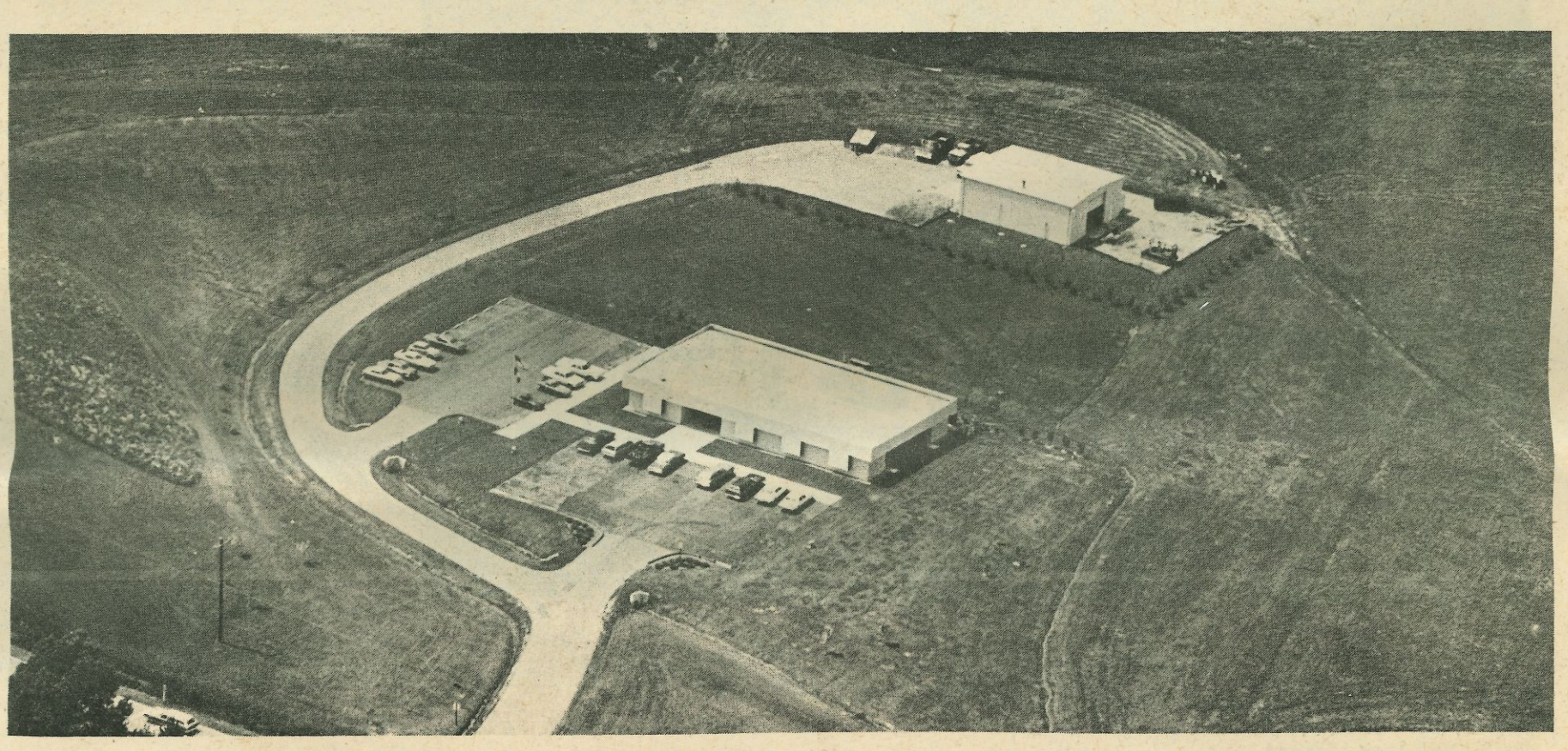
The public is invited to attend.

As part of the PAK-MOR Opening activities as well as in commemoration of the first year of industrial activities of the Duffield Industrial Park, the offices of the LENOWISCO Planning District Commission located adjacent to the Industrial Park on Route 58-421 West will be open to the public every afternoon from 2:00 to 5:00 p.m. during the week of August 6-10.

Governor A. Linwood Holton Jr., will tour the LENOWSICO facilities on the afternoon of August 9 following the PAK-MOR dedication.

The public is invited to view the facilities at the LENOWISCO offices and become acquainted with the staff activities.

The difficult things are done immediately; the impossible take a little longer.



LENOWISCO HEADQUARTERS IN CENTER OF DUFFIEND INDUSTRIAL PARK

Duffield The Key:

To an economic turnabout for area.....

The theory behind the development of the Duffield Industrial Complex is that a large, well-equipped industrial district can be the key to the economic turnaround of the region.

By large, it was understood that the ultimate size at full operation could be 1,000 acres.

By well-equipped, it was understood that facilities such as access roads, railways, sewer, water supply, and flood protection had to be provided.

It was also understood that a venture of this magnitude could not be undertaken by any of the four political constituents of the LENOWISCO Planning District independently.

The dream of a major regional industrial complex was made a reality by the wholehearted commitment and support of the member governments of the LENOWISCO Planning District Commission -- Lee, Scott and Wise Counties, the City of Norton, and the Town of Big Stone Gap.

The development of the Industrial District at Duffield is being carried out in a series of stages involving at least four separate property increments, each increment acting as a pilot for the next.

At the present time, Increments I and II comprising a gross acreage of 210 acres have been developed.

Thirty-eight acres have been sold.

Two railroad spurs have been installed - one to each of the new industrial tenants - with the Duffield Development Authority participating in the installation of one of the spurs.

The construction of two access roads have opened the park to vehicular traffic and the channel improvement of the North Fork of the Clinch River through the complex has assured flood protection for industrial tenants. Water and sewer services are provided.

The first industrial tenant to locate in Duffield was Virginia Birmingham Bolt, providing employment for approximately 60 persons with expansion foreseen in the future.

The newest industrial tenant is PAK-MOR Manufacturing Company, a branch plant of a well established firm with headquarters in San Antonio, Texas.

The new manufacturing community - the Duffield Industrial District - will be composed of two parts, the Industrial Park and the supporting community.

The Industrial Park is to be developed by LENOWSICO working in conjunction with the Duffield Development Authority.

The supporting communities are to be planned by LENOWISCO but to be developed largely by the private sector.

In addition to the support provided by the member governments of the LENO-WISCO Planning District Commission, the Duffield proposal was made a reality with the invaluable assistance of the following agencies:

The Tennessee Valley Authority, the Appalachian Regional Commission, the Commonwealth of Virginia Division of Planning and Community Affairs, the Economic Development Administration, the U.S. Soil Conservation Service, the Commonwealth of Virginia Division of Industrial Development, Virginia Department of Highways, Appalachian Power Company, and Powell Valley Electric Cooperative.

With the development of the first two increments of the Industrial Park, Duffield is open for business and is actively soliciting industrial prospects to join its first two tenants in locating in Duffield.

With the assistance of the Virginia Division of Industrial Development and others, the LENOWSICO Planning District Commission and the Duffield Development Authority (DDA) conduct an active industrial solicitation program to encourage industries to locate in the LENOWISCO Planning District.

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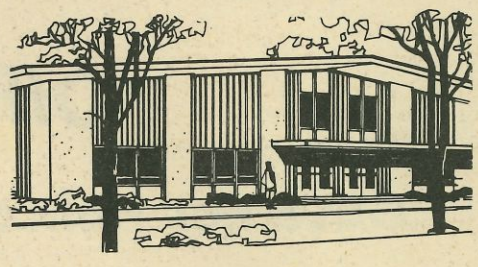

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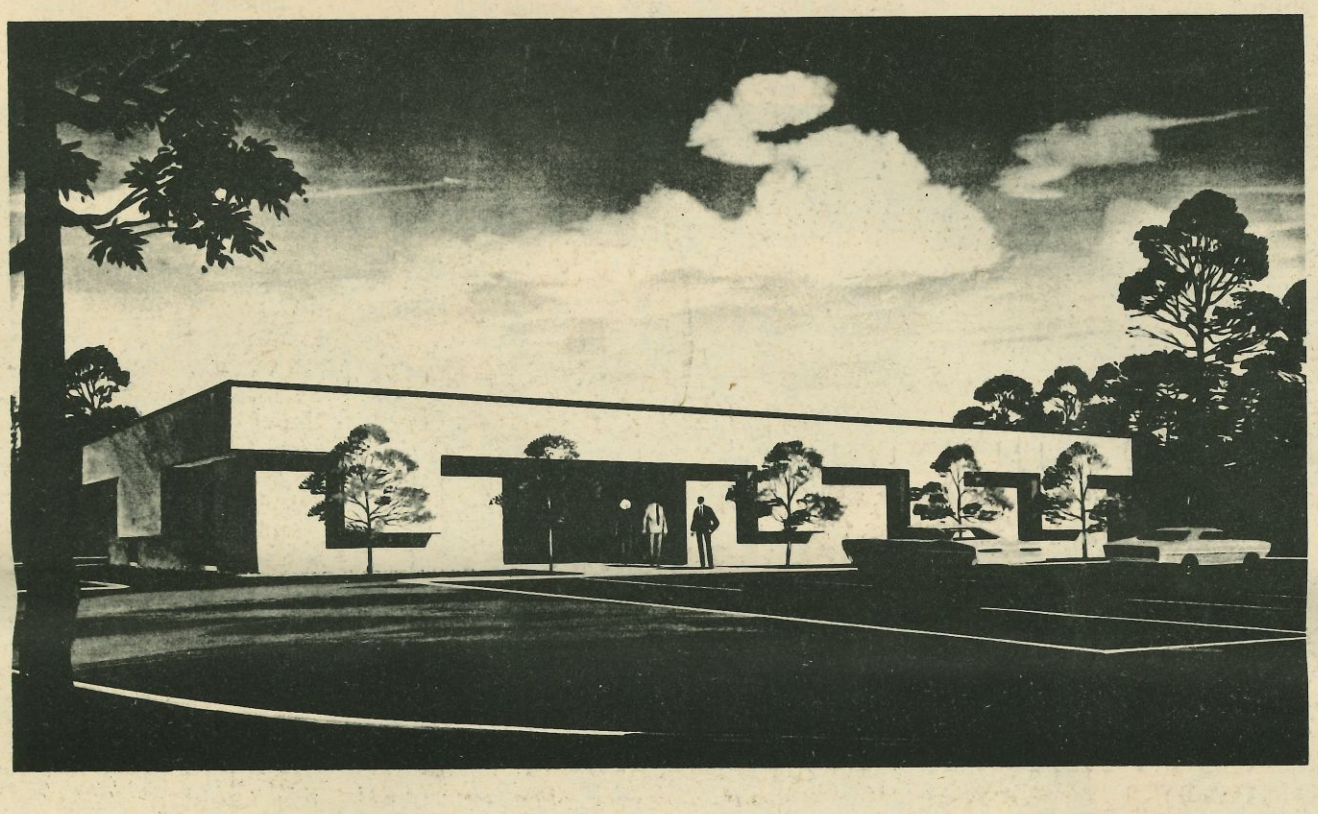
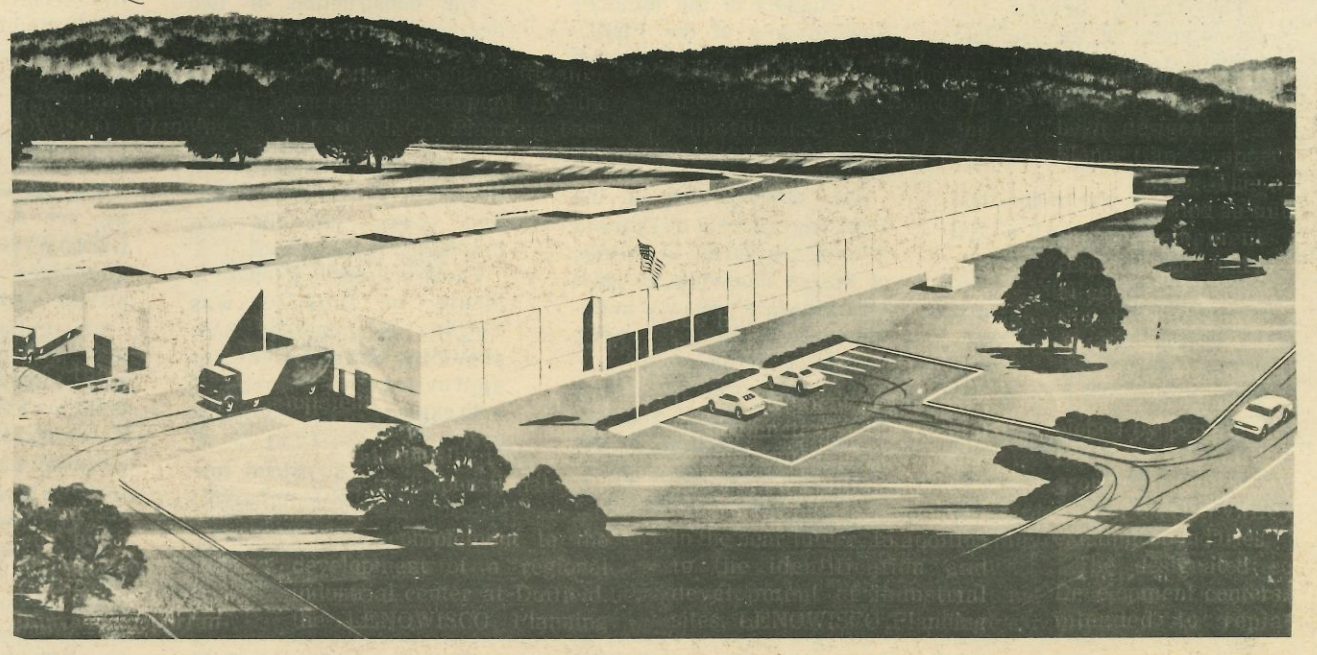


Lenowisco Building Duffield, Va.



PAK-MOR Manufacturing Co. Duffield, Va.

PAK-MOR: dynamic new industry at Duffield

Pak-Mor Manufacturing Company, a dynamic new industry for Duffield, is the branch plant of a well established firm with international affiliation.

With its main offices in San Antonio, Texas, PAK-MOR evolved from a company founded in the 1920's.

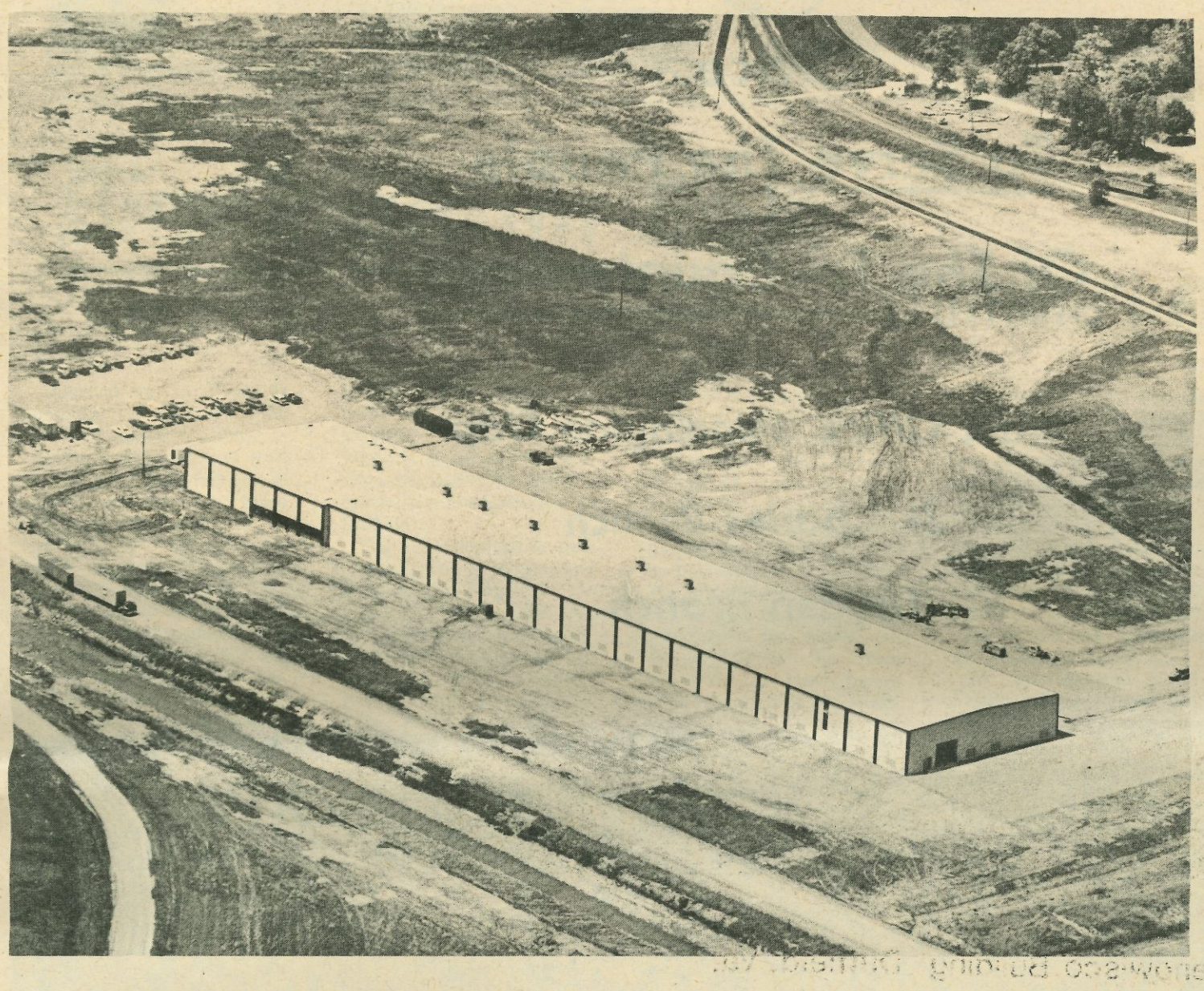
Production at PAK-MOR as it is now known was underway in 1947 although the firm actually incorporated in 1952.

The founders of the company were Mr. and Mrs. Jimmie V. Thurmond Sr., and control of PAK-MOR remains in the Thurmond family.

Responsibility for operation of the company is assumed by a six-member Board of Directors.

The President is Jimmie V. Thurmond Jr., Vice President Secretary-Treasurer is Mrs. E.M. Thurmond with Mrs. Jane T. Gregory also as Vice President.

PAK-MOR is one of the most broadly diversified manufacturers of refuse and garbage collection and related equipment in the United States today.



Since entering the field of solid waste collection equipment production in 1947, PAK-MOR has made a name for itself in the manufacture of a wide variety of consistently high quality refuse collection equipment.

The first machine manufactured by PAK-MOR was the side loading solid waste collection vehicle.

At the present time PAK-MOR manufactures side loading vehicles, rear loaders, front loaders, and transfer trailers in addition to garbage containers, stationary compactors, and a variety of other related products.

All of these products are presently being manufactured in the PAK-MOR plants at San Antonio.

PAK-MOR at Duffield will initially build rear-loaders, possibly expanding in the near future with the construction of trailers and detachable containers.

PAK-MOR equipment is distributed throughout the United States (with the exception of the New England states) through a network of independent dealers.

In addition, more than 17 foreign countries purchase PAK-MOR products.

PAK-MOR's international business activities are managed through their office in Zurich, Switzerland.

Among PAK-MOR's international sales areas are Mexico, El Salvador, Guatemala, Venezuela, Ecuador, Columbia, Bolivia, Peru and Chile in Latin America; Lebanon, Turkey, and Kuwait in the Near East; Japan, Australia, South Africa, Canada and Switzerland.

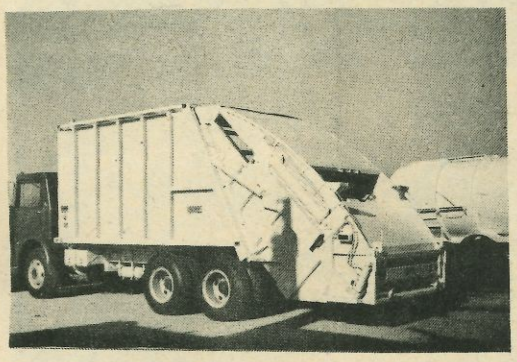
The PAK-MOR plant at Duffield will employ approximately 150 persons initially at full operation with from five to seven machines proposed for production daily.

No definite expansion plans are proposed at the present time although the plant including the office area has been designed specifically for expansion.

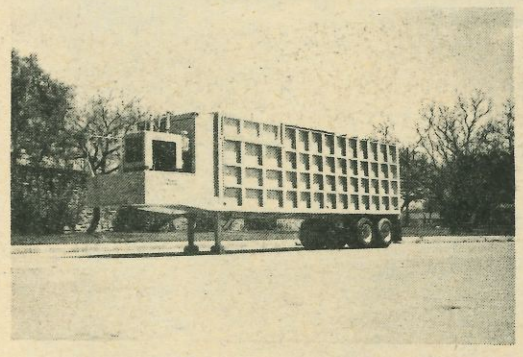
Responsibility for the total operation of PAK-MOR at Duffield is assumed by Richard R. Thompson, Plant Manager. Plant Superintendent is John W. Toney, and Assistant Plant Manager is Charles J. McDonald Sr.

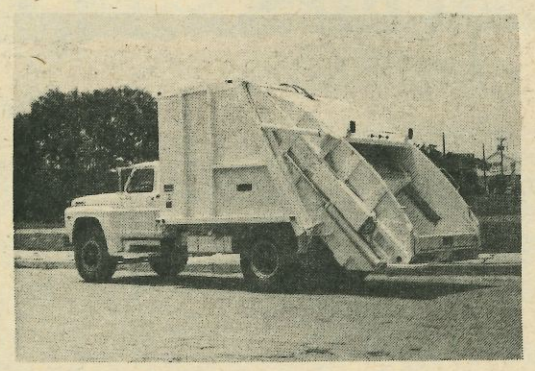
Raw material to be utilized in equipment construction at the Duffield Plant includes hydraulic components, which will be shipped in primarily from Texas and Ohio, and steel, much of which is obtained from numerous sources.

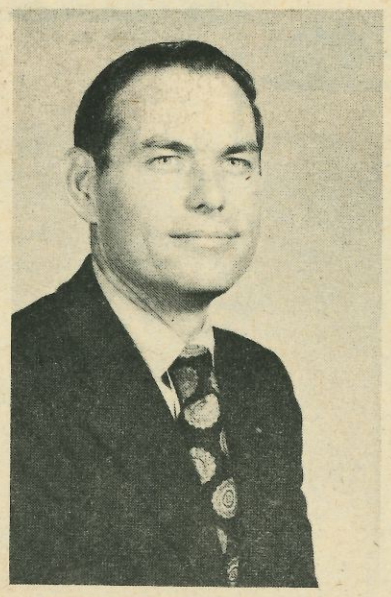
The first units to be manufactured at the new PAK-MOR plant in Duffield will go to St. Petersburg, Fla. However, with 26 per cent of PAK-MOR's 1972 volume exported, it is anticipated that most of the first year's products of PAK-MOR at Duffield will be sold internationally.



PAK-MOR equipment is distributed throughout the U.S. & around the world







JIMMIE V. THURMAN
President
PAK-MOR Mfg. Co.

LEE BANK & TRUST CO.

3

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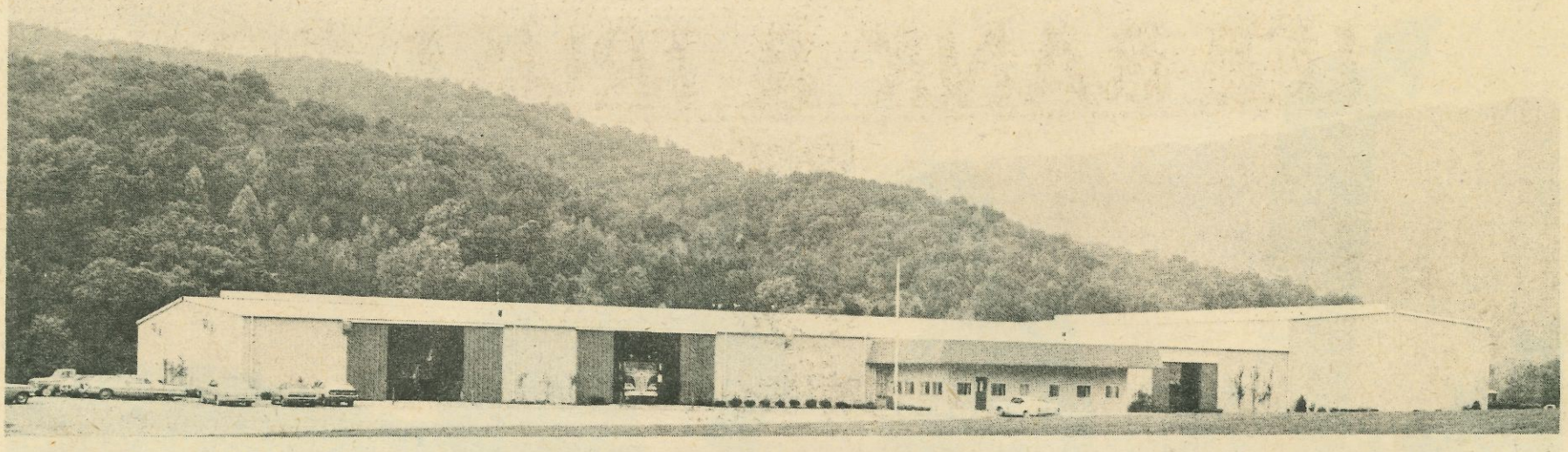


Birmingham Bolt:

Duffield's First tenant

Located on U.S. Route 23 near the northern limits of the Duffield Industrial Park is Virginia Birmingham Bolt Company, a manufacturer of mine roof bolts. Virginia Birmingham Bolt is a subsidiary of Birmingham Bolt Company with main offices in Birmingham, Ala.

Birmingham Bolt has three subsidiary companies located outside of Alabama. The first to be constructed was Penn. Birmingham located in Scenery Hill, Pa. The second, Kentucky Birmingham, located at Madisonville, Ky., provided the model for the Virginia Birmingham Bolt Company which has been in operation almost one year in Duffield.

Virginia Birmingham Bolt Company has a six-member Board of Directors.

The President of the Duffield Plant as well as the Birmingham Bolt Company in Alabama, is C.C. White. Responsibility for Birmingham Bolt operations in Duffield is assumed by E.R. King, Plant Manager of Virginia Birmingham Bolt.

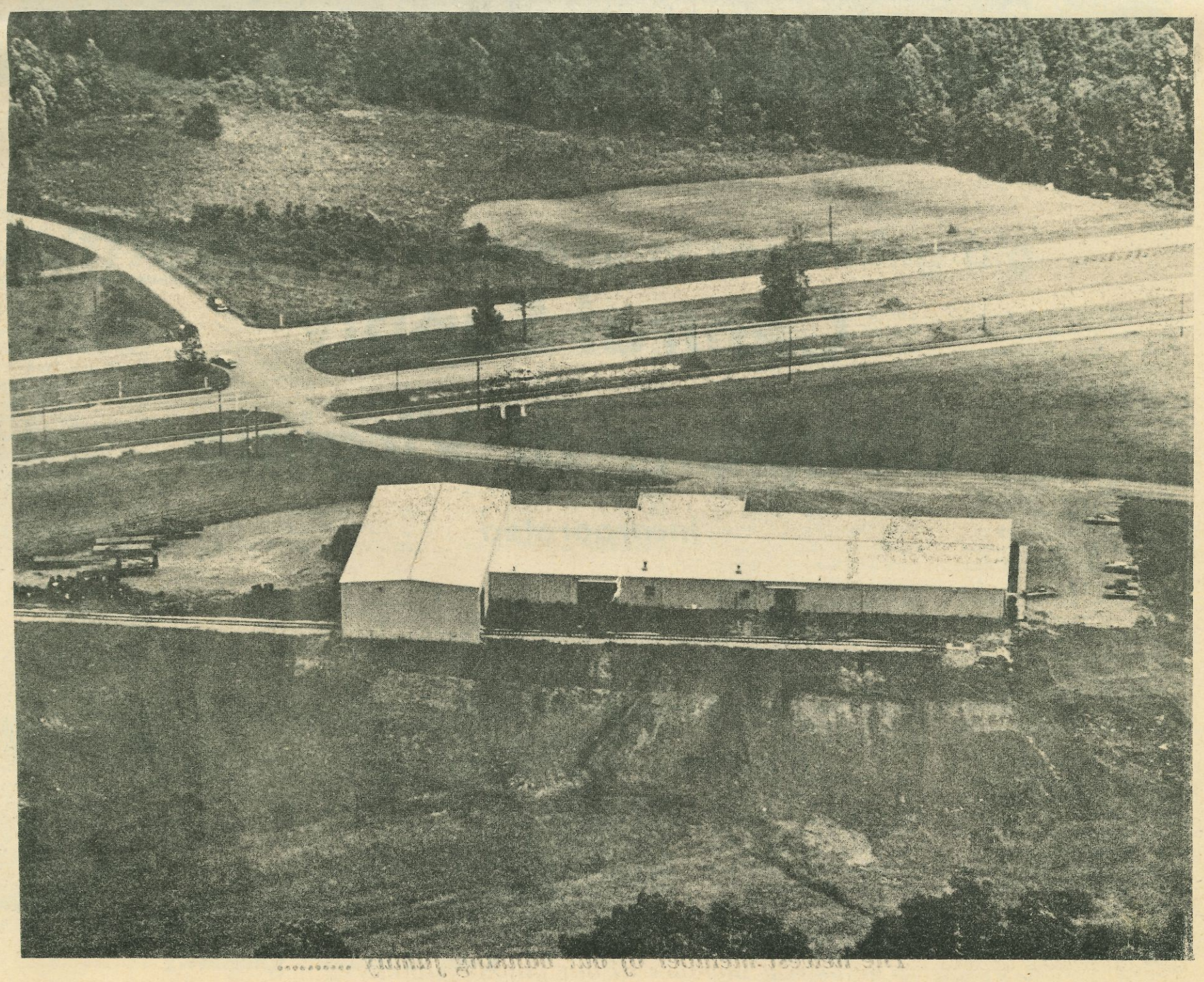
The product manufactured in Duffield - mine roof bolts - is utilized in underground coal mines to prevent roof falls by holding the various layers of rock (usually shale) together. The roof bolt, which is several feet long, is pushed through the layers of rock which form the ceiling of the mine providing the lower layers with support from the upper layers.

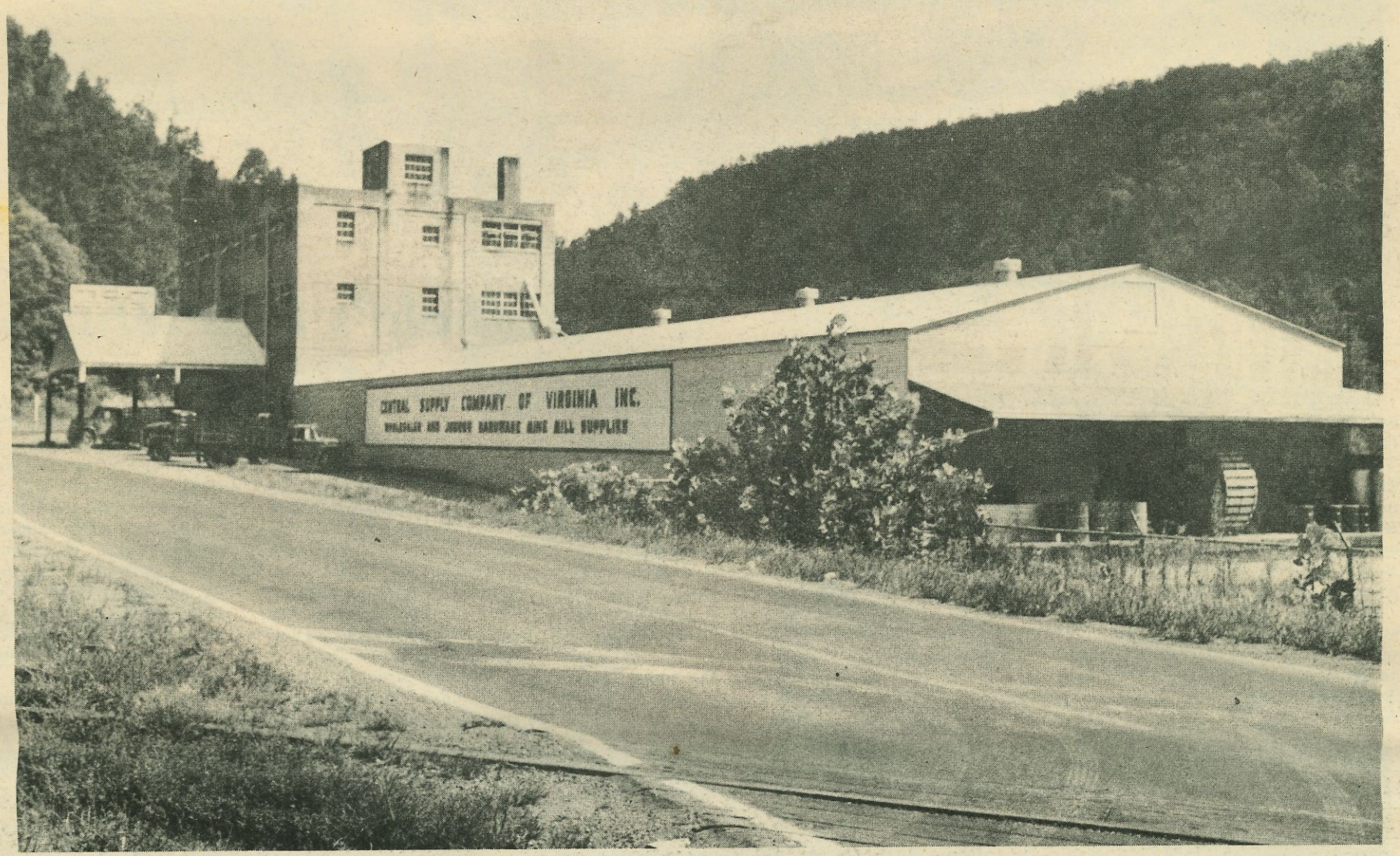
The metal rod utilized in the bolt is brought into Duffield where it is cut, threaded, headed, and assembled with steel plates of various sizes and an expansion shell which is manufactured by the Birmingham Fabricating Company. Raw steel, also utilized by Virginia Birmingham Bolt, is purchased from various steel mills located in the eastern United States.

At the present time, Virginia Birmingham Bolt employs approximately sixty persons working two full shifts and apartial third shift. Plans for expansion under consideration involve additional employment and the expansion of the third shift.

Mine roof bolts manufactured at Virginia Birmingham Bolt in Duffield are distributed throughout eastern Kentucky, southern West Virginia, Tennessee and Virginia.

Duffield provides a central location for distribution of Virginia Birmingham Bolt products.





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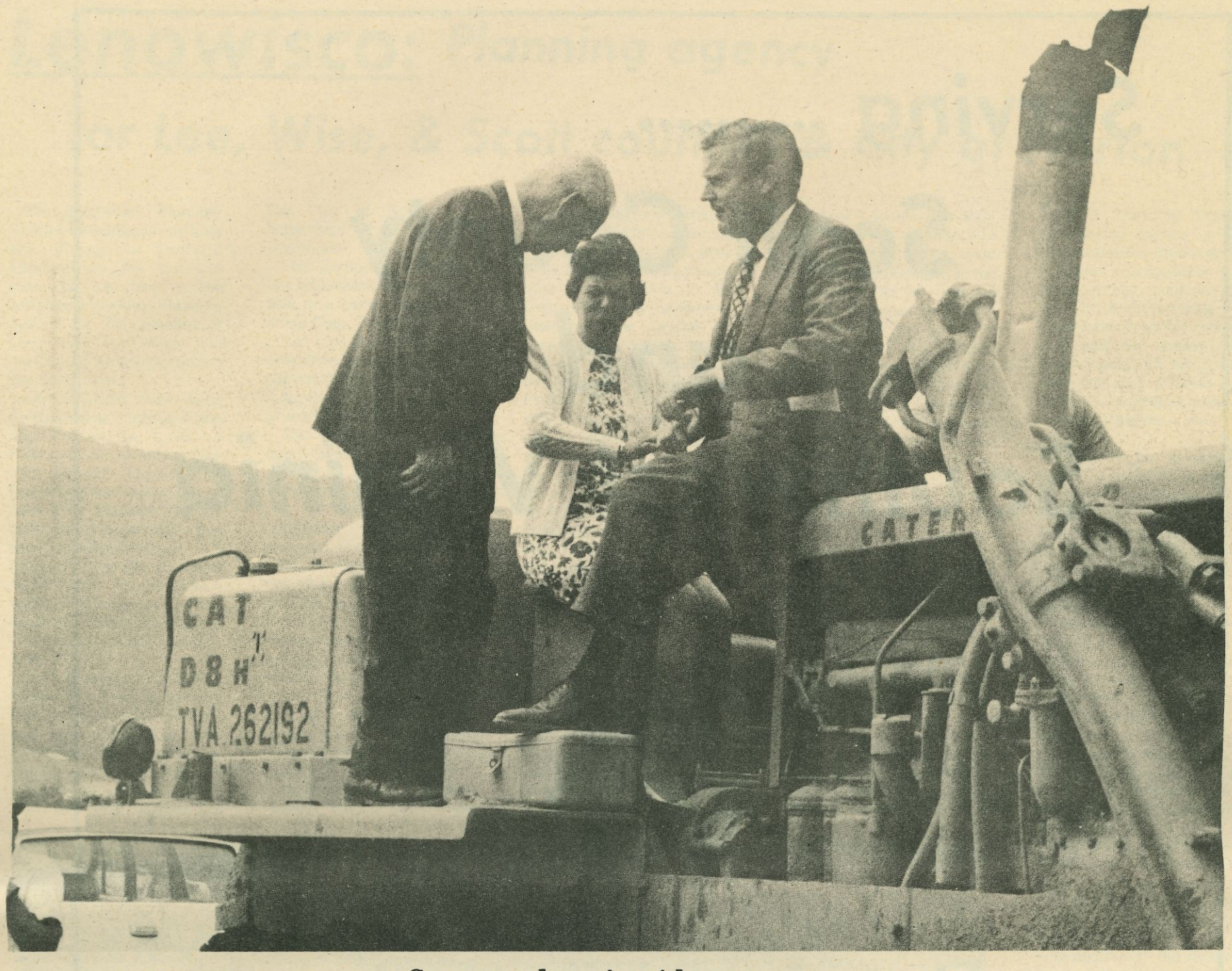


Governor has ringside seat .....

(Along with Senator M. M. Long and Mrs. Holton)

Duffield: The beginning of something big

On June 6, 1970, the Duffield Industrial Park was dedicated and ground was broken for the construction of the park.

The occasion was festive. The Honorable A. Linwood Holton Jr., was assisted in breaking ground by other State and local elected officials who had participated in various ways at making the dream of Duffield a reality.

Representatives of participating State and Federal agencies were recognized and honored. Citizens from throughout the three-county area and visitors from outside of the LENOWISCO Planning District attended the dedication ceremony. There was much hand-shaking and back-slapping; the atmosphere was one of satisfaction, joy and hope.

The dedication of the Duffield Industrial Park represented one moment to stop and rest from the arduous and often disappointing struggle involved in the realization of a dream.

It was a moment in which citizens of the area and representatives of the various agencies who had provided such invaluable assistance in the effort could congratulate each other for a job well done and pause to enjoy the fellowship that results from a dream that has been shared.

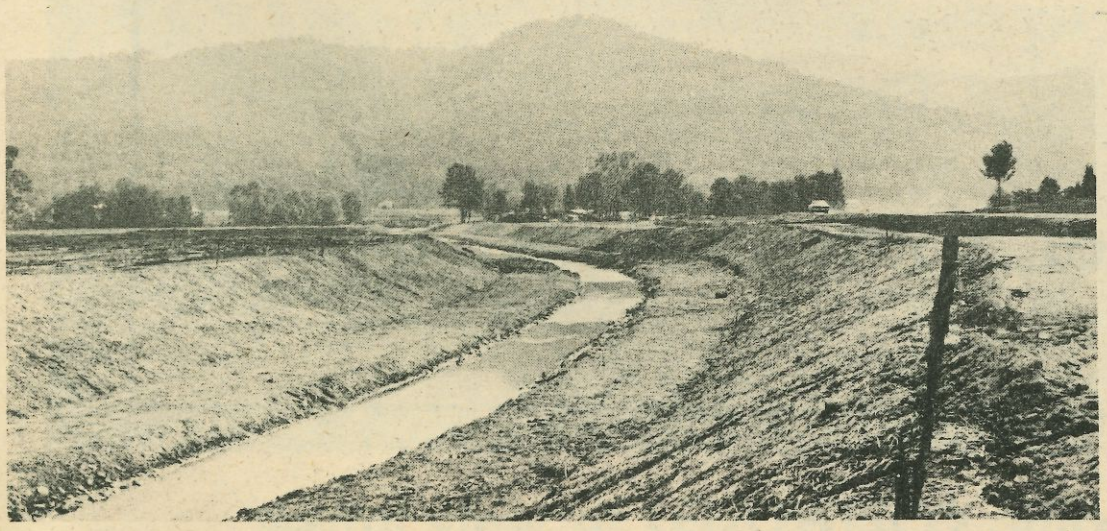
The dedication of the Duffield Industrial Park was an historic occasion for Southwest Virginia for many reasons. It represented one of the unfortunately too few occasions on which government agencies of various levels and having various specialties were able to successfully cooperate, pooling their resources on a project of such magnitude. At times, the problem of coordinating and sometimes even mediating between the various participant agencies and branches of government was almost overwhelming. The idea of even gaining the interest, much less the active support of 12 different government agencies and governing bodies for such a project was unheard of at that time.

However, what made the event truly historic for Southwest Virginians was the fact that it was made possible by the financial support of four independent governing bodies, Lee, Scott and Wise Counties and the City of Norton, for the betterment of not any one but of all four political subdivisions.

The development of the Duffield Industrial Park is a direct result of the willingness of two counties and a city to contribute financial support for a project to be located outside of their political jurisdictions.

Even with the recognition that the Industrial Park would be of immeasurable benefit of the entire district and that its development would be possible only through such a cooperative arrangement, extraordinary farsightednes on the part of the political leaders of the area was required to break down the strong tradition of independence and suspiciousness which had effecively defeated efforts at regional progress in the past and continue to do so in other parts of Southwestern Virginia.

The dedication of the Duffield Industrial Park represented a moment not just to look back but also to look forward. It was the proof that the independent people of Southwestern Virginia could cooperate effectively for regional progress and the encouragement for Southwestern Virginians to work together in the future for the good of all.



Dredging channel in park

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Lenowisco: Planning agency for Lee, Wise, & Scott counties & City of Norton

The LENOWISCO Planning District Commission, with its new offices in Duffield adjacent to the Duffield Industrial Complex, is the designated Regional Planning Agency for the counties of Lee, Scott, and Wise, and the City of Norton and Town of Big Stone Gap.

LENOWISCO has been designated as Virginia Planning District No. 1, as an Economic Development District by the Appalachian Regional Commission, as an Area-Wide Planning Agency by the Department of Housing and Urban Development, as a Tributary Area Development Agency by the Tennessee Valley Authority, and as the Regional Clearinghouse for Coordination under Circular OMB-A-95.

The LENOWISCO Planning District Commission evolved from the Lee, Wise, Norton, and Scott Planning and Economic Development Commission, an initial effort at cooperation between Lee, Scott, and Wise Counties and the City of Norton for betterment of the regional community.

The earliest meetings of this organization were held in 1959 in a coffee shop in Big Stone Gap, Virginia.

The organization was then considered to be an uncertain experimental effort by four independent political bodies at working together.

The Economic Development Commission was reorganized as the LENOWISCO Planning District Commission in 1969 under the guidelines of the 1968 Virginia Area Development Act.

As an officially designated Planning District Commission, the primary responsibility of the agency is the preparation of regional plans for the three-county area. Among the regional plans which have been completed are the Land Use and Transportation Plan, Housing Element (and various housing studies), Recreation Plan, Law Enforcement Plan, Solid Waste Plan, and Water Quality Management Plan.

The LENOWISCO Planning District Commission is providing assistance to its constituent governments in the preparation and implementation of their Capital Improvements Program.

At the request of the State Division of Planning and Community Affairs, LENOWISCO has recently completed a study of critical environmental areas in the District.

The study contains an analysis of those areas of scenic or historic significance and recommendations for their protection.

Under a planning grant from the Appalachian Regional Commission, LENOWISCO is preparing a plan for the developments that are expected to occur along Route 23, the Appalachian Corridor Highway through the District.

In addition to its regional planning activities, the LENOWISCO Planning District Commission conducts an active Local Planning and Technical Assistance Program providing assistance to local governing bodies, civic groups, and individuals in the implementation of regional plans on a project by project basis through the provision of planning and design assistance for individual recreation projects, community development projects under the townlift program and comprehensive planning for individual communities throughout the District.

Preliminary design assistance is made available for eligible development projects. Planning and technical assistance is provided in the solution of solid waste problems.

LENOWISCO also provides technical assistance in the preparation of grant and loan applications.

Having been granted the necessary enabling legislation by the 1972 Virginia General Assembly, the LENOWISCO Planning District Commission carries out an Environmental Improvement Program in cooperation with its constituent political bodies. The Environmental Improvement Program consists of a junk car removal and disposal program, solid waste collection and disposal services, and a stream maintenance program for minor flood control.

Requests for assistance under the Local Planning and Technical Assistance Program and the Environmental Improvement Program are handled through the governing body of the political subdivision in which assistance is requested.

The Board of Supervisors (Town or City Council) receives and screens the request and forwards it to the LENOWISCO Planning District Commission Board of Directors.

The Lenowisco Planning District Commission is governed by a 15-man board of directors with representation as follows:

Lee County, four members; Scott County, four members; Wise County, five members; City of Norton, one member; and Town of Big Stone Gap, one member.

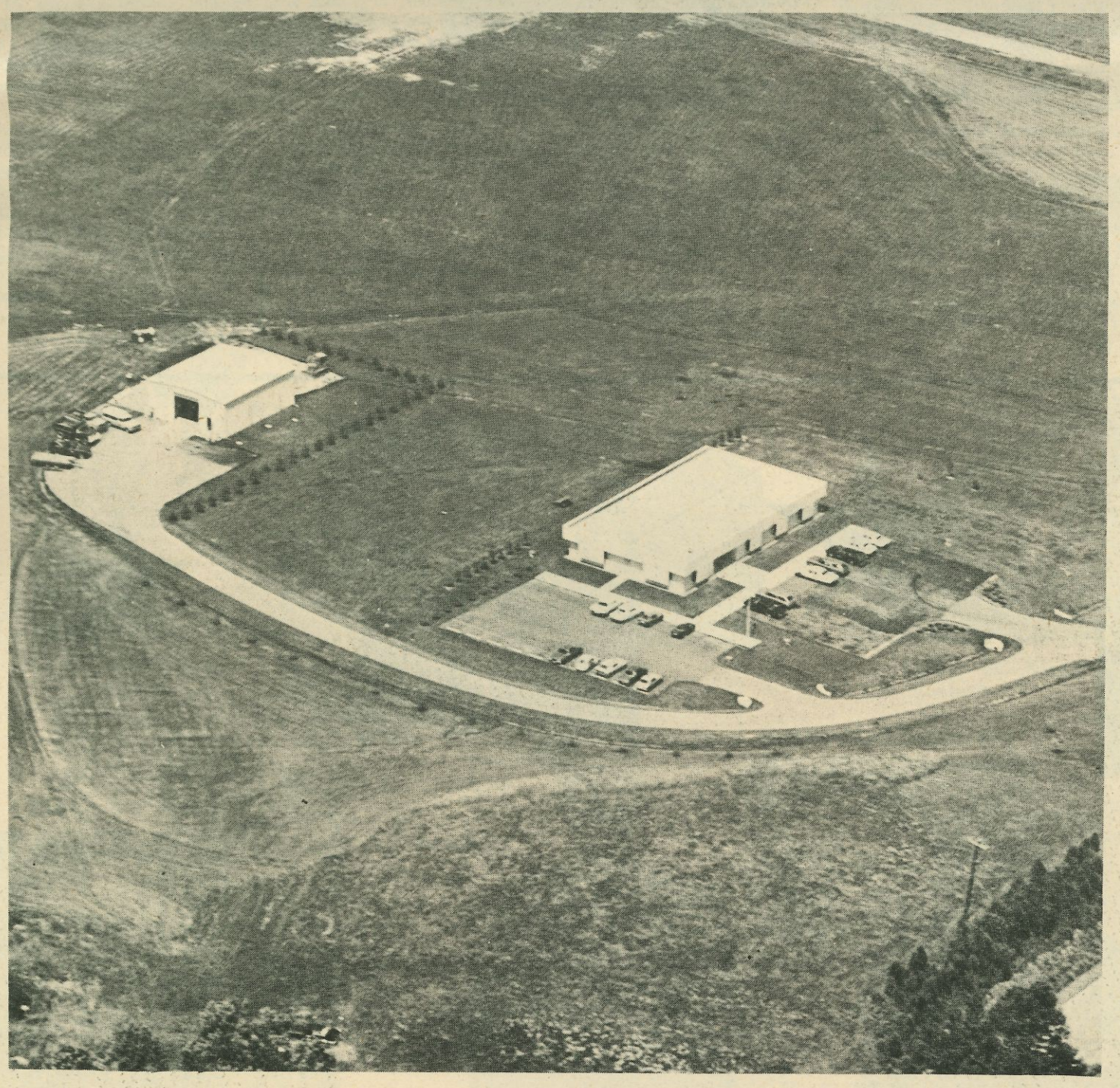
In addition to the financial support it receives from its participant governing bodies, the LENOWISCO Planning District Commission receives support from the following agencies: the Commonwealth of Virginia,Division of Planning and Community Affairs, the Division of Justice and Crime Prevention, the Appalachian Regional Commission, the Economic Development Administration, the Tennessee Valley Authority, and the Department of Housing and Urban Development.

Valuable assistance is also provided by the Commonwealth of Virginia Division of Industrial Development and various other State and Federal agencies.

During 1972, the LENOWISCO Planning District Commission had a working staff of 23 full-time employees. Administrative responsibility is assumed by the Executive Director Bruce K. Robinette and his Assistant Director, Paul E. Trammell.

The Planning Commission consists of a Division of Planning and a Division of Operations.

The Division of Operations is primarily responsible for the implementation of the Environmental Improvement Program. The Division of Planning assumes responsibility for the regional planning and economic development activities, the Local Planning and Technical Assistance Program, and planning the Environmental Improvement Program.



Aerial view of LENOWISCO offices.....

GEORGE L. ROAT

W.P. KANTO

E.B. GRAY JR.

(DDA) Duffield Development Authority

GOVERNED BY 7-MAN BOARD

The Duffield Development Authority (DDA), LENOWISCO'S Delegate Agency, shares an interlocking directorate with the LENOWISCO Planning District Commission. The DDA is governed by a seven-man Board of Directors, representing the four independent political subdivisions of the LENOWISCO Planning District.

Working closely with the Board of Directors of the LENOWISCO Planning District Commission, the directorate of the Duffield Development Authority assumes responsibility for the overall development and management of the Duffield Industrial Park as well as for the direction of the Industrial Procurement Program. In addition to the business of attracting industry to Duffield, the Duffield Development Authority (DDA) Board Members have been active in the preparation of the basic economic and labor force material to be used in the program of industrial solicitation.

Chairman of the DDA Board of Directors is W.P. Kanto, representing the City of Norton. He is a resident of Norton.

Ralph B. Miner, vice-chairman of the Board of Directors, is a Lee County representative.

The Secretary-Treasurer of the Duffield Development Authority is J.J. Seay. Mr. Seay is a representative of Wise County.

E.B. Gray is a representative of Scott County to the DDA Board.

H.B. Quillen, Jr., also a member of the LENOWISCO Board of Directors is a Scott County representative to the Duffield Development Authority directorate.

J.J. Seay, Superintendent of the Appalachia Division of the Southern Railway System, is a representative of Wise County to the DDA Board.

Also a member of the LENOWISCO Planning District Commission Board of Directors, George Roat is a WiseCounty representative to the DDA Board.

The Commonwealth Attorney of Lee County, H. Ronnie Montgomery, is a representative of Lee County to the Duffield Development Authority directorate.

The policy and projects of the Duffield Development Authority are carried out by the LENOWISCO Planning District Commission staff with the Executive Director of the LENOWISCO Planning District Commission, Bruce K. Robinette acting as bonded agent for the Duffield Development Authority.

H.B. QUILLEN

RONNIE MONTGOMERY

J.J. SEAY

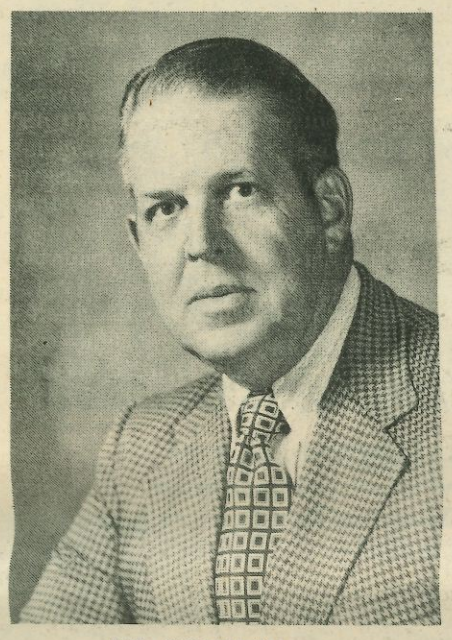
RALPH B. MINER

Planning commission:

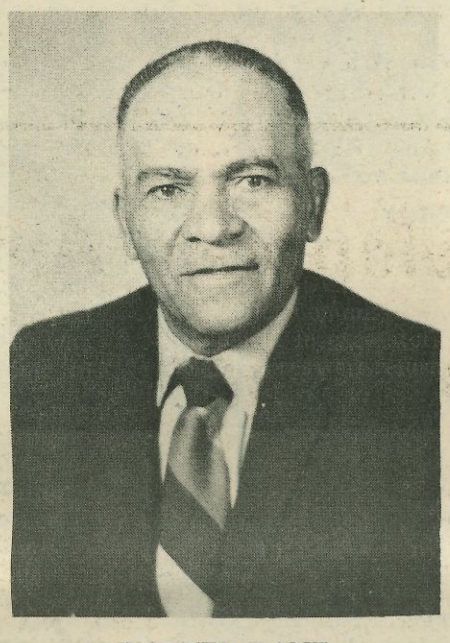
Administered by 15-man board of directors

The LENOWISCO Planning District Commission is administered by a 15-member Board of Directors. Nine of the members are elected officials of the planning district's constituent political subdivisions. Six of the board members are appointed by the governing bodies of the political subdivisions of the planning district. Representation to the Board of Directors is as follows:
Lee County, four members; Scott County, four members; Wise County, five members; city of Norton, one member; and town of Big Stone Gap, one member. The number of the representatives of a constituent's political subdivision to the Regional Board of Directors is based primarily upon population.

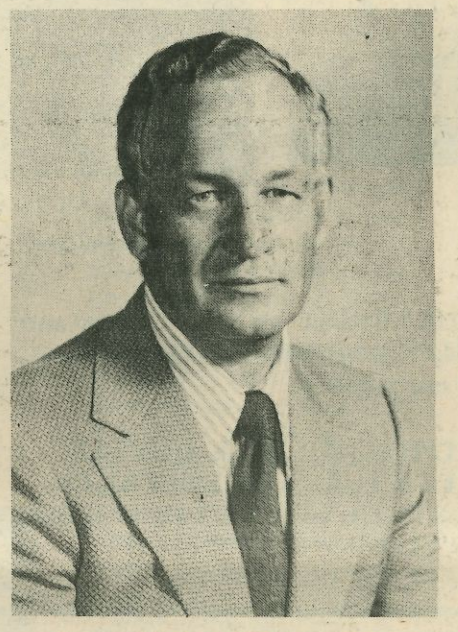
In addition to assuming responsibility for the overall administration of the LENOWISCO Planning District Commission, the Board of Director is responsible for establishing the goals and objectives of the Commission, determining the direction of the economic development program, and settling all other matters that pertain to the Commission policy. All requests for planning or technical assistance are reviewed by the Board of Directors and evaluated as to the extent that these requests comply with the overall economic scheme adopted by the LENOWISCO Planning District Commission.



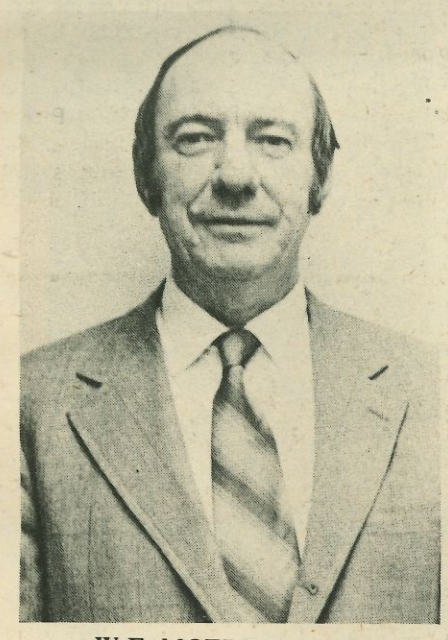
J.E. BODY JR.
Big Stone Gap



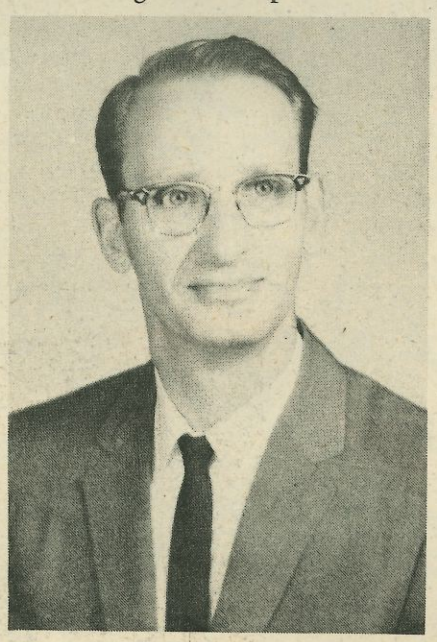
WALTER KANE
Big Stone Gap



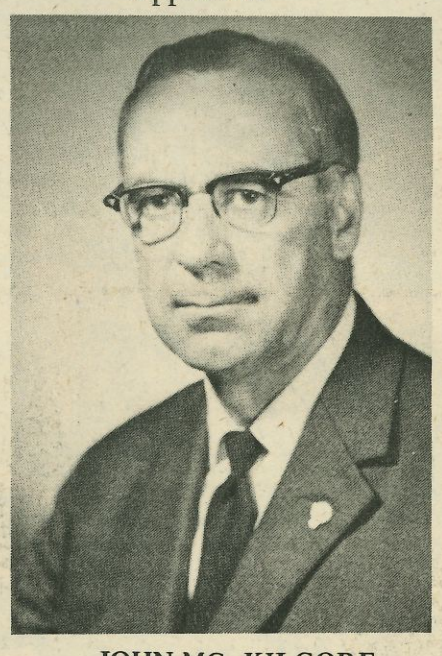
JACK KIBLER
Appalachia



W.F. MCELROY
Norton

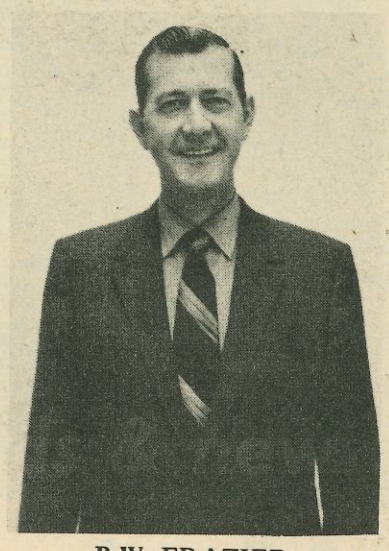


CLYDE POE
St. Charles

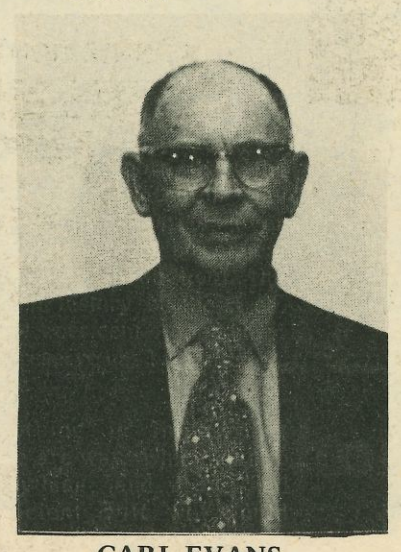


JOHN MC KILGORE
Coeburn

R.F. BOND
Pound



B.W. FRAZIER
Gate City



CARL EVANS
Pennington Gap

The Chairman of the Commission is Jack Kibler, who is an appointed member representing Wise County. A resident of Appalachia, Mr. Kibler is the manager of the Appalachia Insurance Agency.

J.E. Body, a resident of Big Stone Gap, is the first vice-chairman. He is an elected member representing Wise County.

The second vice-chairman is Clyde Poe. An elected member representing Lee County, Mr. Poe is a resident of St. Charles.

W.F. McElroy, treasurer of the Board of Directors, is an elected member representing the City of Norton.

Walter Kane, also a member of the LENOWISCO Executive Board, is an appointed member representing Wise County. Mr.Kane is a resident of Big Stone Gap.

A member of the Executive Committee, H.B. Quillen Jr., is an appointed member representing Scott County. A resident of Gate City, Mr. Quillen is the manager of Jack Quillen Insurance and Real Estate.

A businessman and resident of Gate City, B.W. Frazier is an elected member representing Scott County.

R.F. Bond, a resident of Pound, is an appointed member representing Wise County.

John Mc Kilgore, Executive Vice-President of Farmers Exchange Bank of Coeburn, is an elected member representing Wise County.

Ralph B. Miner, general manager of Powell Valley Electric Cooperative, is an appointed member representing Lee County.

An elected member, Elmer V. Bates represents Wise County. Mr. Bates is a resident of Wise.

A resident of Pennington Gap,Carl Evans is an appointed member representing Lee County.

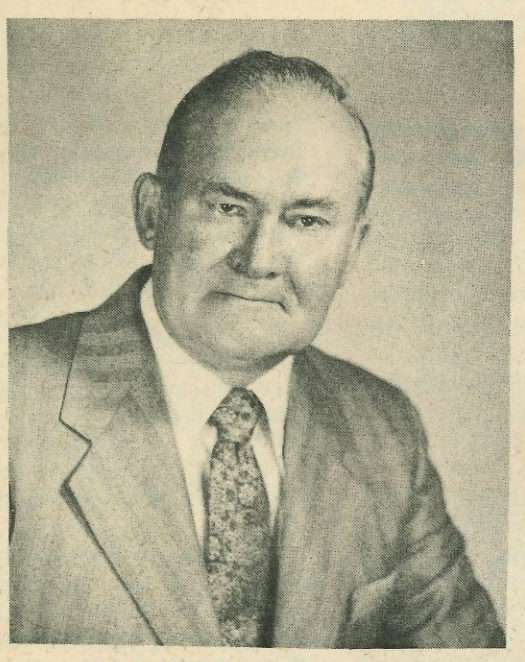
Representing Lee County, Ralph Robinette is an elected member of the Board of Directors. He is a resident of Blackwater.

A resident of Clinchport, Kenneth E. Piercy is an elected member representing Scott County.

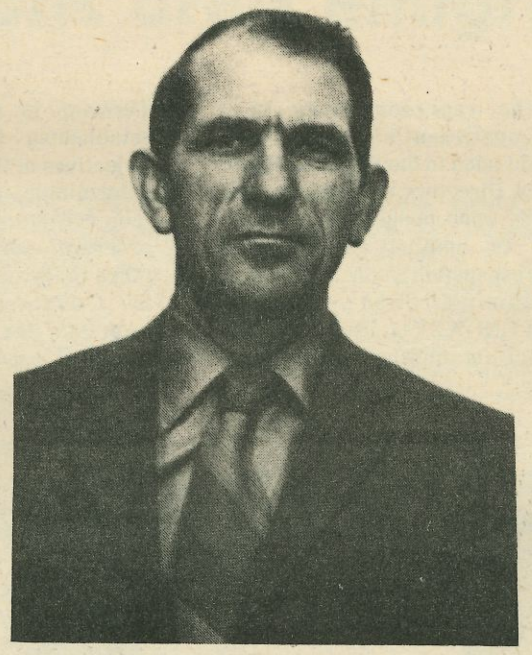
A businessman and resident of Gate City, Paul Bright is an appointed member representing Scott County.

LENOWISCO:

.....more directors



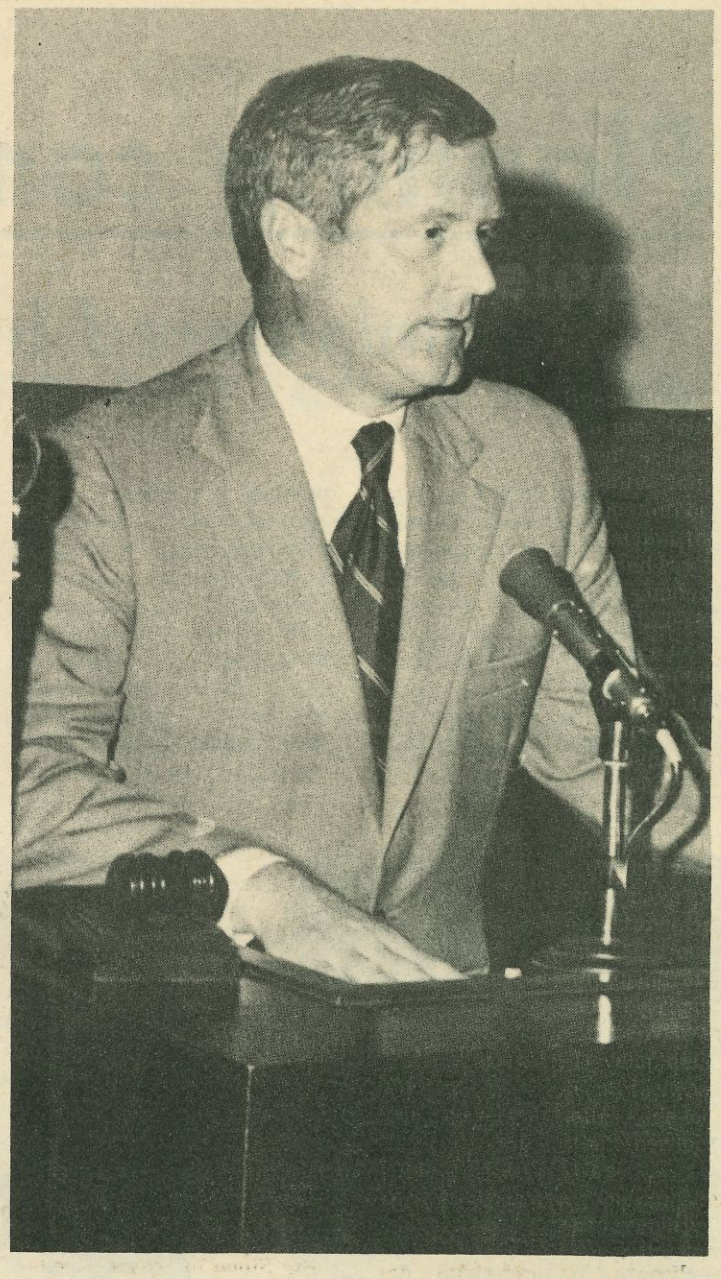
ELMER BATES
Wise



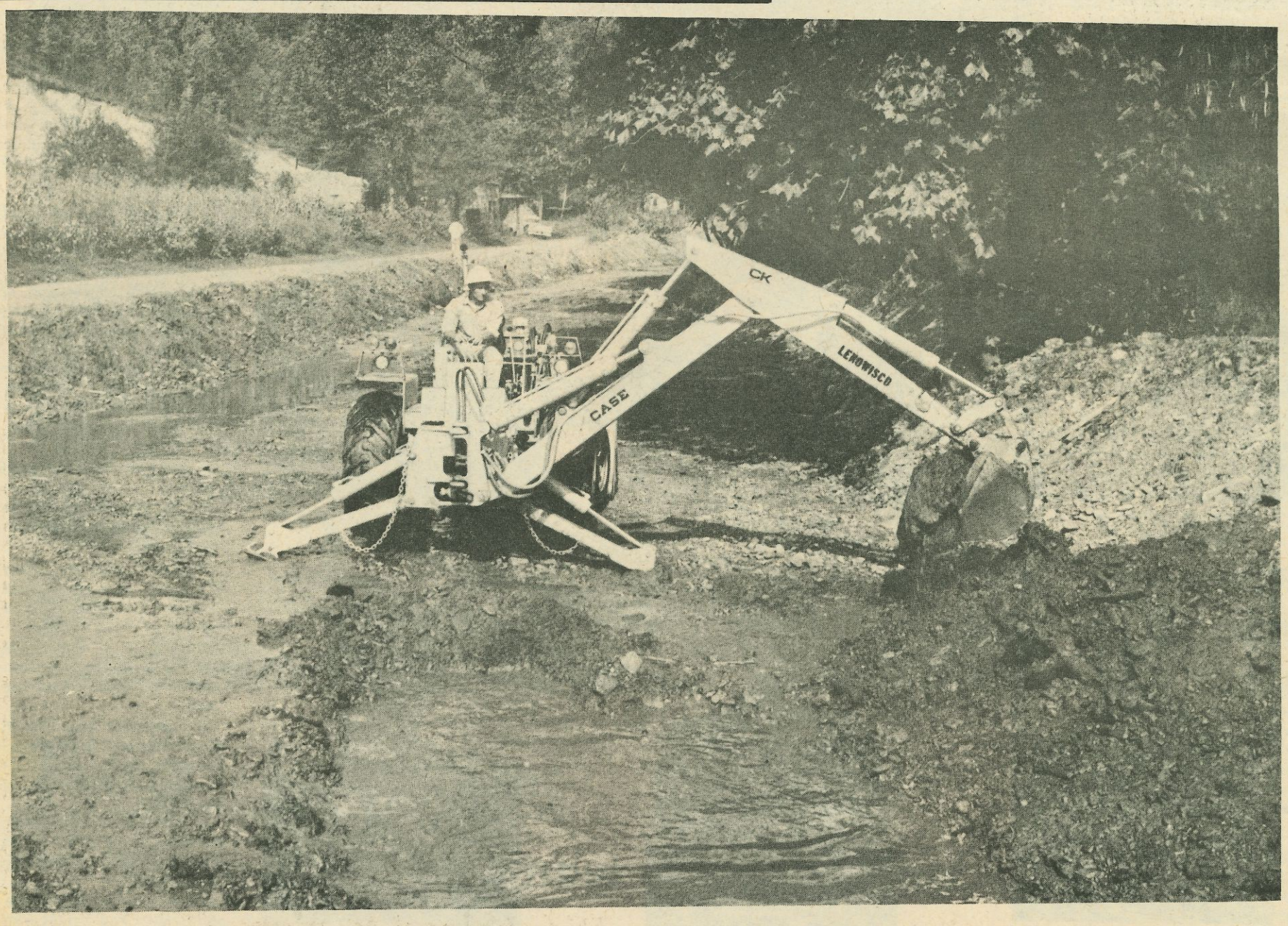
KENNETH C. PEARCY
Clinchport

PAUL BRIGHT Of Scott County and RALPH ROBINETTE of Lee County are not pictured.

RALPH MINER & H.B. QUILLEN ARE PICTURED ELSEWHERE IN THIS ISSUE WITH THE DUFFIELD DEVELOPMENT AUTHORITY BOARD OF DIRECTORS



GOVERNOR LINWOOD HOLTON has maintained interest in Lenowisco and Duffield Industrial Development park through the years.....



Stream clearance & flood control

TVA Activities

Local environmental improvements

TVA resource development activities in Southwest Virginia over the past 10 or 12 years have been aimed at helping the people in the area to improve their economic and physical environment so as to raise their standard of living.

A basic part of this thrust has been to assist in the conversion from a coal mining economy to a diversified local economy through the addition of manufacturing employment in the area.

For purposes of this discussion, TVA activities will be divided into those which relate to the creation of an environment conducive to industrial development and those which more directly are aimed at producing industrial jobs through specific projects.

Most of the TVA community development activities in Southwest Virginia come under the heading of improving the environment or climate for industrial development.

In Coeburn a TVA flood control project has provided flood protection for the town's central business district, leading to a revitalization of the downtown area which has had a major impact on the town as a whole.

Several industrial expansions as well as expansions in wholesale and retail activities have occurred since the completion of the flood control project.

Freedom from flooding has also allowed several of the downtown businessmen to make physical improvements in their storefronts, thereby leading to a more pleasing physical environment which also helps to stimulate retail activities.

In Big Stone Gap, TVA has been working with town officials and local merchants on a Townlift program designed to revitalize the downtown business district.

Storefront renovations following a coordinated design theme have been underway in Big Stone for several years.

A more dramatic project has now been undertaken through which a downtown mall will be created on two blocks of Wood Avenue in the heart of the business district.

Construction of the Big Stone Gap mall will require major changes in traffic circulation, parking as well as private investments from the individual merchants in the area.

The overall objective of the mall is to create a more pleasing physical environment which will attract shoppers and stimulate retail activity in the downtown area.

In Norton a Townlift project has led to several physical improvements, including new entrance signs to the town and a landscaped parking area near the business district.

The presence of TVA electrical power is also a factor in improving the climate for industrial development in the LENOWISCO area.

Nearly all of Lee County is served by the Powell Valley Electric Cooperative and a portion of Scott County is served by the City of Bristol electrical system. The presence of this low cost and reliable electrical power can be an important factor in the industrial development of an area.

Other TVA activities in the LENOWISCO area are more directly aimed at creating new industrial jobs to stimulate the area's economy.

The most significant of these projects in which TVA has been involved has been the establishment of the Duffield Industrial District.

While this project is being described in more detail elsewhere, generally the TVA role was to work with the Lenowisco staff in developing the concept for this regional job center and then to construct the new stream channel which was designed to provide flood protection for the entire industrial district.

Another important contribution of TVA at Duffield was the development of a list of target industries which would have some economic advantages in locating branch plants at Duffield and on which industrial recruitment efforts could be concentrated.

In St. Paul TVA has been participating in a broad-based community development project which is expected to have an impact on industrial employment in the St. Paul area.

Creation of a new industrial area in St. Paul will more or less be a by-product of a larger project involving a major highway relocation and an HUD-sponsored neighborhood development program.

TVA will participate in the project by financing the cost of realigning the Clinch River, an essential part of the total project.

Near the town of Wise, TVA is cooperating on a project involving preplanning a strip mine operation so that the site can be reused and adapted for industrial purposes with a minimum of cost and excavation. This project is intended to demonstrate how lands which might otherwise be a community liability can be put to productive use. This project is described in more detail elsewhere.

Other types of TVA services which are available for industrial development efforts include the type of industry study which was provided at Duffield.

By using information which describes industry resource orientation TVA can match industry needs to local resources.

This method selects industries which would gain economic advantages, such as better market access, by establishing branch plants in a given area.

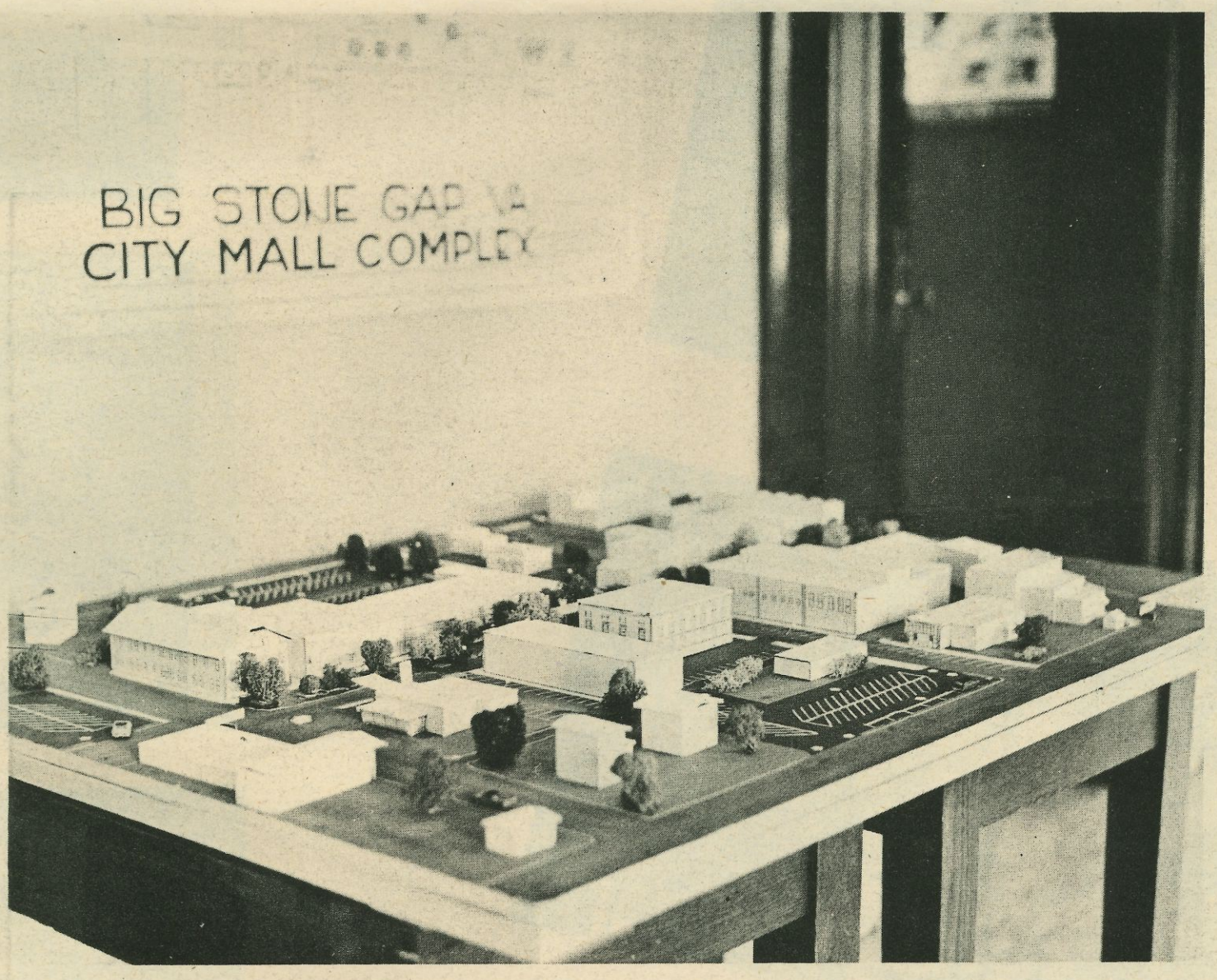
This can be a valuable promotional tool for industrial development organizations.

Other types of industrial services include site surveys and investigations. On a given site, TVA can work with local industrial development authorities or other groups in evaluating the industrial potential for developing the site and in preparing preliminary site plans.

In some cases TVA publishes industrial site summaries which catalog and describe all the potential industrial sites in a given area.

While TVA cannot engage directly in industrial promotion activities, TVA's approach has been to help communities and areas recognize their own assets and liabilities and to use their own resources to bring new jobs to the area.

This partnership with the people hopefully will lead to a stronger economy and an improved environment for a better tomorrow in Southwest Virginia.



.....model of proposed Big Stone Gap mall

TVA helped to plan

LENOWISCO Staff:

.....They're the ones that make the organization's wheels go around, and around and.....

As the Executive Director of the LENOWISCO Planning District Commission, Bruce K. Robinette is the chief administrative officer for that agency and the Bonded Agent for the Duffield Development Authority.

A native of Southwest Virginia, Mr. Robinette was born at Duffield and reared and educated in Powell Valley of Wise County.

Having received his high school education at East Stone Gap, he earned his B.S. Degree from Lincoln Memorial University and a Masters Degree from Virginia Polytechnic Institute and State University.

Unlike so many native Southwestern Virginians who have left the area to seek educational and employment opportunities, Bruce Robinette considered himself fortunate to have been able to return to Southwest Virginia after a period of employment in central Virginia in 1968 when he assumed his present duties with the LENOWISCO Planning District Commission.

Being a man with an agriculture and education background and not a planner, he states that he has always viewed "his total task primarily from the 'common sense' approach with strong administrtative execution of work and responsivenes to the needs and requests of the public as the essential ingredients to public service success."

Bruce Robinette has stated that in his opinion "if the LENOWISCO and Duffield agencies have contributed anything at all to the progress being achieved in Southwest Virginia, it has been through his ability to attract and retain the staff expertise that has contributed so heavily in the areas of planning and economic development."

He adds that, "if we had started this cooperative effort shortly after the end of World War II, I believe that we would not have been faced with so many of the predicaments that we encountered in the late 50's and 60's although, needless to say, almost all of us have 20-20 hindsight!"

The very small core of professional staff members at LENOWISCO to whom Robinette attributes an outstanding contribution to the LENOWISCO planning and economic development effort are as follows:

..**PAUL E. TRAMMELL**, Assistant Director of the LENOWSICO Planning District, was born in Roda and has been a resident of Lee County for the last 13 years.

He is a graduate of Appalachia High School, received his B.S. Degree from Lincoln Memorial University and his M.S. Degree from the College of William and Mary.

Employed as the Project Analyst for LENOWSICO from 1968 to 1969, Mr. Trammell took a post with the Lee County School System as the Principal of the Keokee combined school from 1969 to 1972 when he returned to LENOWSICO to assume his present duties as Assistant Director.

PATRICIA DENNIS, a South Carolinian, joined the LENOWISCO Planning Staff in June, 1970 shortly after receiving her M.A. Degree in Geography from the University of South Carolina.

She had received her B.A. Degree also from the University of South Carolina.

Miss Dennis is an associate member of the American Institute of Planners, a member of the Association of American Georgraphers, and a member of the Soil Conservation Society of America. She resides in Weber City.

PHILLIP C. GROSS, a member of the Planning Staff, is a native of Chicago, Illinois. Prior toaccepting his duties at LENOWISCO, he was employed by Prince William County as the County Zoning Administrator.

Mr. Gross graduated from Jackson Memorial High School, Massillon, Ohio and has attended Purdue University as an engineering student and the Ohio University School of Commerce. He has had further study at the Northern Virginia Center of the University of Virginia.

He is a licensed pilot with numerous hours in single engine plane. Mr. Gross lives in Appalachia.

JIM VICARS, a native of Tennessee, joined the LENOWISCO Planning Staff after receiving his B.S. Degree in Geography from East Tennessee State University. He is an associate member of the American Institute of Planners. He resides in Big Stone Gap.

A native of Milwaukee, Wisconsin, **JOHN B. CAPELLE** has recently rejoined the LENOWISCO Planning Staff from the Virginia Polytechnic Institute and State University.

Mr. Capelle was employed as a summer intern in 1971 after completing his first year of graduate studies at VPI and remained as a member of the professional staff having completed his period of internship thorugh June, 1972.

Mr. Capelle received his B.S. degree in Urban Affairs from Oshkosh State University in Oshkosh, Wisconsin in 1969. He was elected a member in 1972 of the Phi Cappa Phi Graduate Honor Society. He resides in Weber City.

PHILLIP E. LEE, a native of Clintwood, Virginia, is employed by LENOWISCO as the head of the Drafting Department.

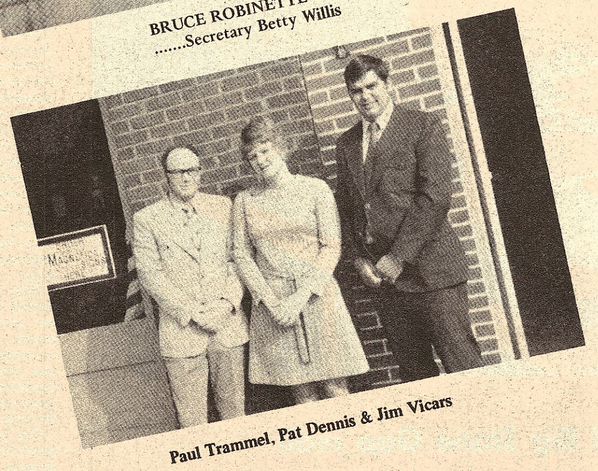
Mr. Lee graduated from Clintwood High School in 1965 and received his certificate in Drafting from the Wise County Vocational Technical School in 1970. He currently resides in Big Stone Gap.

These are the people who comprise the professional staff at LENOWISCO. A second group of LENOWISCO employees should also be acknowledged. These are the people classified as support staff for the professionals without whose support and sense of pride in the work of the entire agency, the professional staff would be unable to function effectively.

These are the LENOWISCO draftsmen, secretaries, and the construction force.

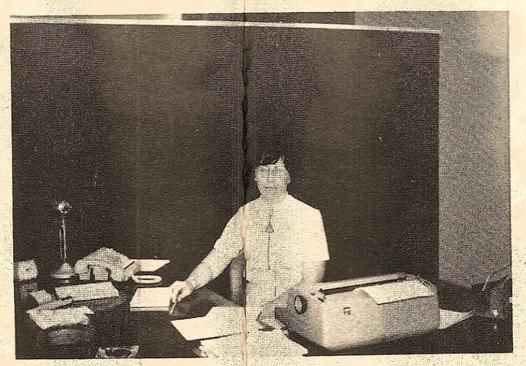
The new offices of which the entire LENOWISCO staff is very proud and very appreciative are located adjacent to the Industrial Park in Duffield.

BRUCE ROBINETTE
.....Secretary Betty Willis

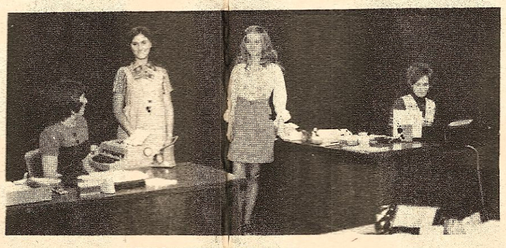


Paul Trammel, Pat Dennis & Jim Vicars

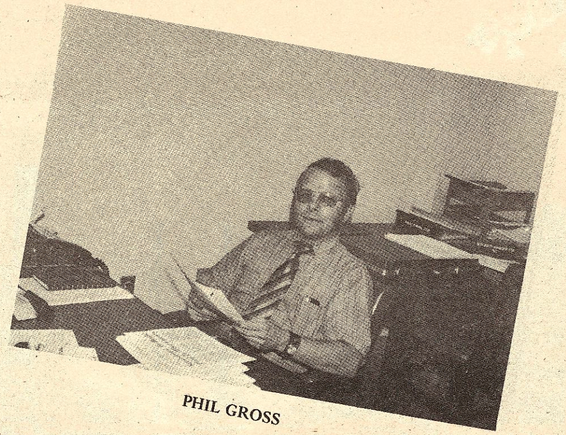
PHL LEE



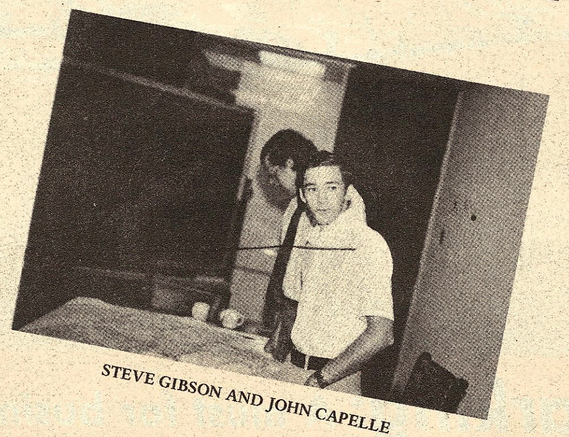
CAROL ARWOOD



LENOWISCO OFFICE PERSONNEL



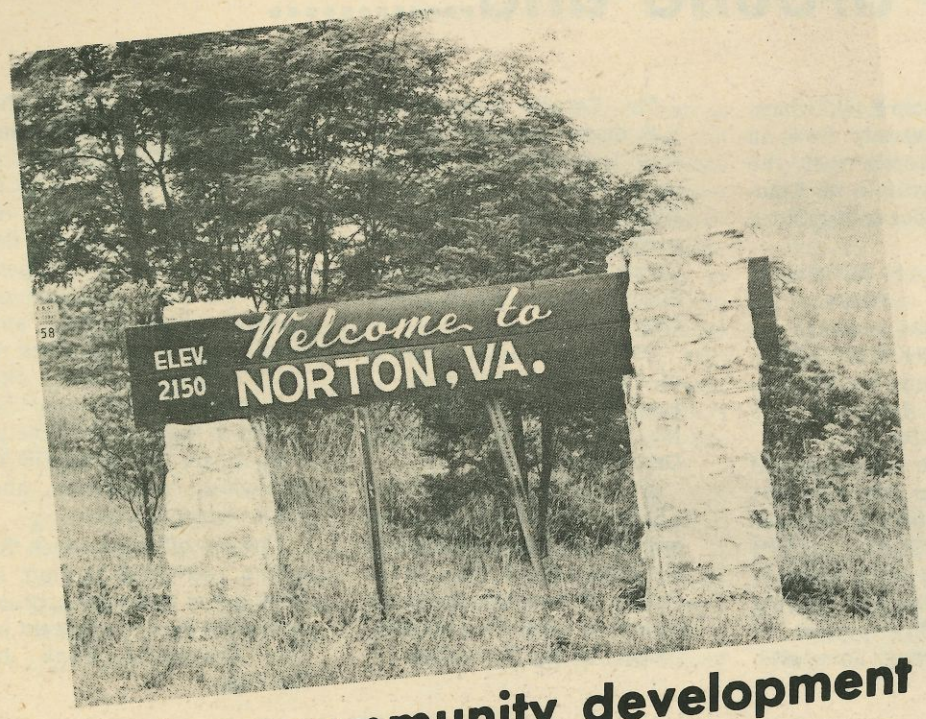
PHIL GROSS



STEVE GIBSON AND JOHN CAPELLE

Lenowisco:

Times are changing



..... More community development

.....Remodeling for a new economy

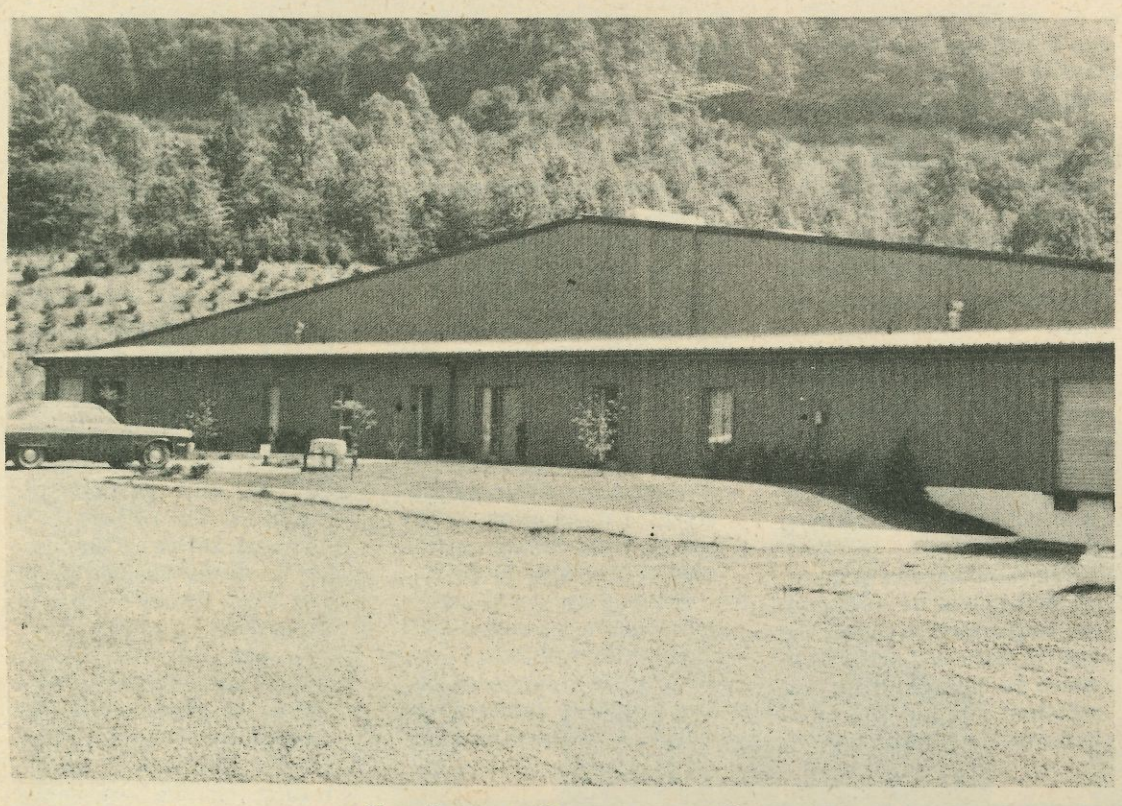
Parking: A must for business growth

Norton has it

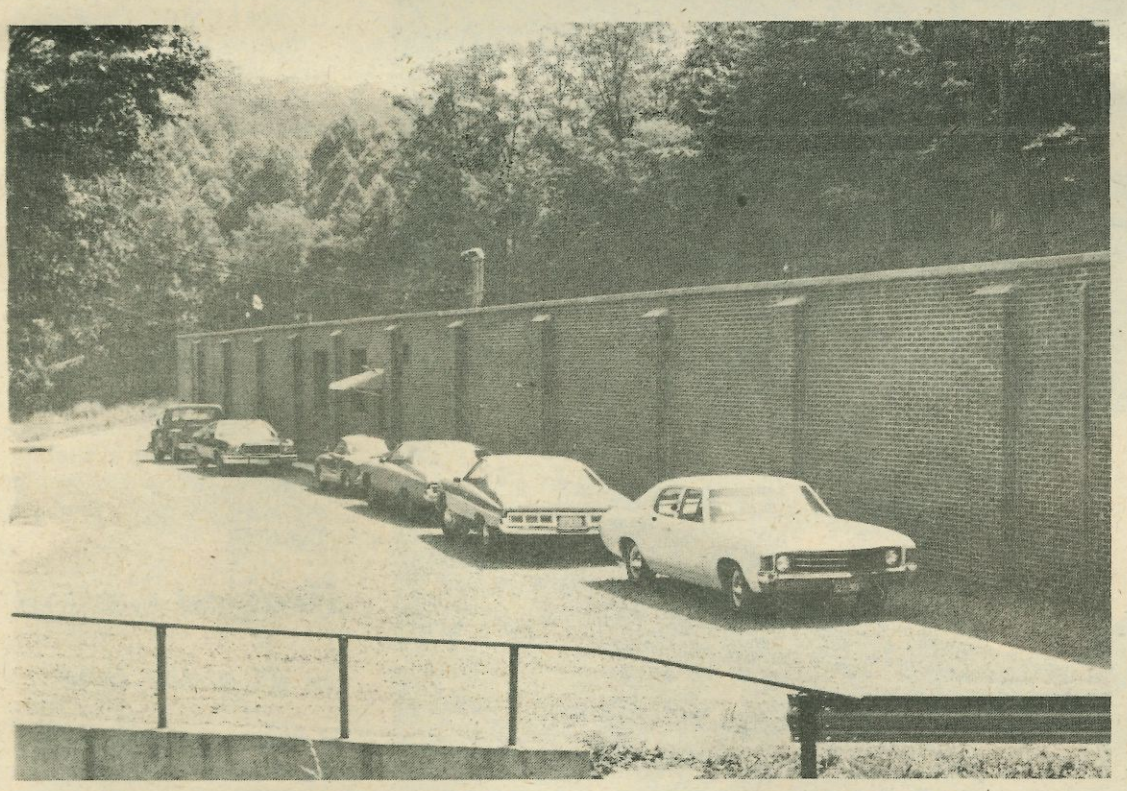
LENOWISCO:

Has four local industrial development authorities

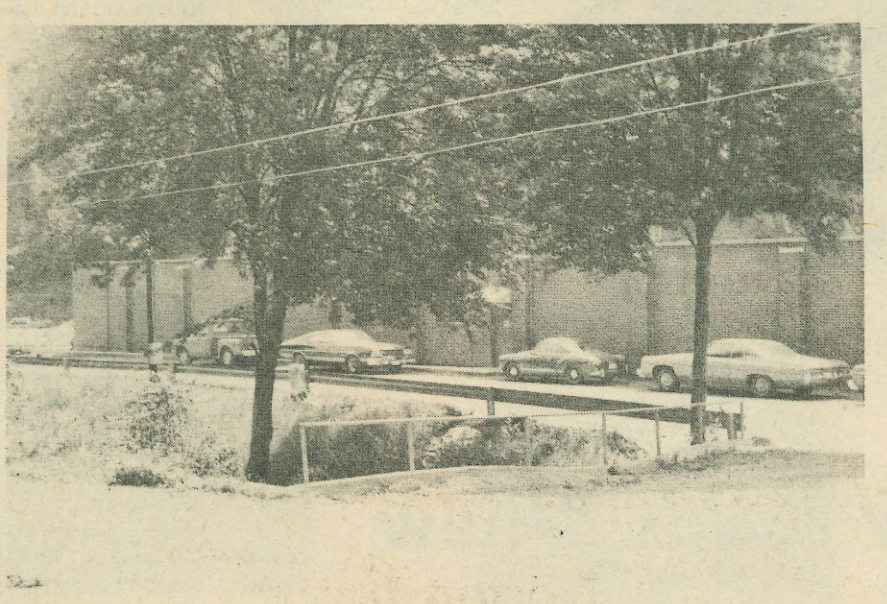
Within the LENOWISCO District, in addition to the Duffield Development Authority, there are four local Industrial Development Authorities. These are the Scott County Industrial Development Authority, the Wise County Industrial Development Authority, the City of Norton Industrial Development Authority, and the Lee County Industrial Development Authority.



Coeburn Garment Co.



Norton Garment Plant



Norton Garment Factory

Each of these agencies are created by local governing bodies under authority granted by 13.1-142 of the 1950 Code of Virginia as amended.

In recent years, the Industrial Development Authorities of the area have been unusually active and have achieved substantial success in assisting in commercial and industrial location.

Within the last five years, they have provided valuable assistance in the location of nine major garment manufacturing industries throughout the region.

The Wise County Industrial Development Authority currently owns two industrial sites - one located in Wise and the other located in Big Stone Gap.

The Sunstrand Corporation has recently announced location on the site near Wise. This is a major manufacturer of air conditioning compressor units and will employ approximately 200 people.

The efforts of the Wise County Industrial Development Authority were instrumental in this location.

The City of Norton Industrial Development Authority has been actively involved in the location of a major manufacturer of ladies' wear in the City and in a number of retail and commercial establishments.

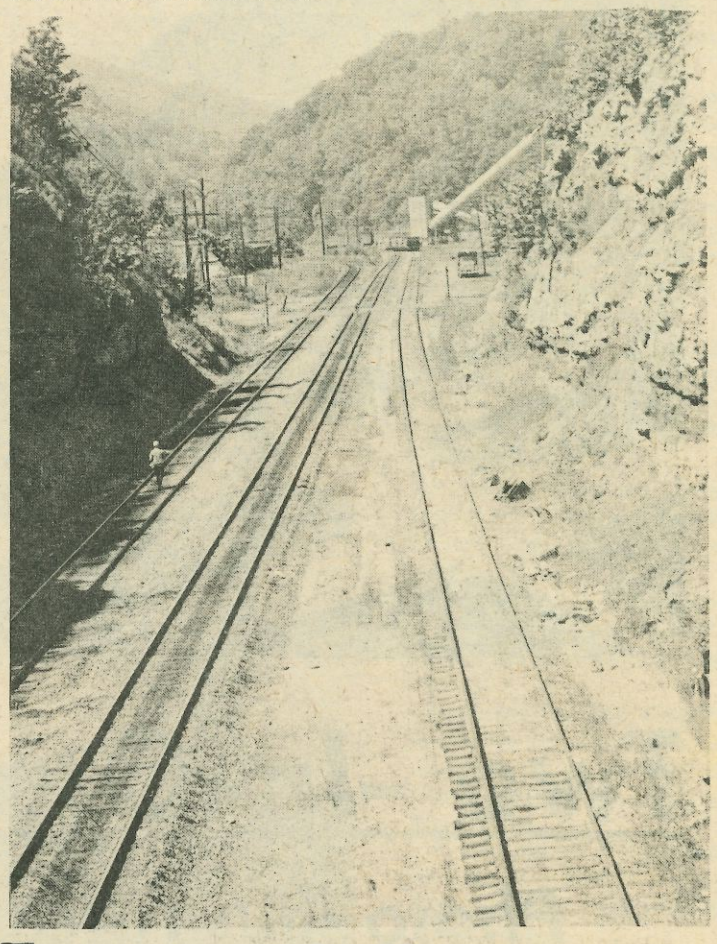
The Lee County Industrial Development Authority secured funds for the construction of a building to accommodate Morrill Electric, Inc. in the Pennington Gap Industrial Park and were instrumental in the location of this manufacturer of fractional horsepower motors which will employ approximately 140 persons.

The Scott County Industrial Development Authority has recently located Athena Industries, a major manufacturer of sportswear providing employment for approximately 250 people.

Each of the authorities is composed of a group of civic-minded businessmen who give their time and talents without compensation to assist in the economic development of the LENOWISCO Planning District area.

These individuals spend many hours, and often, their own money to assist industrial prospects in locating in this area. These are the people upon whom the success of the economic development program is dependent.

The only authority that is professionally staffed is the Scott County Industrial Development Authority. Through a joint arrangement with the Scott County Rural Area Development Association, Mr. D.S. Sample functions as the Director of the Scott County Industrial Development Authority. His activities in industrial location are not confined to Scott County alone. He has been active in the location of manufacturing firms in Lee and Wise Counties as well.



Transportation:

..... A must for industry

New Jobs:

Means area emigrants can return home!

New jobs in the LENOWISCO Planning District mean that area emigrants can return home.

The three-county region has been experiencing extremely high rates of out-migration among the youth 18 to 25 years of age.

A large portion of this sector of the population has received skilled training for entry into a labor market.

It is not an unusual occurrence in Southwest Virginia for parents to see most, if not all, of their children emigrate to the north and northeast upon completing their education in search of employment opportunities which have not been available in this area.

Southwest Virginia,having retained a social structure which is both traditional and strongly family-oriented, has suffered as a result of this out-migration.

Obviously, the loss of its young which it has educated at great cost represents a "brain drain". Through this emigration, the area loses a large part of its future leadership -- the energetic educated young segment of the population.

An equally important effect of this out-migration, however is the immeasurable impact it has had on those who are left behind.

The separation of families, often not by choice but by necessity, has had a very real psychological impact on the population of the District. In addition, surveys conducted by the LENOWISCO Planning District Commission in 1968 and by the Tennessee Valley Authority in 1970 have indicated a very strong desire on the part of large numbers of emigrants to return to the area.

In 1968, the LENOWISCO Planning District Commission printed a questionnaire in newspapers having local circulation requesting information about emigrants who had left the area seeking job opportunity.

The questionnaire requested the name of the emigrant, his employment training, the type of job he had, the area in which he had relocated, and whether or not he was desirous of returning to Southwestern Virginia should employment opportunity be available.

It was suggested that the family or friends of the emigrant who have remained in the District obtain this information and return it to LENOWSICO; however, it was found in many cases that people who had left the area attempted to retain some contact with their home community by receiving local newspapers -- either through direct subscription or by having their family send a copy of the paper to them.

The response to this survey was much more enthusiastic than the LENOWISCO Planning District Commission had anticipated. In excess of 350 questionnaires were returned.

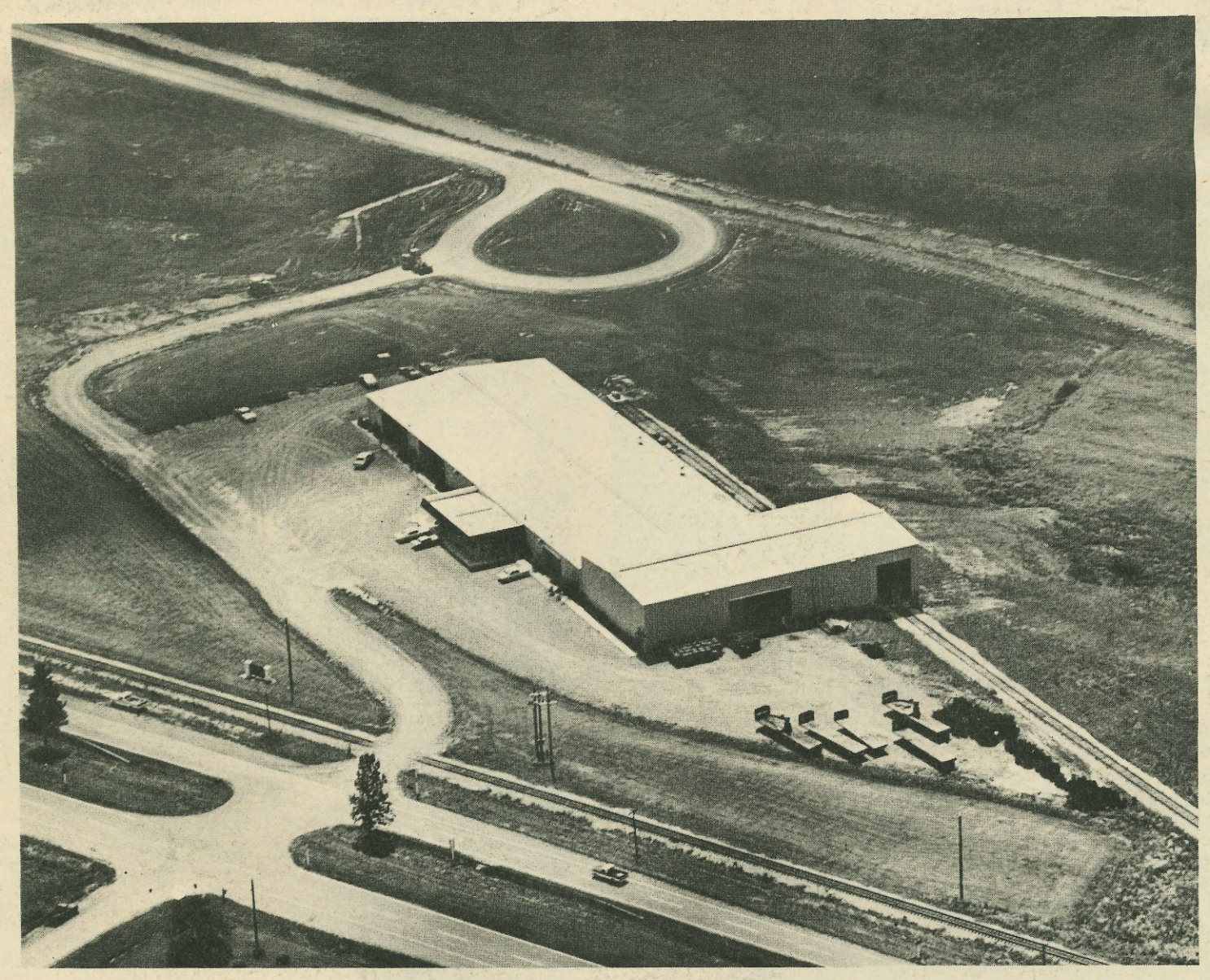
Job classifications ranged from cooks to chemists although the majority were in the skilled and semi-skilled categories. Understandably, all of the responses indicated a desire to return to the area, but, surprisingly, a very high percentage indicated a willingness to return even if it mean accepting employment at a lower salary.

Many of the individuals who returned these questionnaires in 1968 still periodically inquire at the LENOWISCO Planning District Commission as to the availability of jobs when they are home in the area on vacation.

In 1970, the Tennessee Valley Authority conducted a survey of graduates of the area technical and vocational schools. The survey, concentrating on the graduating classes of 1967 and 1970, reinforced the conclusions of the 1968 LENOWISCO survey.

The above-mentioned surveys have been effectively utilized in justifying assistance and cooperation for economic development efforts in Southwestern Virginia by agencies and organizations from outside of the area.

However, the most important effect of the desire of Southwestern Virginians to remain in the area is the strong motivation and support it provides for the success of the regional economic development program and for the rebuilding of communities in the LENOWISCO Planning District.



Two -In-One:

Photo illustrates new roads & new industry in Lenowisco area

Heaviest rainfall is at state line

Did you know that the area of heaviest rainfall in the LENOWISCO Planning District is the state line between Kentucky and Lee and Wise Counties in Virginia?

Lenowisco region has Coal reserves

Did you know that the LENOWISCO Region has known reserves of over 2,733,000,000 short tons of coal and that, throughout the mining history of the area, only 4.4 per cent of the known coal reserve has been mined?

Nothing is impossible; there are ways which lead to everything; and if we had sufficient will we would always have suffieicent means. - Franqois De La Rouchefoucauld

Which Comes First:

Community Development Or Industry?

While noticing the more visible and spectacular aspects of economic development -- the development of industrial parks, the construction of new plants, the creation and expansion of businesses, the increased transportation activities, the citizen sometimes overlooks the less obvious changes that are occurring in his community.

An examination of these community changes or community development may be compared to the riddle involving the chicken and the egg.

Which comes first?

Is community development a prerequisite for the attraction of industry?

Or does industrial development give birth to community development?

Obviously, the creation of new jobs resulting from the construction of new industries and the expansion of businesses is the major contributing factor to the development of the community.

However, in this day when communities throughout the nation are attempting to lure industrial prospects into their area, the community seeking industrial development must be able to give the impression of having that one illusive quality -- that of being a nice place to live.

The qualities that make a community a pleasant place in which to live and work are, as value judgements frequently are, difficult to measure.

This judgement is partially based on the physical factors. The scenic quality of the surrounding area, the climate and the vetetation are often the first things to catch the eye of the visitor.

A second and probably more important factor is the attitude of the citizens of the area.

This attitude is made most obvious in their treatment of the visitor, their treatment of each other, and their treatment of themselves, and is reflected in the physical appearance of their community -- their houses, churches, the places where they shop and live.

The physical appearance or condition of the community is considered a reflection of the condition of its citizens. Obviously, the condition of our communities is of extreme importance in attracting industry to locate in the area.

The community development effort in the LENOWISCO Planning District is faced with two main problems.

One is the need to provide new facilities -- to supply new residents with homes, neighborhoods, water and drainage facilities, shopping facilities, and the other needs and amenities of urban life.

The second is the need to conserve and renew existing facilities.

This involves overcoming problems such as building deterioration and traffic congestion.

Community development involves to interrelated activities. First is planning and the second is implementing the plans.

To explain very simply, we plan in order to meet the events that we expect to happen, to accomplish the things that we want to happen, and to avoid or prevent things that we don't want to happen.

Planning is not only the making of wise decisions but it is deciding ahead and then recording these decisions as a guide to future action.

The support and involvement of the total community in the planning as well as the implementation process is vital to the success of the community development effort.

The single most effective means of obtaining community participation in planning is through the involvement of local leaders, groups and individual residence in community development activities. Becuase local government represents the community as a whole, the local unit of government generally constitutes the hub around which community support is built.

However, the political element does not comprise the total community.

Business and social groups provide the community with its substance and identity. In the LENOWSICO Planning District Commission as part of the regional community development effort can be placed under two main categories: the Comprehensive Plan and the Townlift Program. The term "Comprehensive Plan" is used to describe all the official legislative or executive decisions about community development which have been made and are current public policy. These decisions are usually classified into three main groups: land use, transportation,and public facilities.

The Comprehensive Plan utilizes maps and statements to present and explain the standards, plans and programs intended to govern physical development of the community.

To date, Comprehensive Plans have been prepared for the towns of Appalachia, Big Stone Gap, and St. Paul and for the city of Norton.

A central business district plan has been prepared for the town of Wise.

A central business distict plan is presently under preparation for the town of Pennington Gap.

The planning period or length of time scheduled for implementation of the proposals of the plan is generally 20 years.

In several communities in the LENOWISCO District, plan implementation is already well underway.

The LENOWISCO Planning District Commission also offers planning and technical assistance under the program "Operation Townlift."

This is a community "self-help" program aimed primarily at improving the physical appearance of the downtown area and facilitating the flow of traffic -- both pedestrian and vehicular. A large portion of the services offered under this program are design assistance.

Townlift assistance has been provided to the towns of Gate City, Big Stone Gap, Pound and Coeburn and the City of Norton.

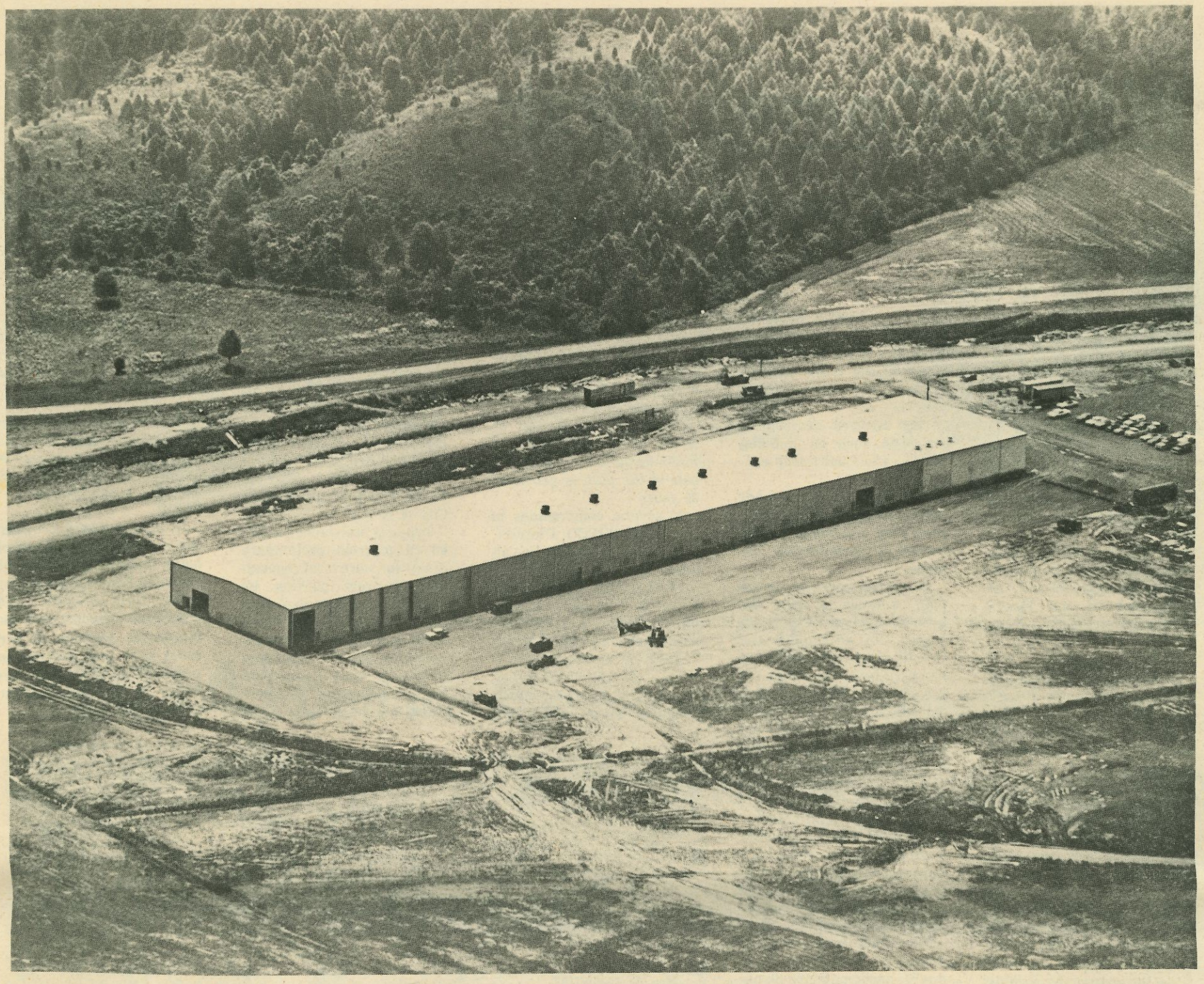
Types of assistance provided range from preliminary design for store front renovation, off-street parking lot design, community landscaping recommendation, open space and mini-park layouts, recommendations regarding vehicular and pedestrian traffic movement, business signs, and, in the case of the town of Big Stone Gap, the design of a town symbol or logo for use on town stationary, town vehicles, street signs, etc.

The regional community development effort has meet with various degrees of success in different communities in the District.

In all successful projects, there was a determined effort being made not only by the Planning Commission but by local civic leaders and individual citizens; and the invaluable donation of personal time and energy has proven to be the most decisive factor in successful community development.

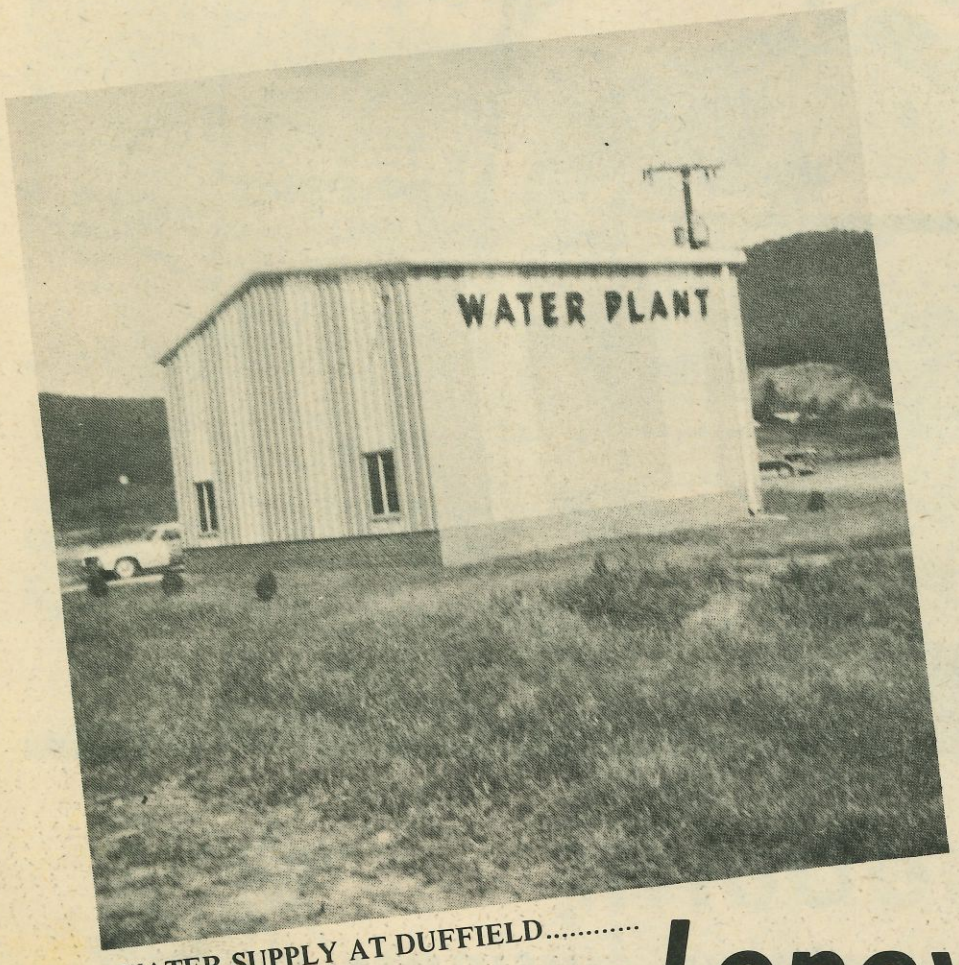
Coeburn:

Downtown business district got a new face .....

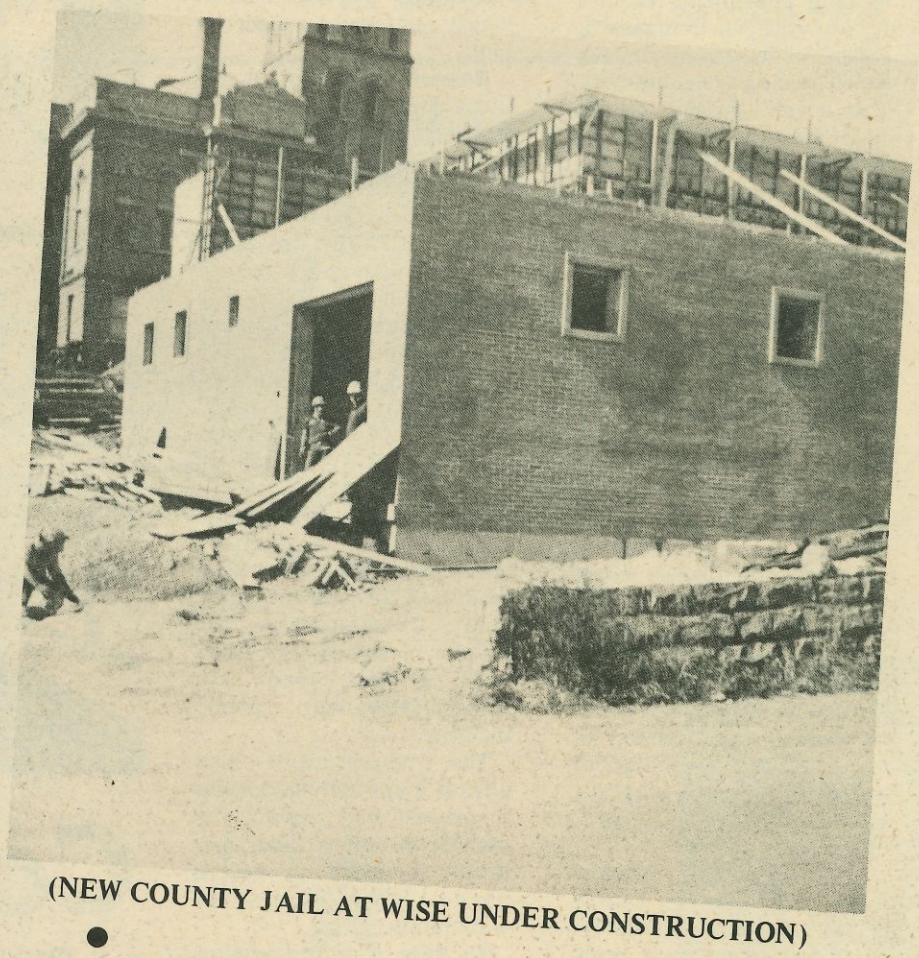


PAK-MOR

view of Duffield's newest addition



WATER SUPPLY AT DUFFIELD.....



(NEW COUNTY JAIL AT WISE UNDER CONSTRUCTION)

Lenowisco

HAS MANY FACETS.....Industrial Development, Water Supplies, Law Enforcement

Highway System:

Direct access to 3-county area

The regional highway system plays a major role in the economic development of the LENOWISCO Planning District not only by providing access to industrial sites for raw materials and labor and progress for the finished products, but also by providing direct access to virtually all of the land use areas which have been planned and projected throughout the three-county area. The highway system has three major classifications: arterial, primary, and secondary roads.

Secondary roads are those which provide access to homes and community facilities. Traffic is generated from secondary roads to the primary roads and from these on to the arterial which provide the greater mobility due to their larger cross section, limited access, and higher speeds.

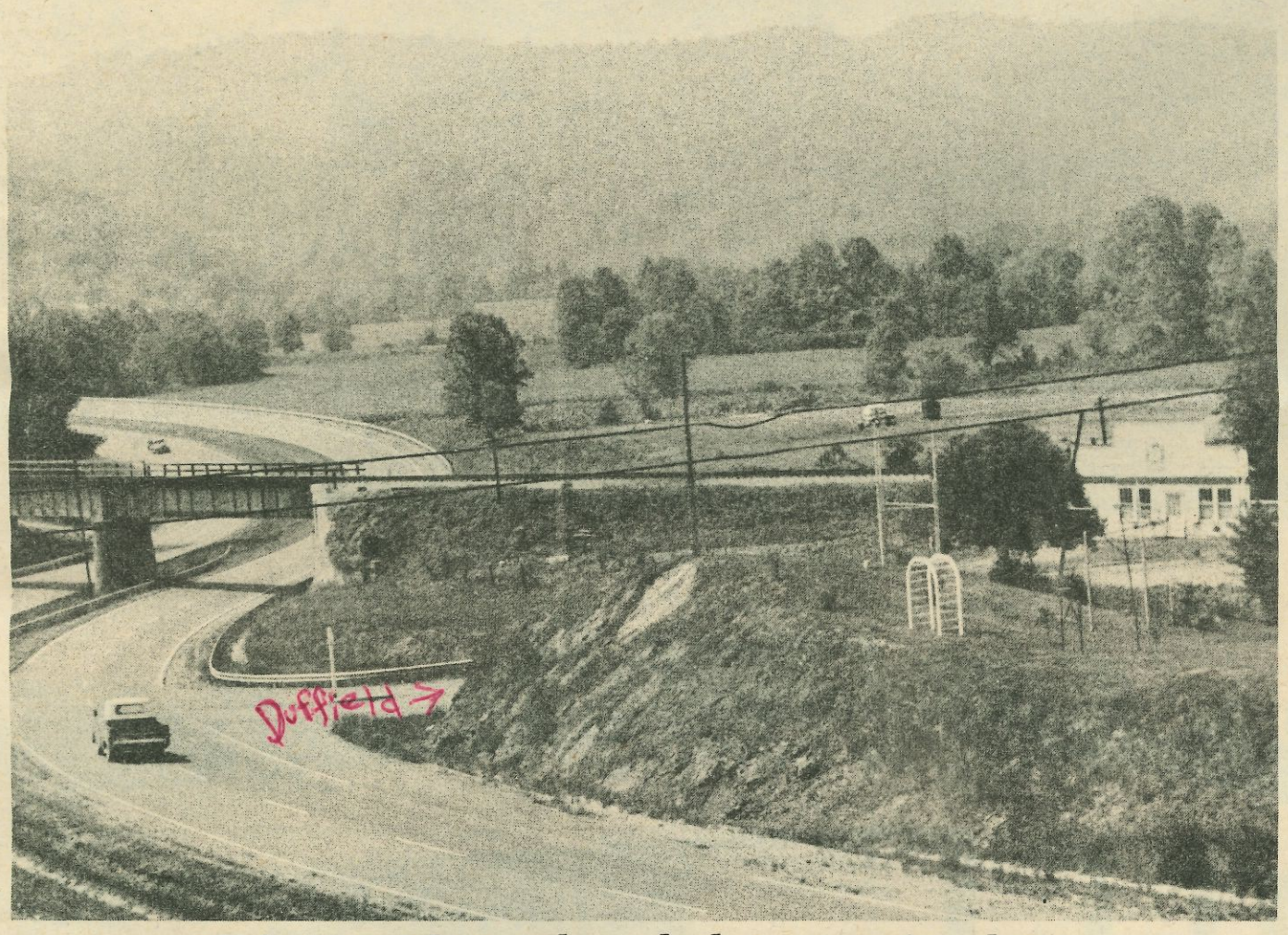
There are a total of 1,567.9 miles of secondary highways in the LENOWISCO Region. The majority of secondary highways (705 miles) are of an all weather surface. A small proportion (49.35 miles) are unsurfaced. The hard surface secondary roads generally are those which have a traffic volume use in excess of one hundred vehicles per day. Most of the road mileage in the secondary system is less than one hundred vehicles per day traffic volume.

The arterial and primary highways system are those which provide access into and out of the District and allow the greater mobility required in order to encourage industry to local in the region. In the LENOWISCO Planning District, the arterial and primary highways are: U.S. 23, U.S. 25, U.S. 58, and U.S. 421. These routes are supplemented by U.S. Highway 72 and U.S. Highway 83. The three counties have slightly more than 310 miles of primary and arterial routes. Route 23 carries a major proportion of out of state travel, with approximately one third of the total vehicle mileage on that route being attributed to out of state passenger cars. Alternate Route 58 assumes a lesser percentage of out of state travel, with approximately one sixth of all travel on Alternate 58 being out of state passenger cars.

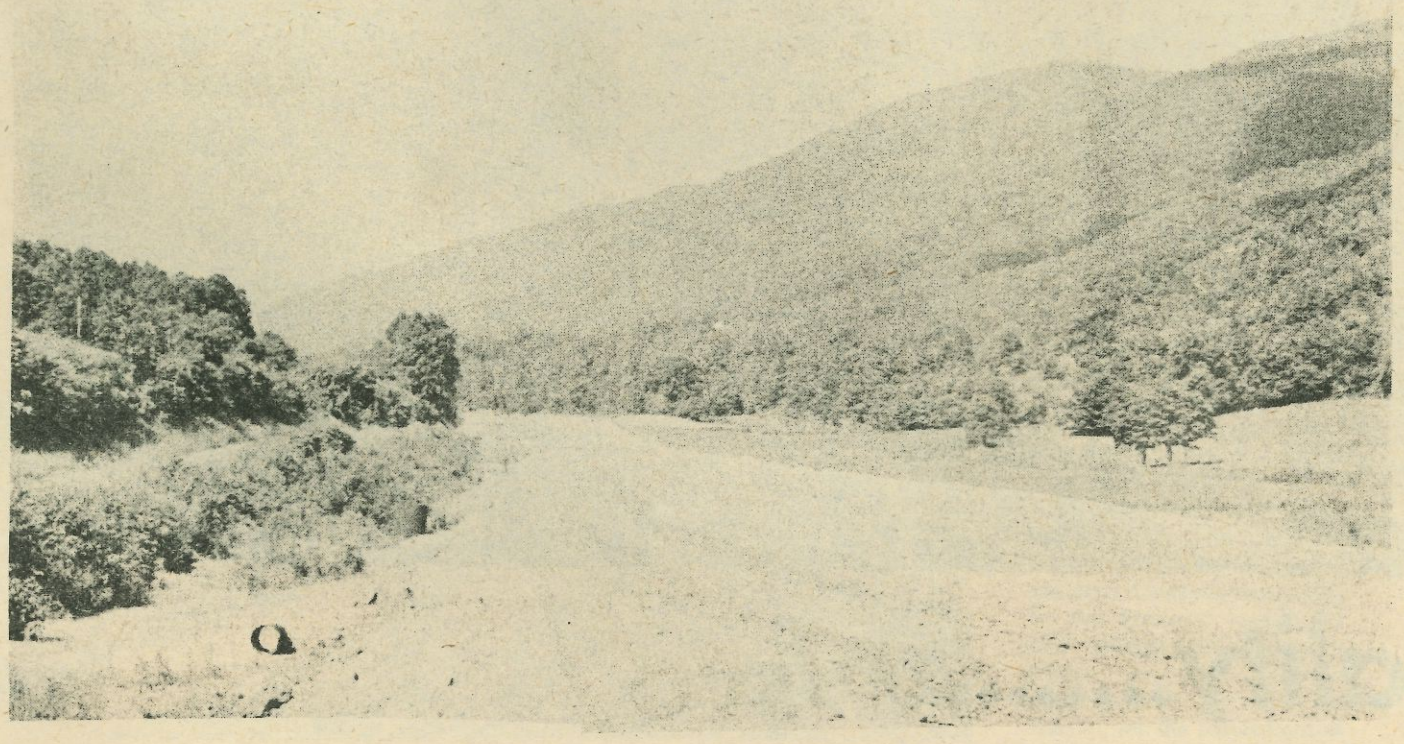
By 1990, the LENOWISCO Planning District is proposed to have arterial four lane highways extending both north-south and east-west through the District. Construction proposed to 1982 by the Virginia Department of Highways includes the following projects: Four-laning of U.S. 23 from the Tennessee State Line to the Kentucky State Line, four-laning connection between Big Stone Gap and Appalachia, four-laning of U.S. 58A from the Russell County Line at St. Paul to Norton (U.S. 23), four-laning of U.S. 58A from Big Stone Gap to Pennington Gap, and four-laning of U.S. 58A from Pennington Gap to Jonesville.

As is the case with existing highway construction and newly constructed segments of a highway, the future highway construction will have a significant economic impact upon the District. The proposed corridors will provide connection of the major urban areas to the employment both within the District and outside of it. An adequate highway system providing access to the industrial sites of the District, both existing and proposed, is essential to encouraging industries to locate in the area. Better access will also encourage the development of the tourist industry which has great potential in the LENOWISCO Planning District.

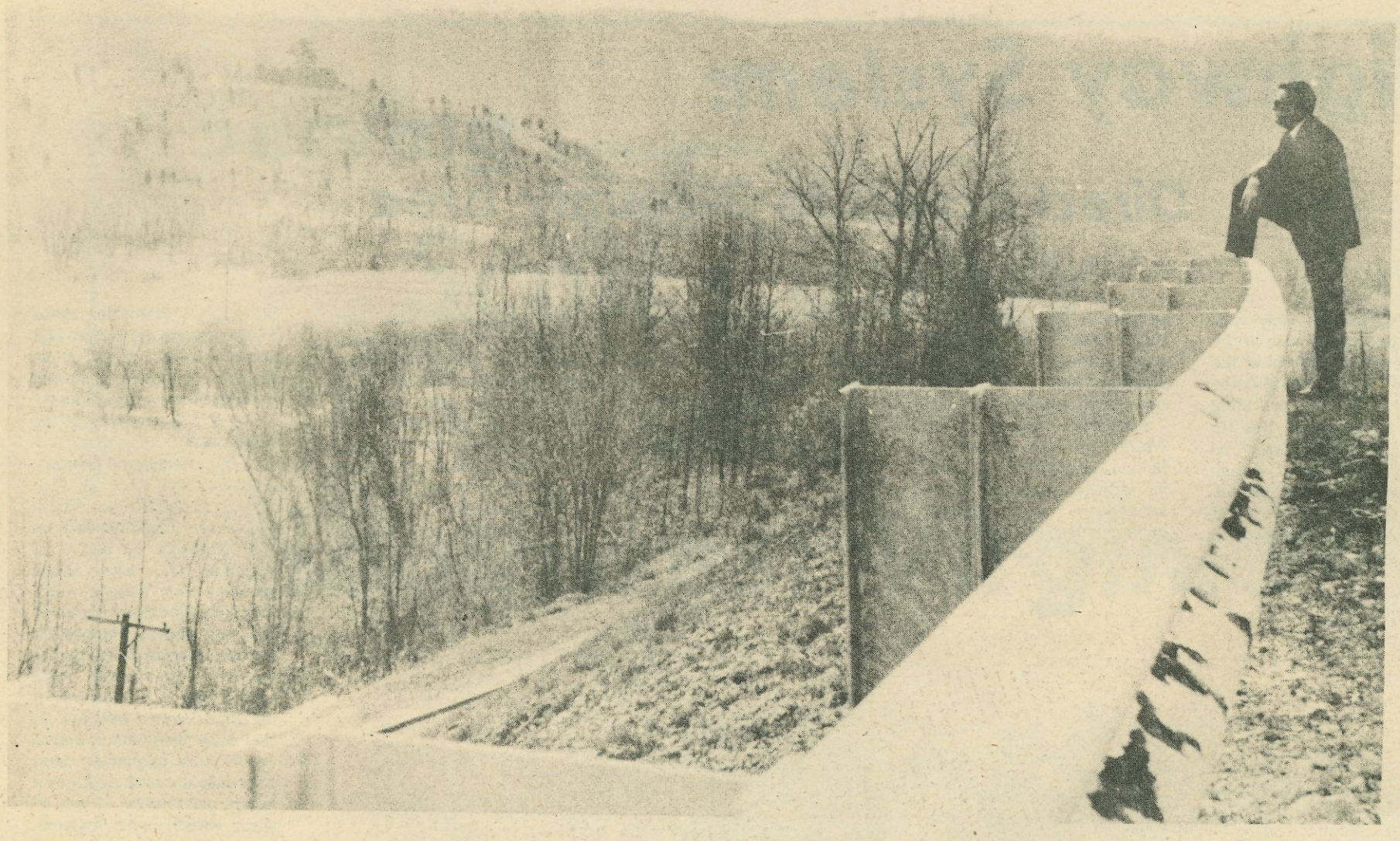
With the cooperation of the Virginia Department of Highways, The LENOWISCO Planning District Commission completed the Regional Transportation Plan for the LENOWISCO Planning District in March, 1973. As part of the regional planning program, the transportation plan was closely related to the recently completed Regional Land-Use Plan.



U.S. 23 - 4 Lanes through the mountains lanes

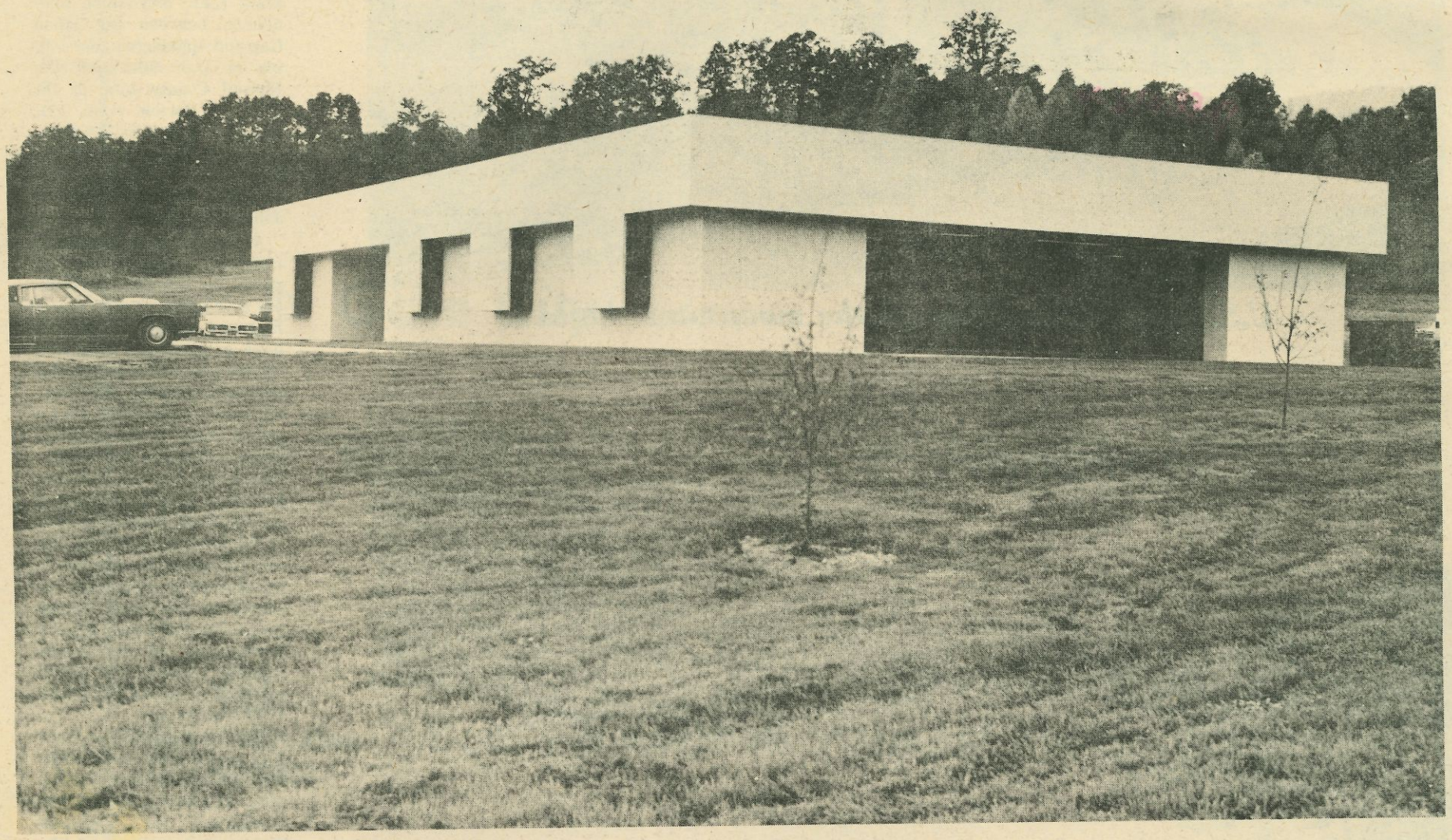


New Construction Underway



From a dream

From Duffield wastelands.....



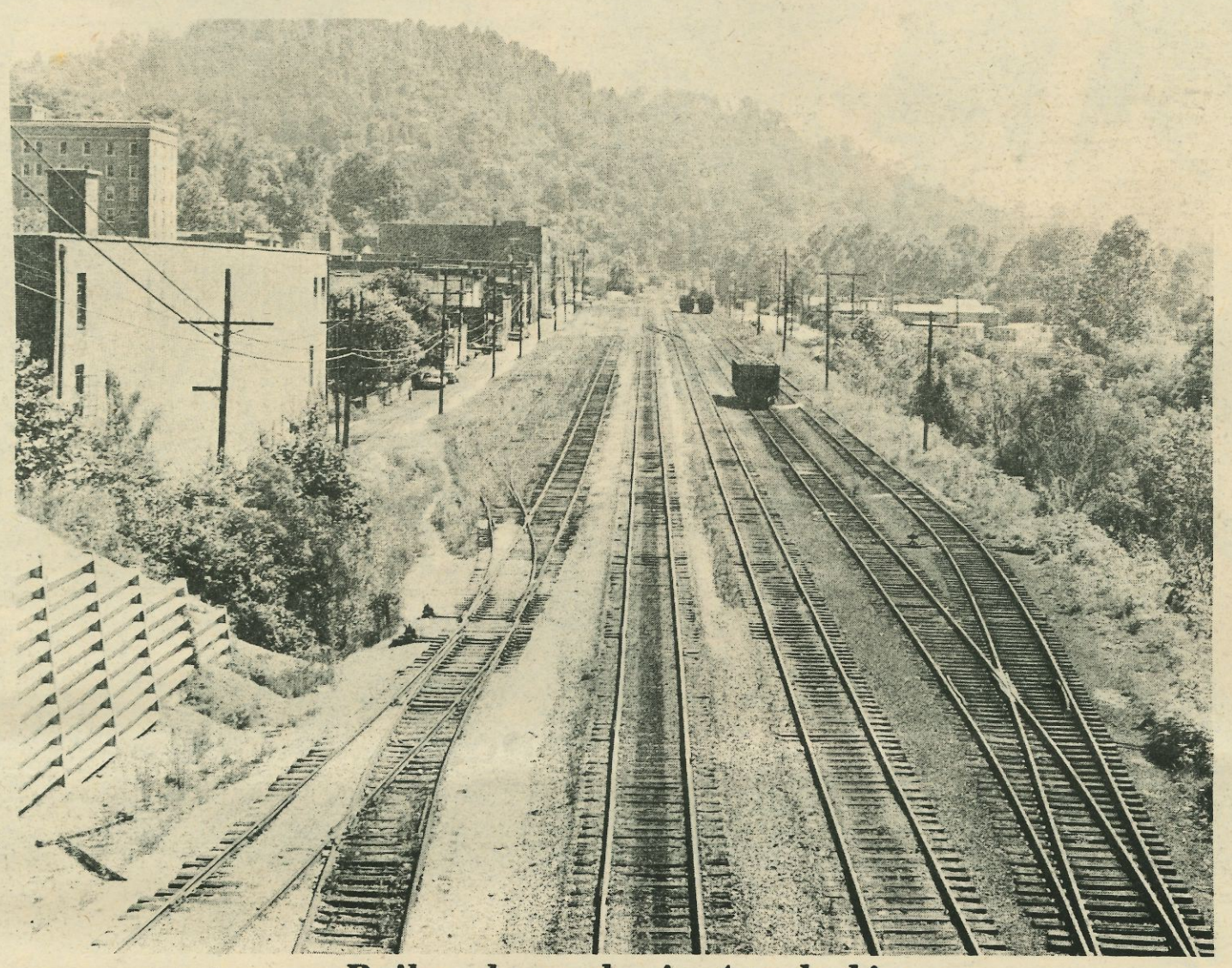
To a reality.....

LENOWISCO headquarters in park

Railroad Systems:

Play vital role in Lenowisco economy

The rail transportation system has in the past and continues to play a vital role in the economy of the LENOWISCO Planning District. Previously its importance to the area was largely a result of its support function to the coal mining industry. While this continues to be its primary function, the existence of a well developed and extensive rail network in the District assures the provision of transport service to the growing industrial district at Duffield and proposed industrial areas elsewhere in the three-county district.

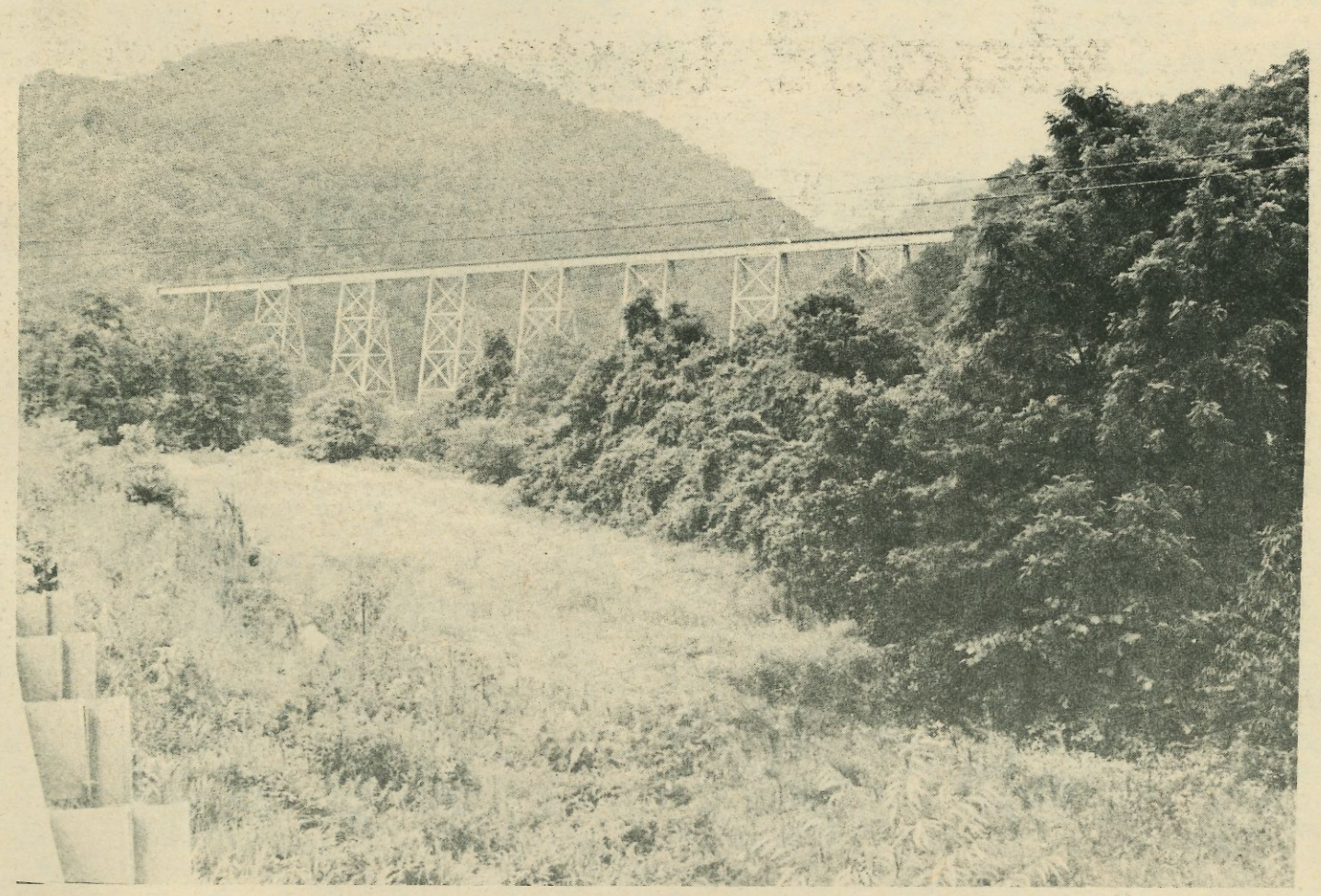


Railroad complex in Appalachia

There are, at the present time, approximately 270 miles of railroad track in the LENOWISCO Planning District. The railroad system reaches most of the areas within the region. The Louisville and Nashville Railroad, the Southern Railroad, the N&W Railroad, and the Clinchfield Railroad all combine to provide adequate coverage of the area. The L&B traverses the area in a northeasterly direction from Cumberland Gap to Pennington Gap and on to a junction with the N&W System at Norton. The Clinchfield Railroad, principally a coal carrier, passes through the region in a generally north-south direction along the valley of the Clinch River. It connects with the Chesapeake and Ohio Railroad at Elkhorn City, Kentucky, just west of the state line and with the Southern at Spartanburg, South Carolina. The Southern Railway's Appalachian Division runs east-west across the area through Weber City, Gate City, Clinchport, Duffield, Big Stone Gap, and Appalachia. The Southern terminal at Bristol is a main line station for freight and passenger services to principal cities throughout the southern region. Inter-connection with other companies provides service nationwide.

The primary function of the rail network in the LENOWISCO Planning District is the movement of goods (particularly, coal) rather than people. The various railroad companies within the region are generally well connected forming an integrated network of railroads providing access to all of the major urban areas throughout the nation.

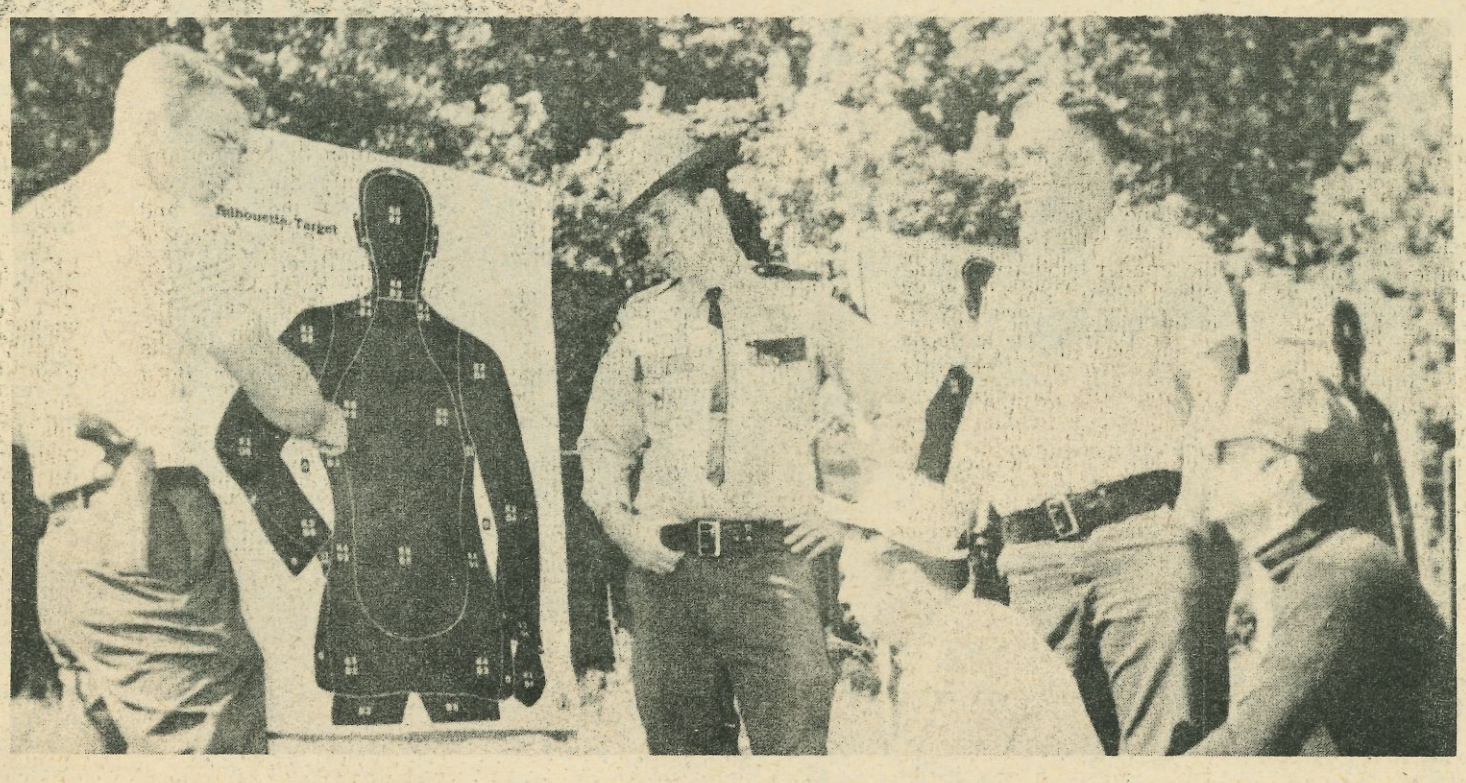
If increases in freight transport resulting from industrial development are forced to other types of carriers because of an inadequate railway network, the result is more crowded highways, greater congestion in urban areas, higher consumer costs, and a more difficult problem of environmental control. A healthy rail industry in the LENOWISCO Planning District will allow these problems to be avoided as the economy of the area develops and will serve the incoming industries with low cost and efficient transportation.



Southern Railroad trestle spans mountain gorge

LENOWISCO

played vital role in area police training



Dredging for flood control

Many LENOWISCO Localities:

Situated in flood plains

The irregular terrain of the LENOWISCO Planning District has traditionally made it necessary for areas of intensive development - towns and communities - to be located in the flood plain. Annual rainfall in the three-county area is among the highest in the United States with an average rainfall of 48 inches per year. The steep terrain in the area causes very rapid runoff making flows on the Clinch and Powell Rivers and their tributaries irregular and subjecting the flood plain to frequent damaging floods. Floods along the Clinch River and its tributaries have been res--ponsible for extensive damages to the towns of St. Paul, Coeburn and Norton.

The principle damage centers from floods on the Powell River and its tributaries are Appalachia and Big Stone Gap. However, in many instances the floods that are the most demoralizing and have the highest social costs are those which occur along the smaller tributaries of the Clinch and the Powell Rivers in the District. These floods, which occur most frequently, periodically damage large numbers of individual houses and small communities which - for lack of other developable land - are forced to locate in the flood plains of minor streams.

The fact that most large areas of developable land in the District are formed as a result of the activities of running water and often remain poorly drained and subject to periodic flooding has resulted in one of the more serious obstacles to the industrial development of the District. Many of the better industrial sites in the area cannot be utilized because of a serious flood problem. Other sites of a sufficiently large size to justify the added site preparation expense require flood control construction.

Floods may be "acts of God" but flood losses in property, social disruption, and land waste justify the expense of protective measures.

In the LENOWISCO Planning District, this has generally taken the form of channel improvements of various size scales. The purpose of these channel improvements has been to increase the stream's capacity to carry flood waters by straightening, deepening, widening, clearing, or lining the stream channel.

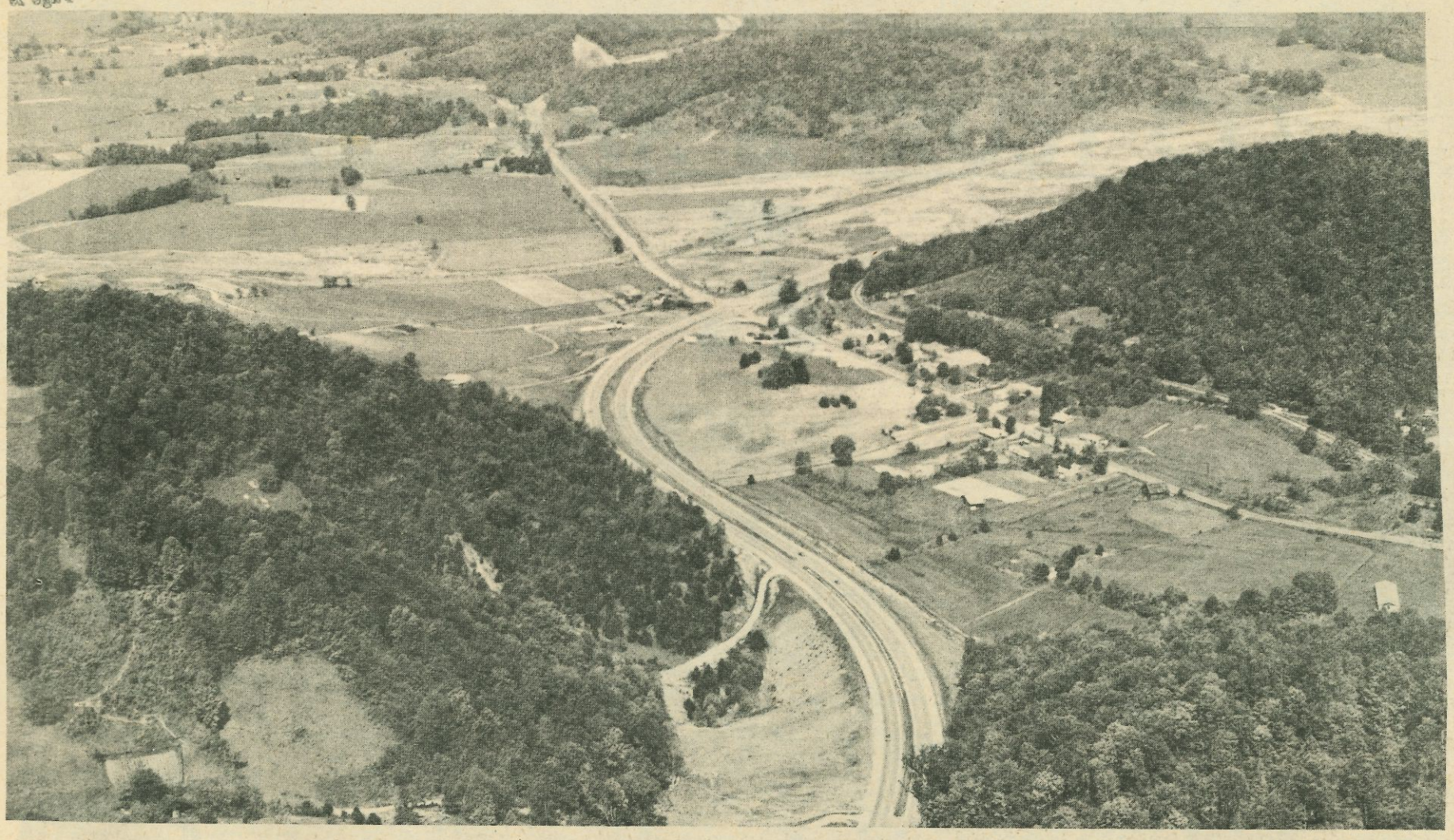
With the assistance of the Tennessee Valley Authority, this form of flood protection has been used successfully in the town of Coeburn. A combination of channel improvements and the construction of the dam and reservoir on the North Fork of the Pound River by the U.S. Corp of Engineers has provided protection for the town of Pound and residents of the Pound River flood plain.

Channel improvements of the North Fork of the Clinch River in Scott County has allowed the conversion of a wide poorly drained river valley which was useful in most areas for little more than pasture to a successful industrial park - Duffield Industrial Park.

The most ambitious channel improvement project has been planned for the town of St. Paul where the Clinch River will be rechanneled creating approximately 69 acres suitable and proposed for development into an industrial park and an additional 32 acre residential area.

On a smaller scale, the LENOWISCO Planning District Commission operates a channel improvement program-the Stream Maintenance Program - throughout the three-county area. Through this program streams in the District with a daily flow of 150,000 gallons or less can be cleared of siltation and solid waste which act as obstructions to the flow of water resulting in considerable flood damage during periods of heavy rainfall.

Stream banks are reseeded to prevent erosion and continued siltation. Flood profiles and surveys by the Tennessee Valley Authority are used to identify areas of potential flood hazard.



Aerial view of expanding Duffield

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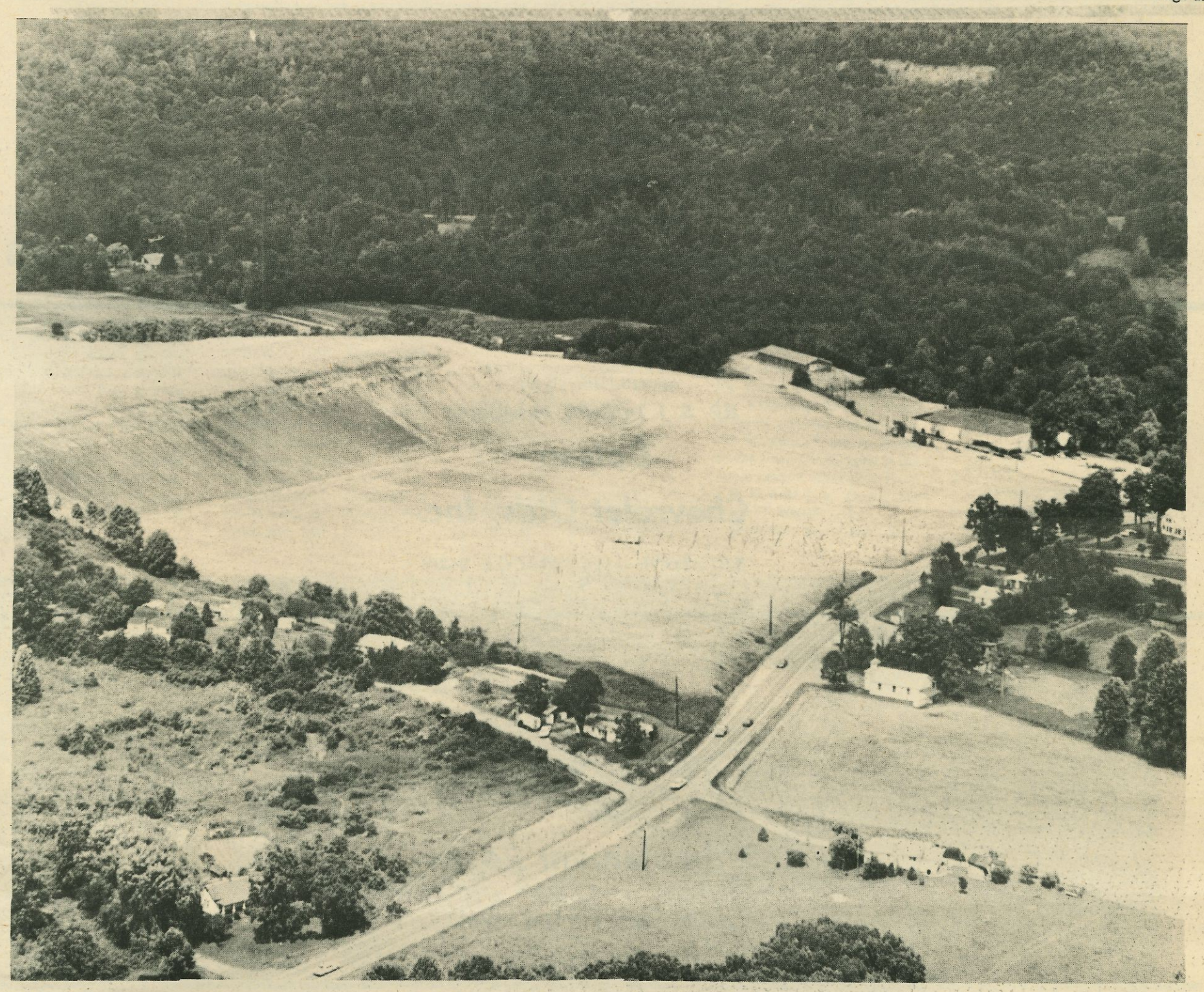

Aerial view of Wise industrial site

Overall Goal:

A self-sustaining economy

The Overall economic development goal adopted by the LENOWISCO Planning District Commission is the "development of a self-sustaining economy which provides for its members an acceptable standard of living." To accomplish this, in the LENOWISCO Planning District, either the existing population must be reducted to the level the present economy will support, or the economy must be expanded to achieve the desired standard of living for the present residents of the area. The purpose of the regional economic development program of the LENOWISCOPlanning District is the expansion of the economy reducing unemployment and underemployment by providing new jobs and new sources of income, increasing income levels by improving opportunities for training and education, diversifying the economy by attracting new investment, and strengthening the retail, personal and professional service sectors and thereby providing more employment and more competitive services.

In 1967, as part of the strategy for achieving the overall economic development goal adopted by the LENOWISCO Planning District Commission, an officially designated Economic Development Center was designated for the three-county area in approximately the geographic center of the District Duffield. The initial stages of the development of this first designated Economic Development Center (EDC 1) is visible in the success of the Duffield Industrial Park during its first operational year (1973).

As a complement to the development of a regional industrial center at Duffield, the LENOWISCO Planning DistrictCommission identifies and assists in the development of smaller industrial sites throughout the three-county region. One of the finer examples of this program is the industrial site located on Route 646 near Wise recently developed as a cooperative venture between the Tennessee Valley Authority, the Wise County Industrial Authority, the Wise County Board of Supervisors, and the LENOWISCO Planning District Commission. A smaller second industrial park is planned for the town of St. Paul, which is well beyong the realistic commuting limits for the Duffield Complex. Funds have been committed by various federal agencies for the development of this park in conjunction with a total redevelopment project for the Town of St. Paul. Implementation of the plan is anticipated in the near future. In addition to the identification and development of industrial sites, LENOWISCO Planning District Commission operates a regional industrial solicitation program employing a full-time industrial agent and emphasizing the provision of all of the information necessary for an industrial prospect to determine the suitability of the LENOWISCO District for the location of a plant.

A second Economic Development Center (EDC 2) has been designated in the Big Stone Gap - upper Powell Valley Area. The area has been identified as suitable for the development of the regional trade and professional center. It is proposed that the initial phase of the development of this trade center would consist of a regional shopping area developed by private enterprise. Big Stone Gap has the logical growth potential extending into Powell Valley from existing boundaries.

The designated economic Development centers are not intended to replace the present system of communities. But rather to supply missing elements of the economy. Three networks of the communities have been identified (1. Gate City, Weber City, and Clinchport in Scott County; 2-Pennington Gap, St. Charles, Jonesville, Ewing, and Rose Hill in Lee County; 3-Big Stone Gap, Appalachia, Norton, Wise, Pound, Coeburn, and St. Paul in Wise County). These networks of communities are proposed to receive intensive planning and technical assistance in community development and the improvement of their environment and its appearance. Working closely the city and town councils, townlift committees, local civic groups and organizations, and concerned citizens both in groups and as individuals, these services are presently being provided by the LENOWISCO Planning District Commission under the Local Planning Assistance Program.

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