

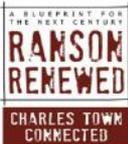
Fairfax Boulevard Complete Street



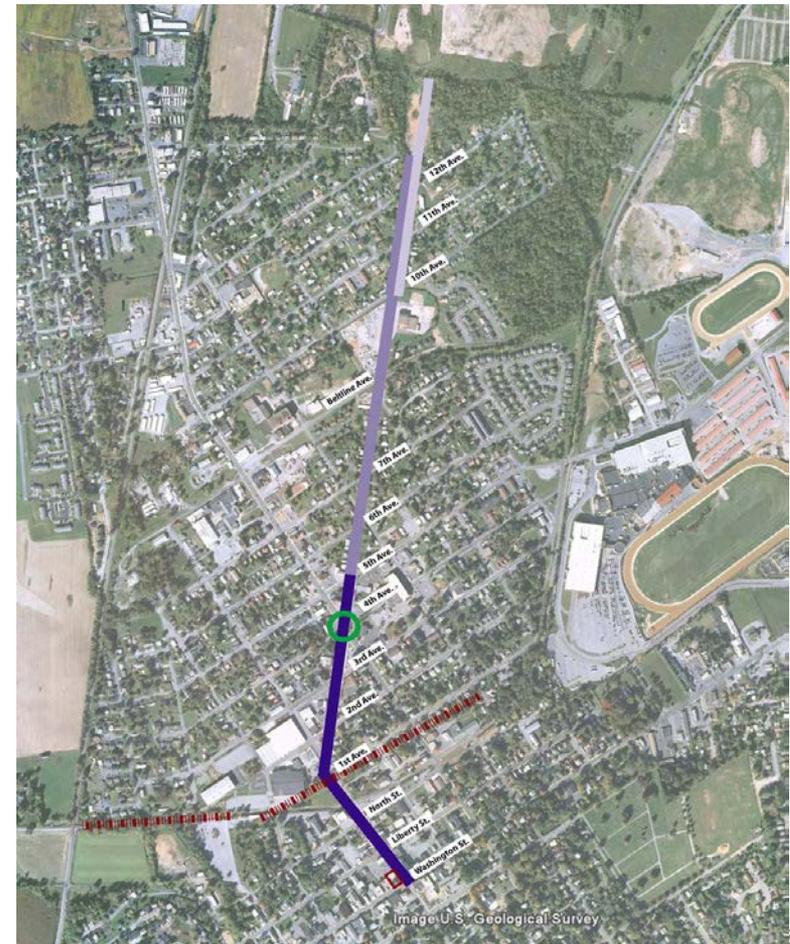
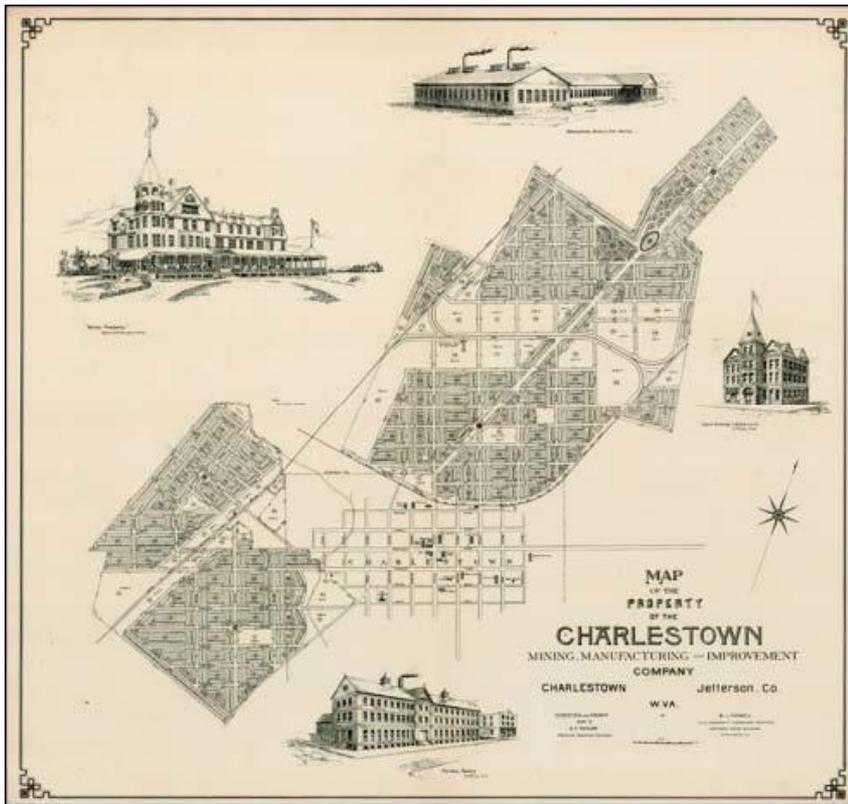
RANSON

AT THE CENTER OF OPPORTUNITY.

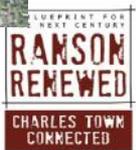
A HUNDRED YEARS OF PROGRESS TO BUILD ON



100 Plus Year Vision



A HUNDRED YEARS OF PROGRESS TO BUILD ON



We are a Bedroom Community.

FIGURE 3.2 POPULATION GROWTH, 1990-2010

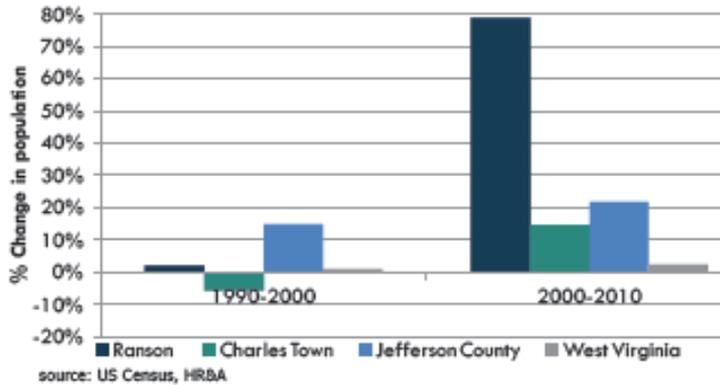


FIGURE 3.6 PLACE OF WORK, JEFFERSON COUNTY RESIDENTS, 2009

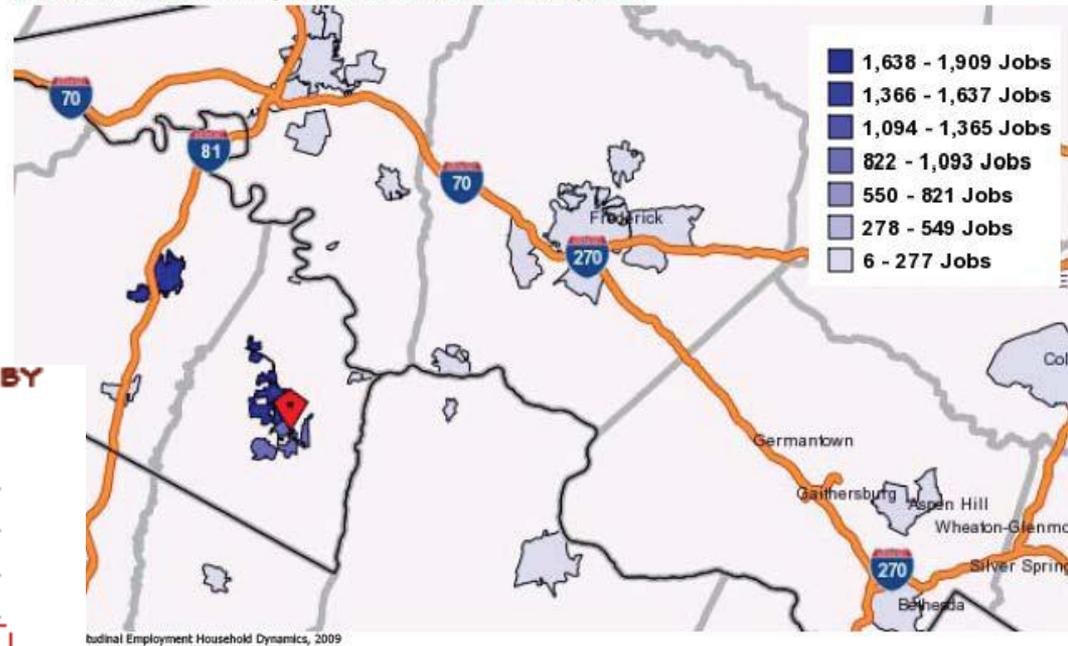
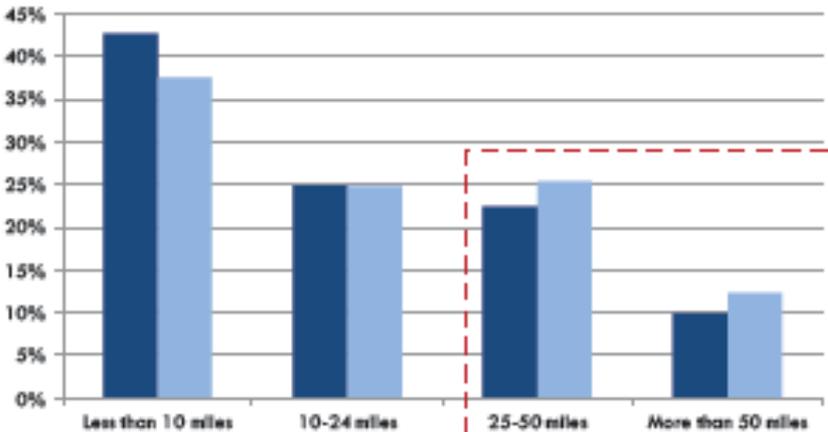
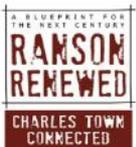


FIGURE 3.5 PERCENTAGE OF RANSON RESIDENTS BY DISTANCES TRAVELLED TO WORK, 2002-2009



source: Longitudinal Employment-Household Dynamics

A HUNDRED YEARS OF PROGRESS TO BUILD ON



A Decade-Long Partnership

- Charles Town- Ranson Commerce Corridor Council launched in 1999. Consisted of local/state/federal officials, community organizations and business partners to guide the project and seek resources.
- Cities received 3 EPA Hazardous Brownfields Assessment Grants in 2001, 2004 and 2006.
- Partnership, utilizing these funds, created an inventory of sites for priority action, conducted market feasibility and highest and best use analysis, held community summits and forums, conducted assessments and remedial planning at 11 properties and fostered redevelopment of Viener metal salvage yard into American Public University's new high-tech, LEED-designed Academic Center.



APU Academic Center, LEED GOLD
45,000 square feet, 140 jobs.



A HUNDRED YEARS OF PROGRESS TO BUILD ON

Commerce Corridor Vision & Revitalization Plan



Target Investment Areas

- A. New Community Park
- B. Civic Center/Recreational Complex
- C. Commercial Office & Technology Center
- D. Commercial/Entertainment Center
- E. Parking Garage
- F. County Complex
- G. Infill Housing

- 1. Industrial Enhancements
- 2. Bikeway

For more information see **Detail** on facing page

- Ranson Civic Center
- Bicycle Trail
- Boys & Girls Club
- Stormwater Management Area
- Infill Housing (17 Lots)
- Multi Use Path System (along stream and beyond)
- Ball Fields

- 1. Industrial Enhancements
- 2. Bikeway

The Revitalization Corridor

These schematic drawings represent the vision and plan for revitalization of the Commerce Corridor. The Commerce Corridor Project has identified a series of potential improvements to revitalize a core area of Charles Town and Ranson, which could include over \$50 million in transportation, commercial office, retail, recreation and other projects. The planning process that has established this vision has demonstrated that this plan is viable and feasible from an economic, market, environmental, land use, zoning, infrastructure, and community standpoint. Investors, landowners and citizens should know that this plan is only a vision, intended to spark revitalization and set an overall framework for future projects – not a mandate. The locality remains open to other ideas and projects that are consistent with this overall vision. The community seeks to use this vision to prime the pump for revitalization and facilitate

private sector actions and investment in the Commerce Corridor. Together, we can create jobs, increase the tax base, and create an increased quality of life for the citizens of this Jefferson County community.

Private and local development partners will be key to the initiation and implementation of this initiative. The Cities of Charles Town and Ranson are also dedicated to seeking funding from federal, state and local government to supplement these private investments. Moreover, the local government will continue to facilitate cleanup, revitalization and investment by providing zoning and development incentives, facilitating infrastructure upgrades, conducting further planning and environmental assessments, and attracting partners and support.

Commerce Corridor Detail



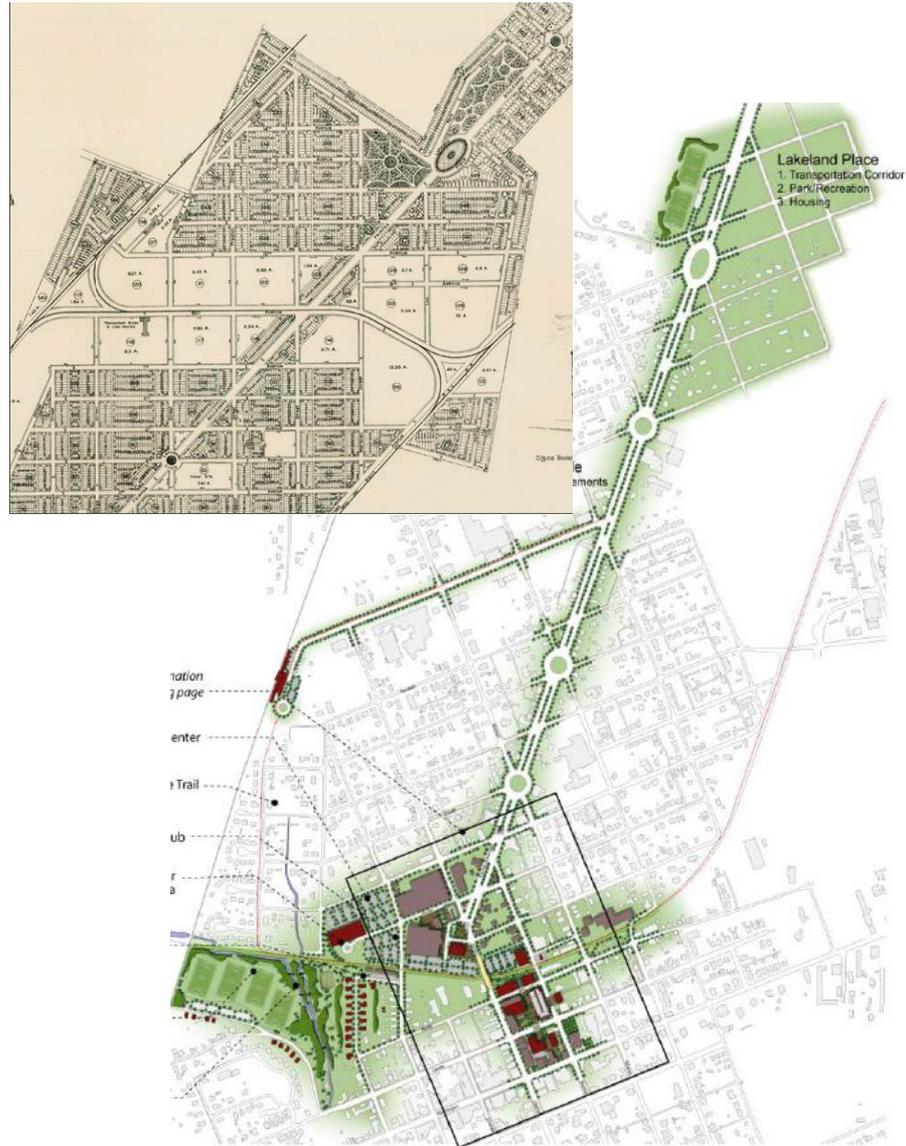
- Existing AB&C Order Fulfillment Center
- Existing AFAC Sprinkler Systems, Inc.
- Fairfax Plaza
- Gateway Technology Center (3 Floors/34,000 sq. Ft.)
- Proposed Bridge
- Parking (160 spaces)
- Office Building (3 Floors/50,000 sq. Ft.)
- Office Building (3 Floors/66,000 sq. Ft.)
- Car-Hop Diner
- Office Buildings (3 existing buildings, 1 occupied)
- Office Building (3 Floors/45,000 sq. Ft.)
- Blessing Park
- Retail/Entertainment/Movie Complex
- Multi-Level Parking (500 Spaces)
- Farmers Market Shopping
- Public Plaza
- Amphitheater
- County Office Building
- Washington Memorial Courtyard
- Courthouse Annex/County Office Building

A HUNDRED YEARS OF PROGRESS TO BUILD ON



It All Start With A Vision

- **What do you want to be when you grow up?** You need to know where you want to go, even if you do not know how you will get there.
- **Understand You Context.** Learn who could benefit from these improvements and the challenges they face.
- **Build Partnerships.** No single person or group can do this alone. Build consensus and strength in numbers.
- **Memorialize your Vision.** Publish a report or technical memo outlining your vision. Have your municipality adopt and record.



A HUNDRED YEARS OF PROGRESS TO BUILD ON

The Next Step

- Once the final EPA Assessment Grants were finalized, the Cities had a plan to move forward.
- The closing of the last Assessment grant, by chance, corresponded with the formation of the Partnership for Sustainable Communities.
- In 2010, Ranson, along with Charles Town, applied for and received 3 grants offered by the Partnership:
 - **EPA Area-Wide Pilot Planning Grant**
 - **HUD Challenge Planning Grant**
 - **DOT TIGER II Planning Grant**
- The tasks under these grants stemmed from previous EPA Assessment Grants.



Grant Process

- Cities had set many goals through EPA Assessment Grants, but needed a method to fund them.
- Ranson had decided to hire consultant who was familiar with federal funding process and requirements after the Stimulus Bill was adopted.
- Without consultants, Cities would have not had the human resources, time or knowledge necessary to submit successful application.
Probably would not even known about the opportunities – which is probably the case in many smaller municipalities.
- Initial Grants were administered in-house. Construction phases were administered through DOH. No surprise, grants require a lot of paperwork, labor and knowledge of process.
- Advantage to in-house administration is that staff keeps very close eye on consultants' work product and consistency with approved workplan.
- Disadvantage is number of labor hours in both administering grants and actual work product which takes time away from other efforts or, in many case, just doubles the workload.

HUD Challenge Planning Grant

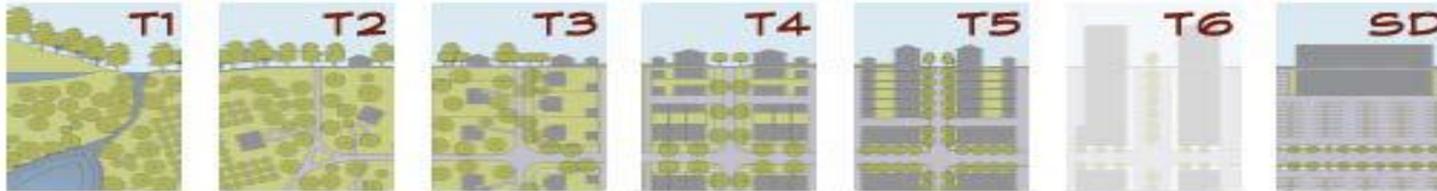
- Ranson adopted a new, **form-based and transect based “Smart Code”** in April, 2012, that links the downtown district with a new zoning approach for the undeveloped areas of the city.

T1 Natural Lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation.

T2 Rural Sparsely settled open or cultivated lands. Woodland, agricultural land, and grassland. Typical buildings are farmhouses, agricultural buildings, cabins, and estate homes.

T3 Sub-Urban Low density residential. Some mixed use, home occupations, outbuildings. Naturalistic plantings, deep setbacks. Blocks may be large and irregular.

T4 General Urban Mix of uses, but primarily residential. Houses, townhouses, duplexes, small apartment buildings, and live-work units. Variable setbacks, medium-sized blocks.



- Ranson wants to ensure that future development in this centralized area is traditional-neighborhood, mixed-use, green-focused development and has adopted a new form-based, zoning ordinance that will foster mixed-use, higher density, green development.

T5 Urban Center Higher density mixed-use buildings of retail, offices, townhouses and apartments. Finely-gridded streets, street trees, buildings close to wide sidewalks.



Public Process

- Started in 1999 with Commerce Corridor and continued through this process.
- Paid for consultants to have multiple-day workshop to educate public even before grants were awarded.
- Launching of www.RansonRenewed.com to provide real time updates.
- Many public workshops and meetings.
- 7 day mega charrette with 30+ consultants working under DOT, HUD and EPA grants.
- 25+ local organizations, federal, state and local officials, citizens and business owners participated.



The project website, www.RansonRenewed.com, hosts an online idea exchange and clearinghouse of work in progress.

A HUNDRED YEARS OF PROGRESS TO BUILD ON



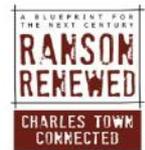
A HUNDRED YEARS OF PROGRESS TO BUILD ON

Details: Approved Assemblies

PRE-APPROVED ASSEMBLIES CONT. – OLD TOWN

KEY		ST-67-20-BL	
Thoroughfare Type			
Right-of-Way Width			
Pavement Width			
Transportation			
THOROUGHFARE TYPES Avenue: AV Commercial Street: CS Drive: DR Street: ST Rear Alley: RA Rear Lane: RL			
Assembly Designation		ST-60-24	ST-60-28
Thoroughfare Type		Street	Street
Transect District		T8, T4	T20, T8, T4
Right-of-Way Width		60 ft.	60 ft.
Pavement Width		24 ft.	28 ft.
Transportation Way			
Vehicular Lane(s)		Yield Lane: Two way @ 16 ft.	Two Lanes: Two way, one lane each way @ 10 ft.
Parking Lanes		One lane parallel @ 8 ft.	One lane parallel @ 8 ft.
Striping		Optional	Optional
Median Width		n/a	n/a
Median Planting		n/a	n/a
Median Surface		n/a	n/a
Target Speed		20 mph	25 mph
Bicycle Provision		Shared lane	Sharrow
Transit Provision		n/a	n/a
Public Frontage		O, D	O, D
Assembly Width		20.5 ft. 15.5 ft.	20.5 ft. 15.5 ft.
Public Frontage Type		O	D
Transect District		T8, T4	T8, T4
Curbing	Type	Raised Curb	Raised Curb
	Radius	16 ft.	16 ft.
Walkway	Width	6 ft.	6 ft.
	Surface	Concrete	Concrete
Planter	Type Size	Continuous 10.5 ft.	Continuous 10.5 ft.
	Arrangement	Regular	Regular
	Species	Alternating	Alternating
	Spacing	80 ft. o.o.	80 ft. o.o.
Street Tree	Surface	Ground cover or grass	Ground cover or grass
	Size	Medium Shade	Medium Shade
Verge	Width	4 ft.	4 ft.
	Lighting Type	Post	Post
Lighting Spacing		At Intersections	At Intersections

A HUNDRED YEARS OF PROGRESS TO BUILD ON

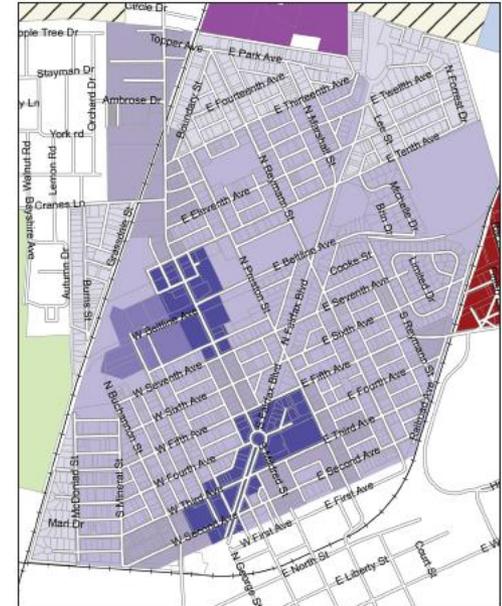


Land Use = Context

- **Land Use Planning is Critical.** Planning or Zoning legally reinforces intensity and context.
- **Adopted the Details.** Adopt the details and sections that bring you closer to your vision.
- **Reference Codes and Manuals.** Chapter 17 Road and Highways: ARTICLE 4A. COMPLETE STREETS ACT.§17-4A-1. Complete Streets.
- **Remove the Guesswork.** Pre-Approved assemblies and how you will evaluate future engineering streamlines the process.
- **Require It.** All new development should be required to contribute to the Public Realm. This can be accomplished through zoning or site development standards.

PRE-APPROVED ASSEMBLIES CONT. – OLD TOWN

KEY	ST-60-24	ST-60-26
Thoroughfare Type	ST-60-24	ST-60-26
Right-of-Way Width	80 ft.	80 ft.
Parade Lane	24 ft.	28 ft.
Transportation	Yield Lane: Two way @ 18 ft. One lane parallel @ 5 ft.	Two Lanes: Two way, one lane each way @ 10 ft. One lane parallel @ 5 ft.
THOROUGHFARE TYPES		
Assemble	AV	AV
Commercial Street	CS	CS
Drive	DR	DR
Street	ST	ST
Rear Alley	RA	RA
Rear Lane	RL	RL
Assembly Designation	ST-60-24	ST-60-26
Thoroughfare Type	Street	Street
Transect District	T3, T4	T20, T3, T4
Right-of-Way Width	80 ft.	80 ft.
Parade Lane Width	24 ft.	28 ft.
Transportation Way	Yield Lane: Two way @ 18 ft. One lane parallel @ 5 ft.	Two Lanes: Two way, one lane each way @ 10 ft. One lane parallel @ 5 ft.
Vehicle Lane(s)	n/a	n/a
Planing Lines	n/a	n/a
Optional	n/a	n/a
Striping	n/a	n/a
Median Width	n/a	n/a
Median Planting	n/a	n/a
Median Surface	n/a	n/a
Target Speed	20 mph	25 mph
Shaded Lane	n/a	n/a
Bicycle Provision	n/a	n/a
Transit Provision	n/a	n/a
Public Frontage	20.5 ft. 16.5 ft.	20.5 ft. 16.5 ft.
Assembly Width	O	D
Public Frontage Type	T3, T4	T3, T4
Transect District	T3, T4	T20, T3, T4
Curb	Type: Raised Curb Curb Out Radius: 16 ft.	Type: Raised Curb Curb Out Radius: 16 ft.
Walkway	Surface: Concrete Type/Size: Continuous 10.6 ft.	Surface: Concrete Type/Size: Continuous 10.6 ft.
Planter	Arrangement: Regular Spacing: Alternating Surface: 30 ft. o.o.	Arrangement: Regular Spacing: Alternating Surface: 30 ft. o.o.
Street Tree Base	Ground cover or grass Medium Shade	Ground cover or grass Medium Shade
Width	4 ft.	4 ft.
Lighting Type	Post	Post
Lighting Spacing	At Intersections	At Intersections



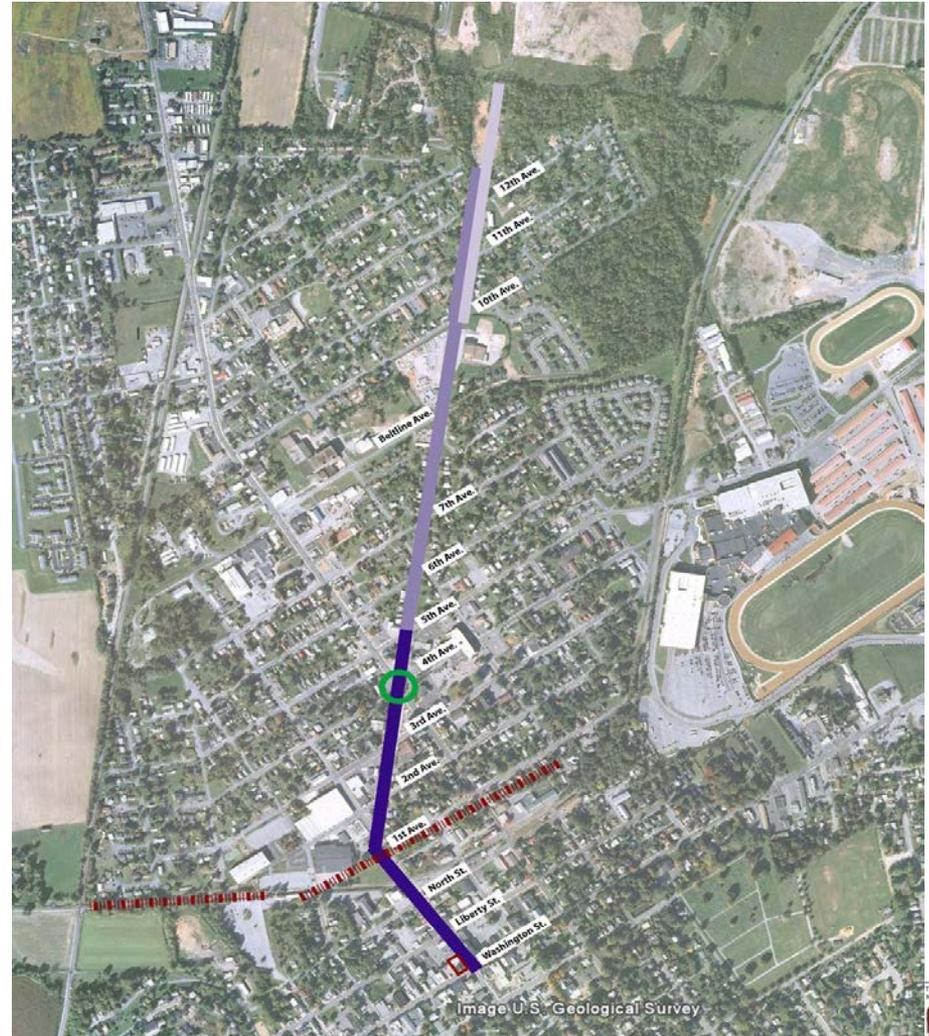
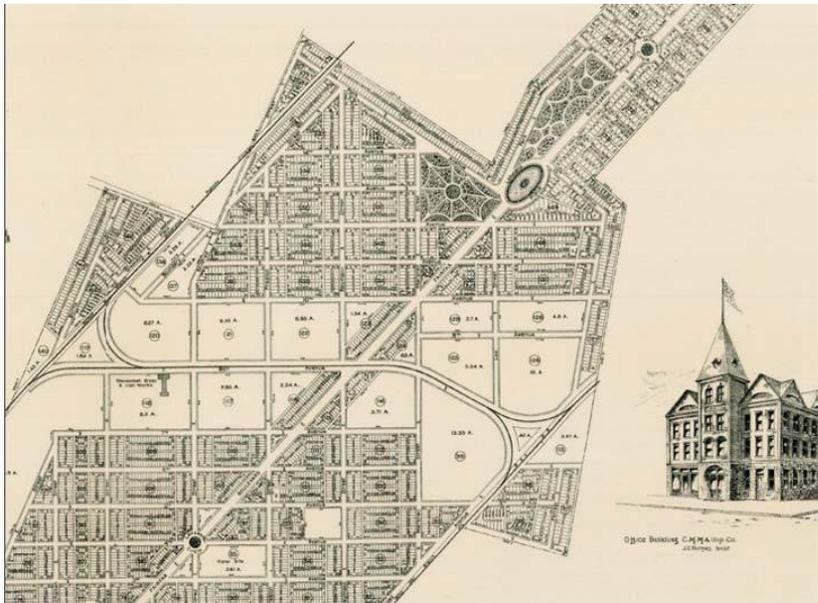
The Livability Principles depend on creating new streets and parcels, in coordination with associated land and business owners. This shows a possible future redevelopment scenario that implements the Old Town Demonstration Plans.



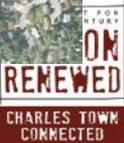
DOT TIGER II Planning Grant

Fairfax Boulevard has been a vision for since 1891!

Project Map, Location & Transportation Connections: The Green Corridor begins at the north side of Ranson at latitude 39.1828 by longitude 77.5123, travels south along Fairfax Boulevard onto George Street in Charles Town, and terminates at Charles Washington Hall at latitude 39.1720 by longitude 77.5136, all in Jefferson County, WV, 2nd congressional district, Baltimore Washington MSA. If this Green Corridor project is implemented, the thoroughfare will connect at the north to recently upgraded WV Route 9 and at the south WV Route 115, which travels directly to Harpers Ferry and its MARC/Amtrak train station, and beyond to Virginia, Maryland and DC.



A HUNDRED YEARS OF PROGRESS TO BUILD ON



TIGER II Deliverables



- *Planning, engineering, permitting, and construction documentation for a **“complete street” improvement to the central “Fairfax Boulevard-George Street” corridor** that serves as both the main street and commercial corridor that links the two cities. The plan for this complete street improvement will be to connect the central downtown areas including brownfields revitalization and workforce housing areas to the **newly designed Charles Town Commuter Center**, community and institutional facilities, park/recreational facilities, and new jobs centers.*

The Present



A HUNDRED YEARS OF PROGRESS TO BUILD ON

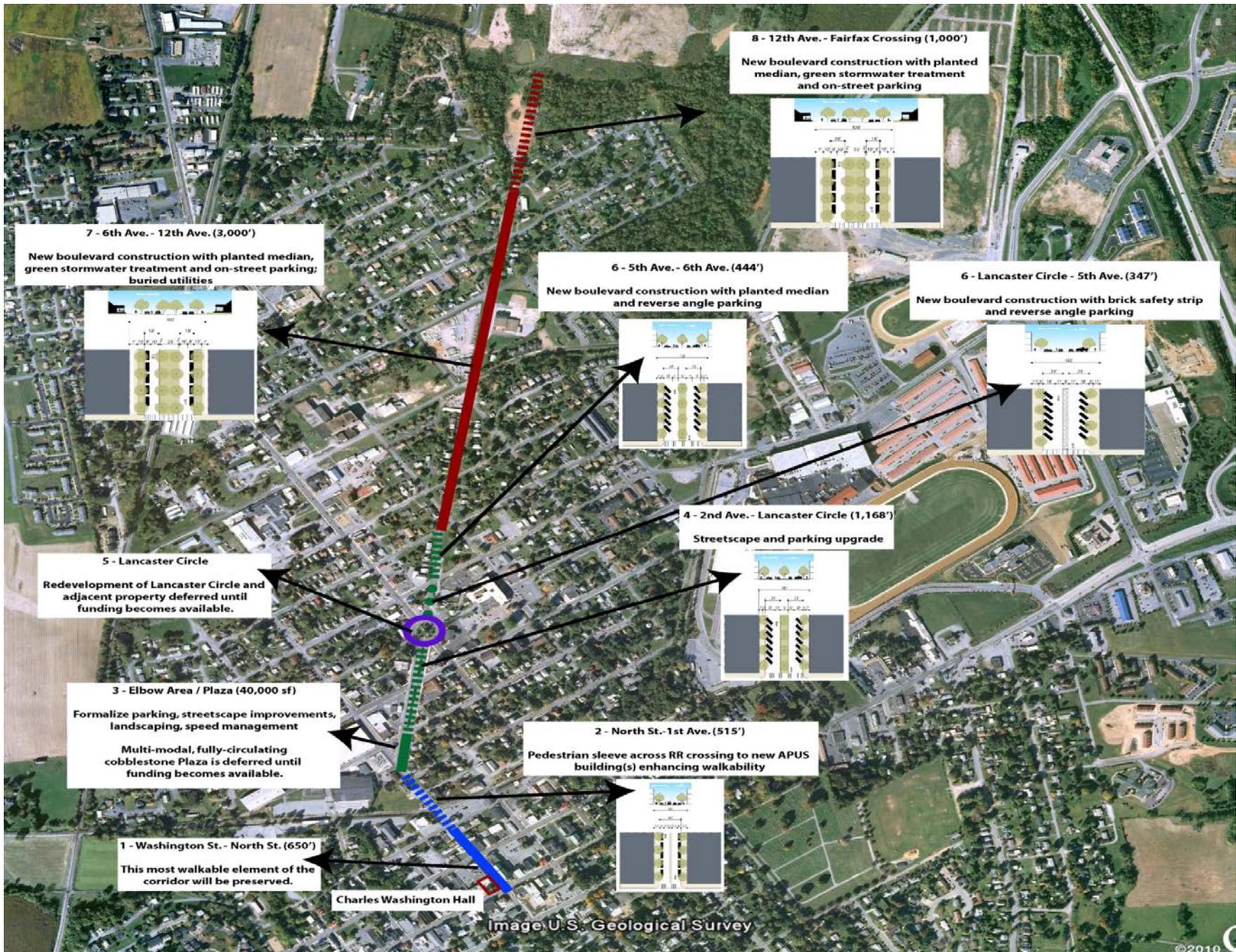


The Future.

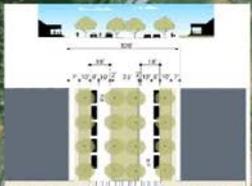


A HUNDRED YEARS OF PROGRESS TO BUILD ON

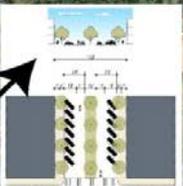




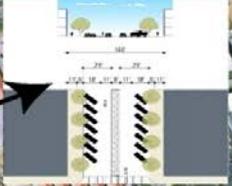
8 - 12th Ave. - Fairfax Crossing (1,000')
New boulevard construction with planted median, green stormwater treatment and on-street parking



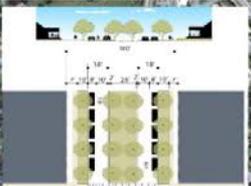
6 - 5th Ave. - 6th Ave. (444')
New boulevard construction with planted median and reverse angle parking



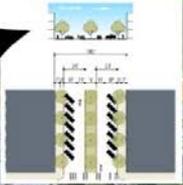
6 - Lancaster Circle - 5th Ave. (347')
New boulevard construction with brick safety strip and reverse angle parking



7 - 6th Ave. - 12th Ave. (3,000')
New boulevard construction with planted median, green stormwater treatment and on-street parking; buried utilities



4 - 2nd Ave. - Lancaster Circle (1,168')
Streetscape and parking upgrade



5 - Lancaster Circle
Redevelopment of Lancaster Circle and adjacent property deferred until funding becomes available.

3 - Elbow Area / Plaza (40,000 sf)
Formalize parking, streetscape improvements, landscaping, speed management
Multi-modal, fully-circulating cobblestone Plaza is deferred until funding becomes available.

2 - North St. - 1st Ave. (515')
Pedestrian sleeve across RR crossing to new APUS building(s) enhancing walkability

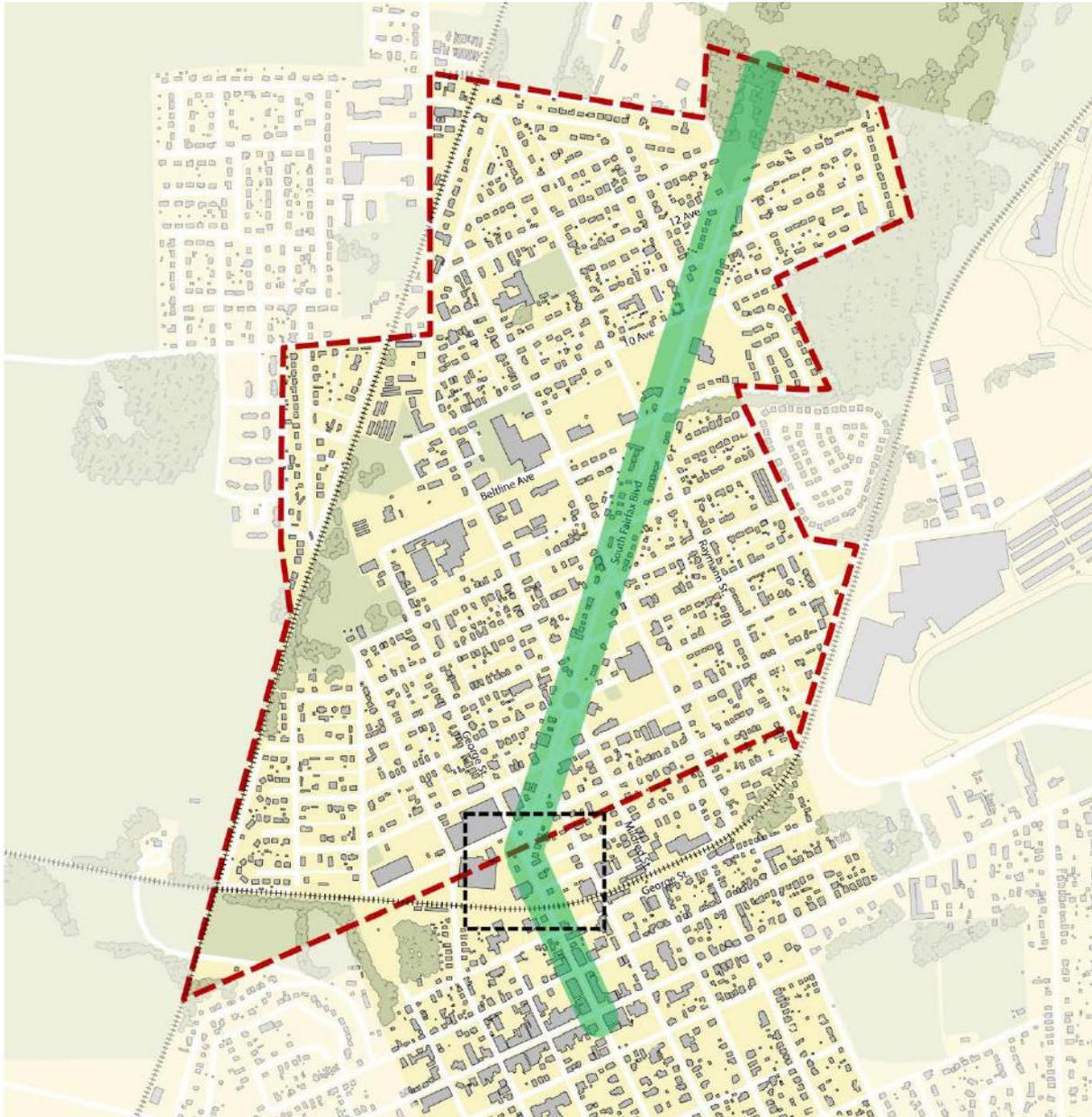


1 - Washington St. - North St. (650')
This most walkable element of the corridor will be preserved.

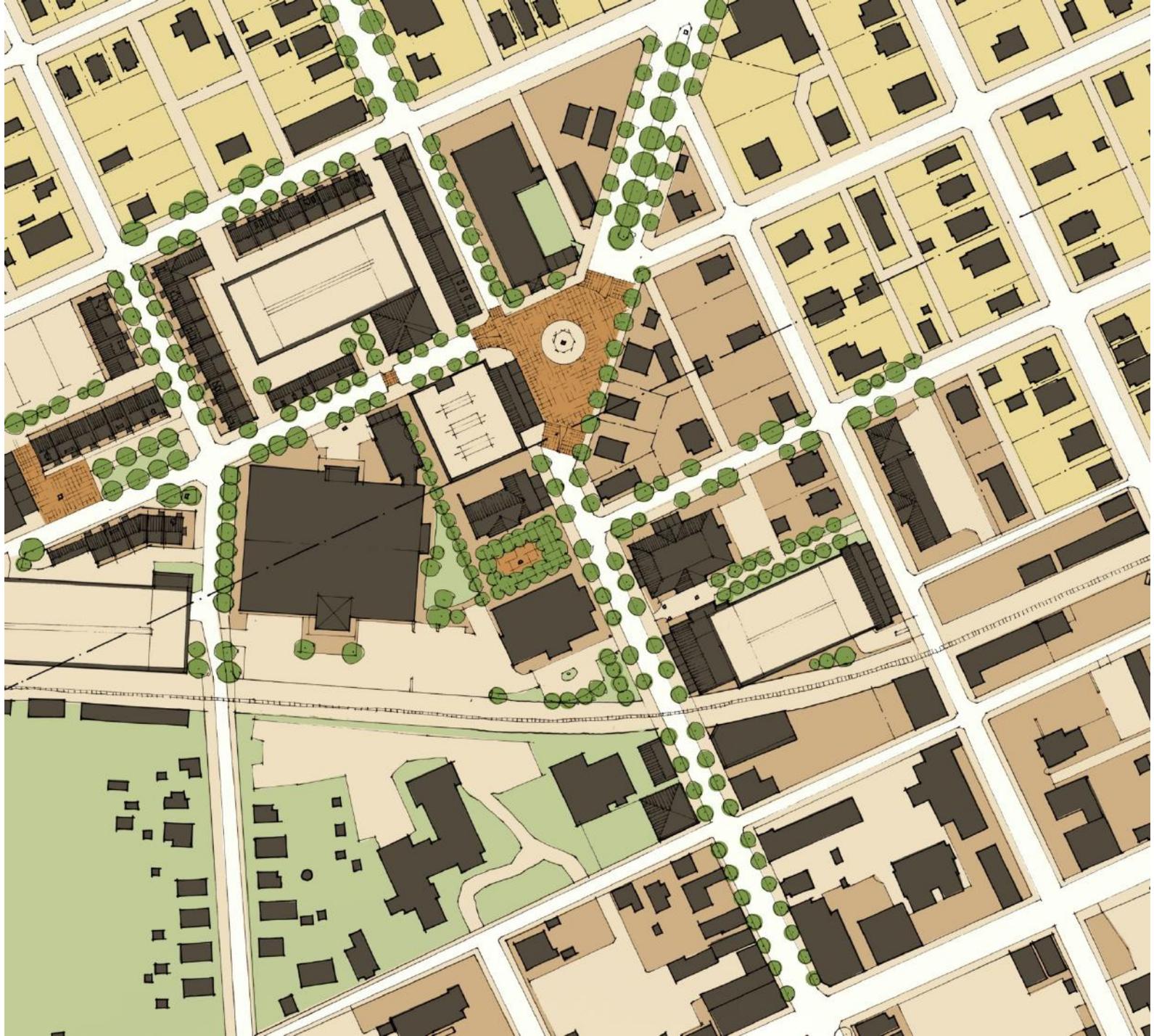
Charles Washington Hall

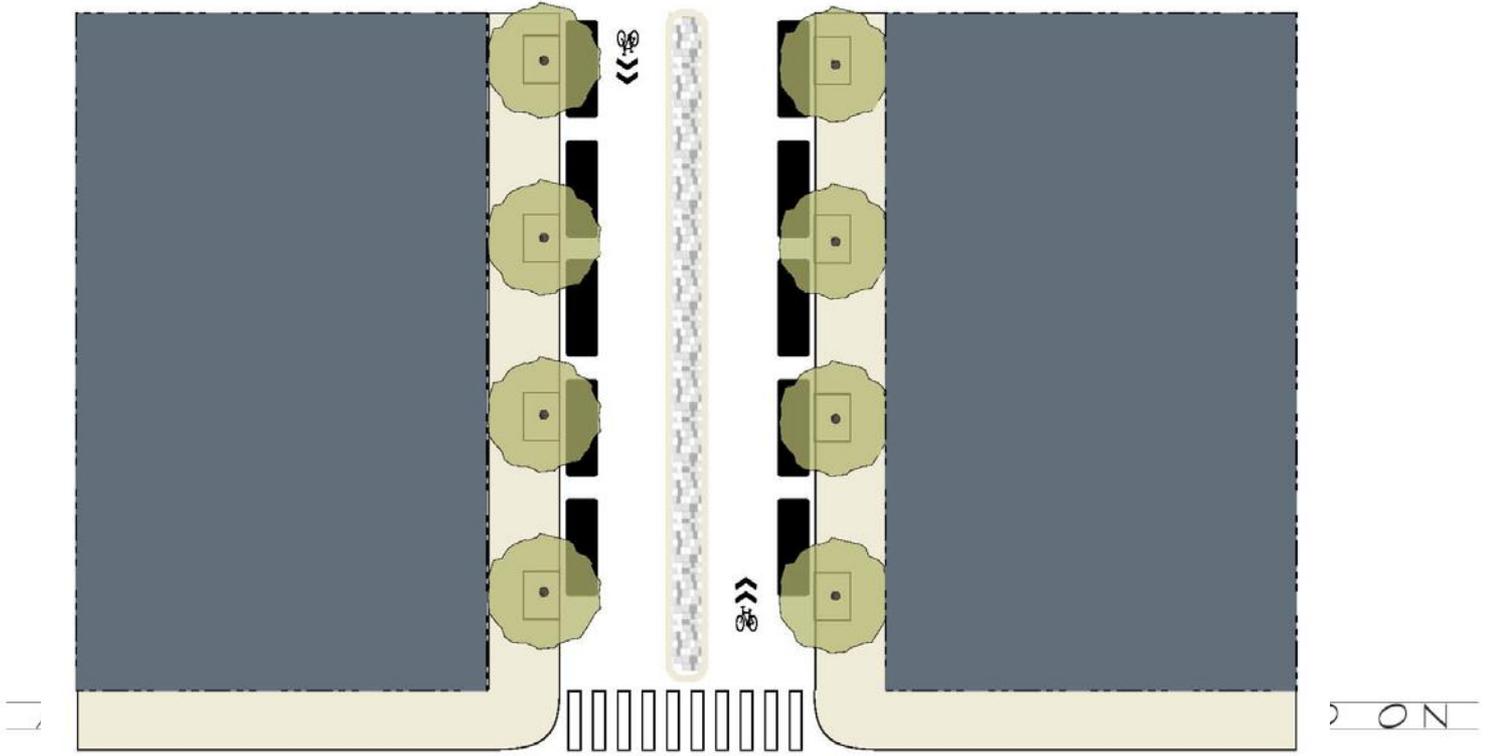
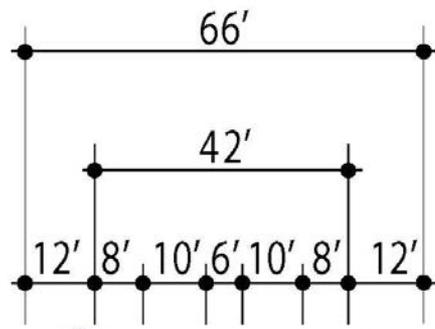
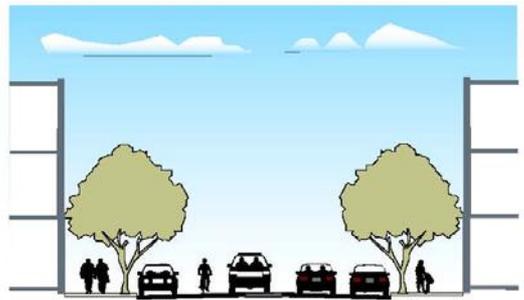
Image U.S. Geological Survey

A couple segment examples of Fairfax Boulevard



A HUNDRED YEARS OF PROGRESS TO BUILD ON



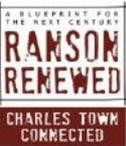


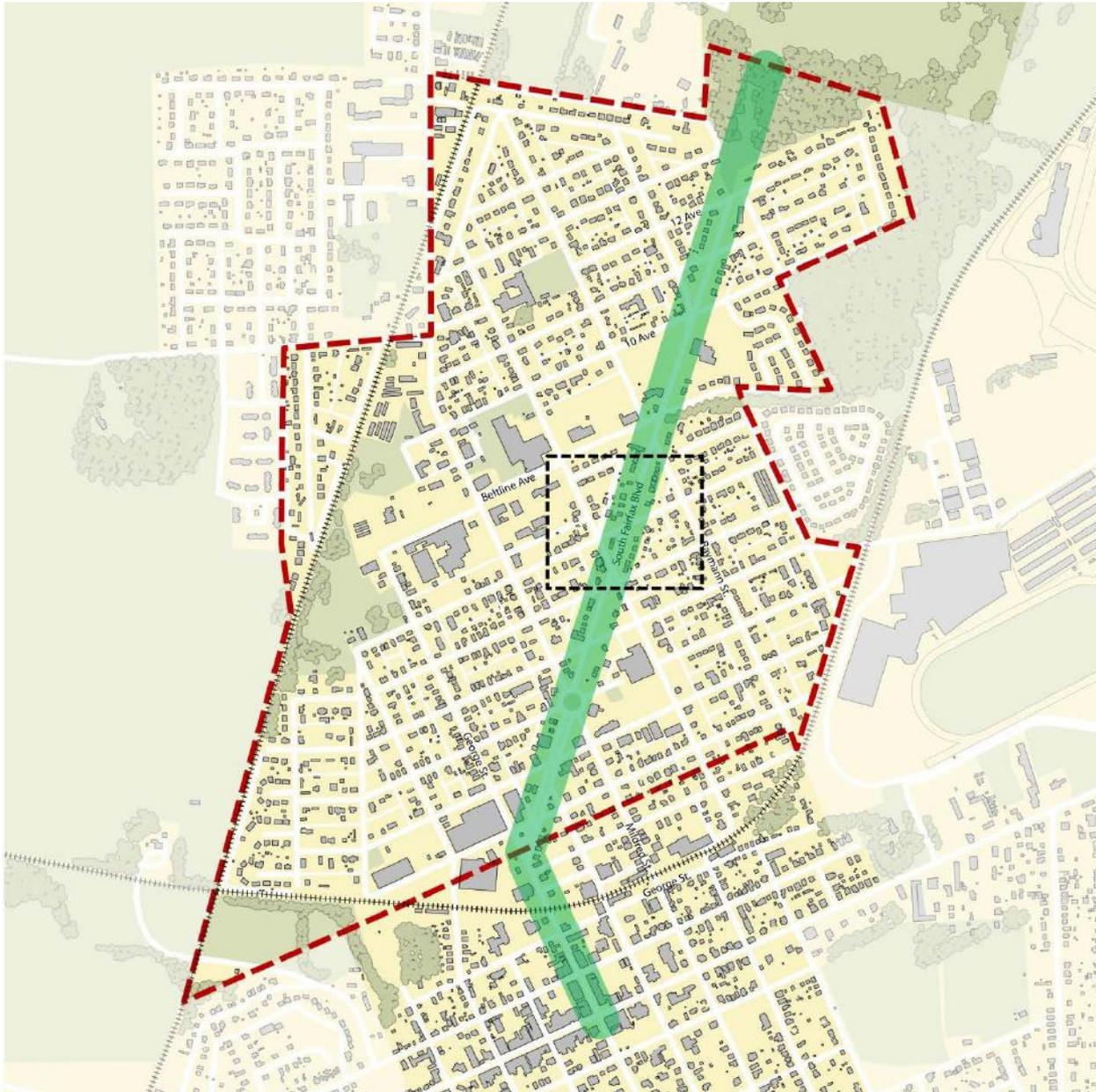


A HUNDRED YEARS OF PROGRESS TO BUILD ON

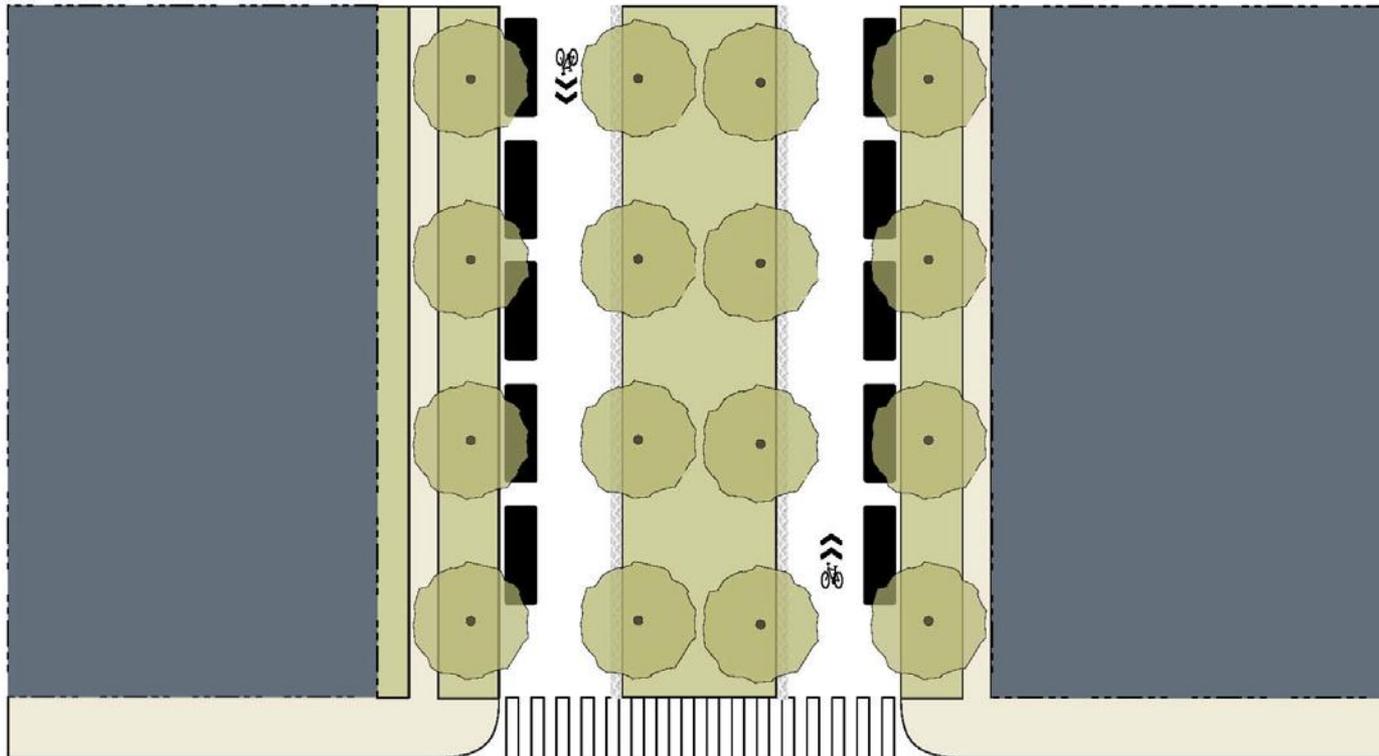
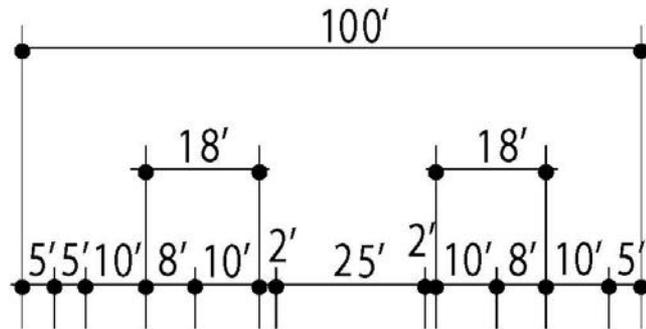
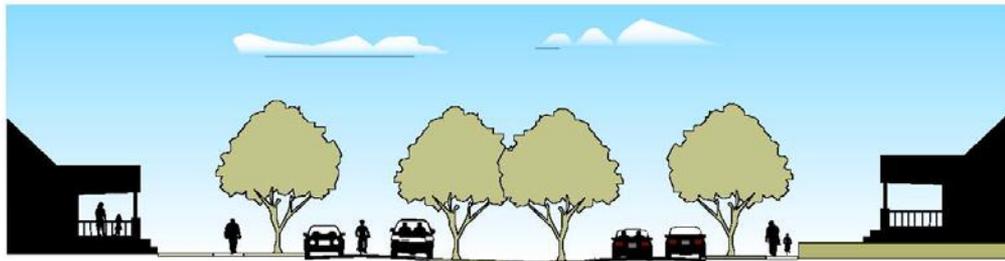


A HUNDRED YEARS OF PROGRESS TO BUILD ON





A HUNDRED YEARS OF PROGRESS TO BUILD ON





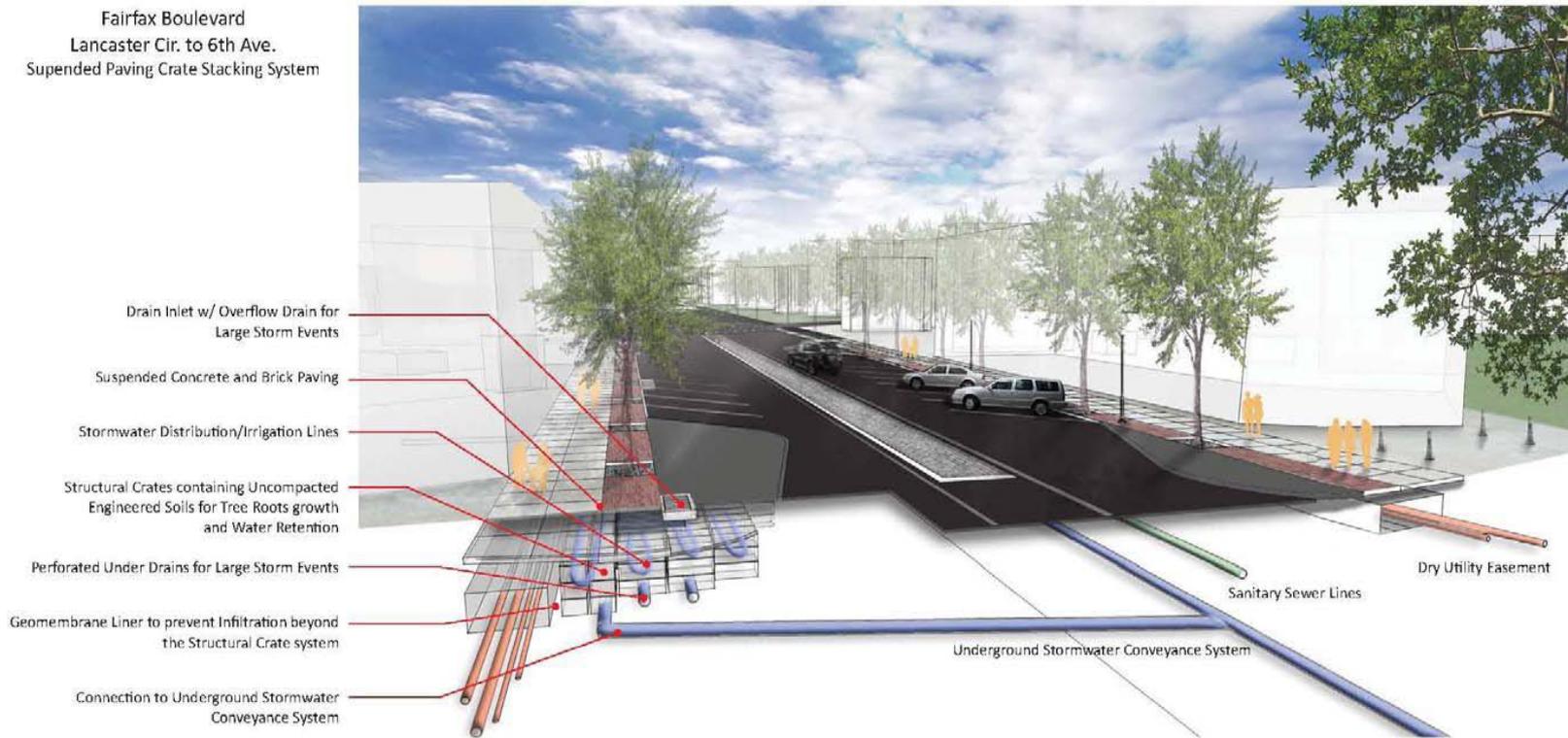
A HUNDRED YEARS OF PROGRESS TO BUILD ON



A HUNDRED YEARS OF PROGRESS TO BUILD ON

Innovative Stormwater Techniques

Fairfax Boulevard
Lancaster Cir. to 6th Ave.
Suspended Paving Crate Stacking System



Suspended Paving Crate Stacking System - The Crate Staking System is a structural modular unit that suspends paving above the underlying soils and tree roots. One such proprietary system is designed by DeepRoot Green Infrastructure, LLC. This system is designed to support large tree growth while addressing on-site stormwater management. The system is comprised of units or “silva cells” each 48” long x 24” wide x 16” high. These units can be stacked vertically from one to three units in height and work best lined side by side with each other. When aligned as such, the roots of planted trees can grow between units unrestrictedly. Stormwater can also move freely between units while being absorbed by uncompacted soil and root systems.

A HUNDRED YEARS OF PROGRESS TO BUILD ON



A HUNDRED YEARS OF PROGRESS TO BUILD ON



A HUNDRED YEARS OF PROGRESS TO BUILD ON

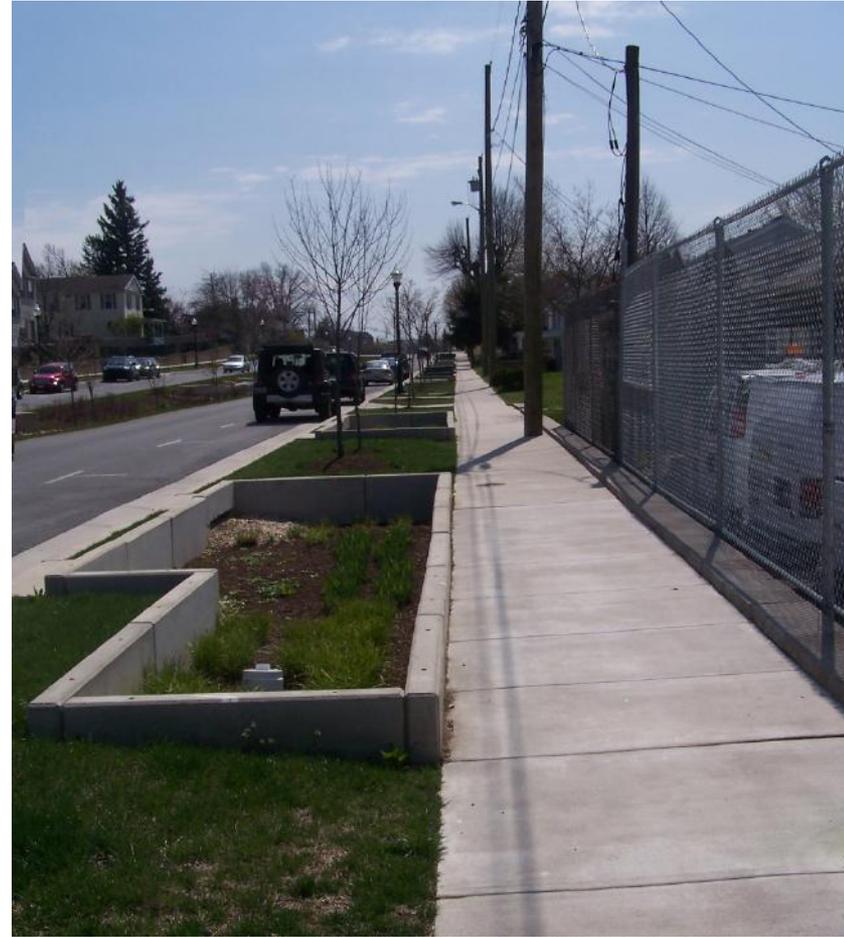
Innovative Stormwater Techniques

Fairfax Boulevard
6th Ave. to 12th Ave
Modular Flow-Through filtration Planters



Flow-Through Filtration Planters are bio-retention cells which function as soil and plant-based filtration devices that remove pollutants through a variety of physical, biological, and chemical treatment processes. Flow-Through Filtration Planters also provided temporary storage of stormwater runoff volume which helps maintain the predevelopment peak discharge rate and timing. A percentage of water captured within these planters also provides irrigation for the vegetation in the planters which further contributes to the overall reduction in volume of stormwater runoff.

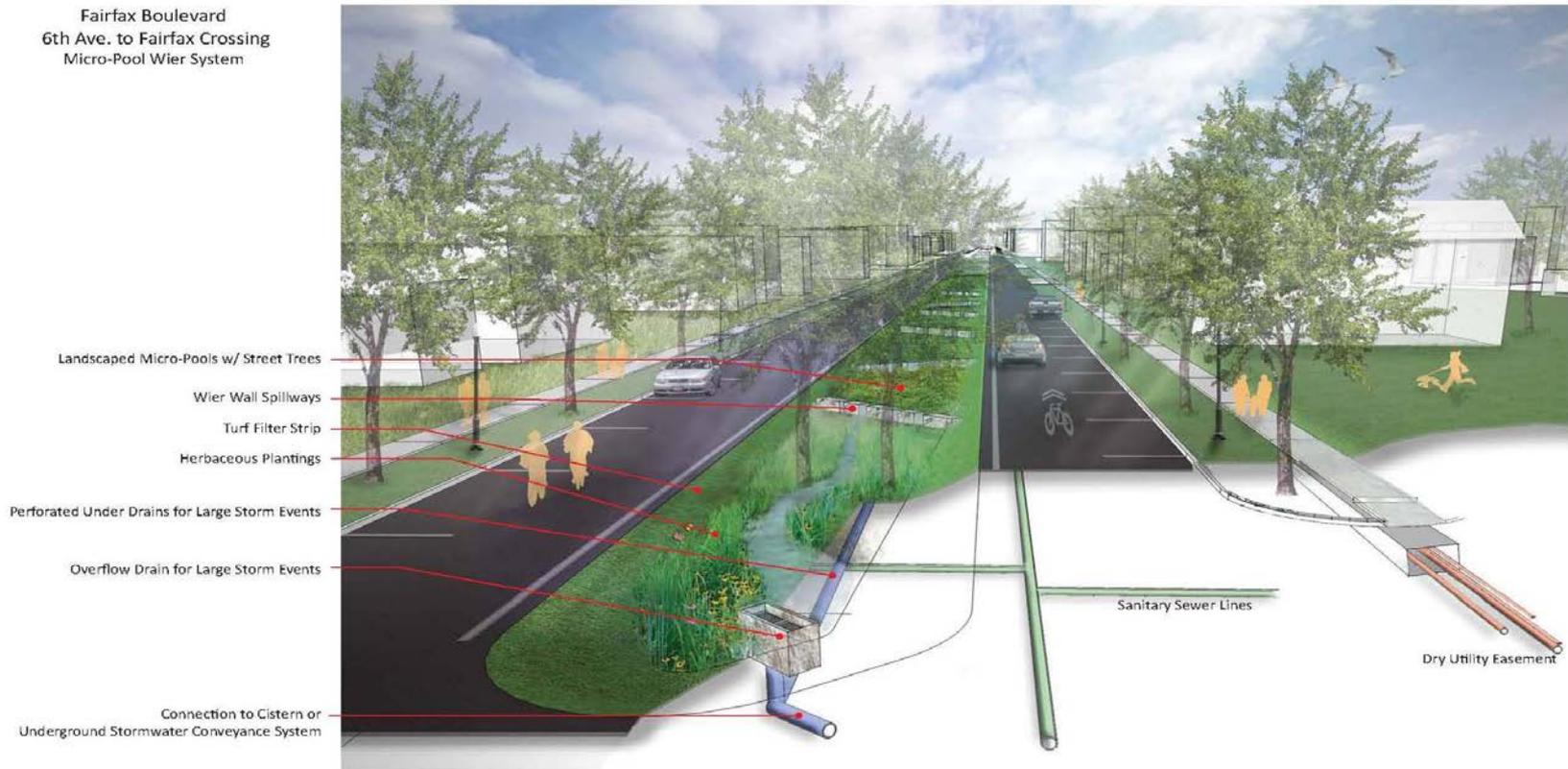
A HUNDRED YEARS OF PROGRESS TO BUILD ON



A HUNDRED YEARS OF PROGRESS TO BUILD ON

Innovative Stormwater Techniques

Fairfax Boulevard
6th Ave. to Fairfax Crossing
Micro-Pool Weir System



The Micro-Pool Weir System are similar to Flow-Through Filtration Planters, with this technique each micro-pool is treated as a Bio-retention cell which function as soil and plant based filtration devices that remove pollutants through a variety of physical, biological, and chemical treatment processes. The micro-pools are linked together through a series of weir spillways (small walls that act like tiny dams); as each micro-pool fills up it overflows to the next micro pool until it reaches an overflow inlet at the bottom pool in the micro pool train.

A HUNDRED YEARS OF PROGRESS TO BUILD ON



A HUNDRED YEARS OF PROGRESS TO BUILD ON

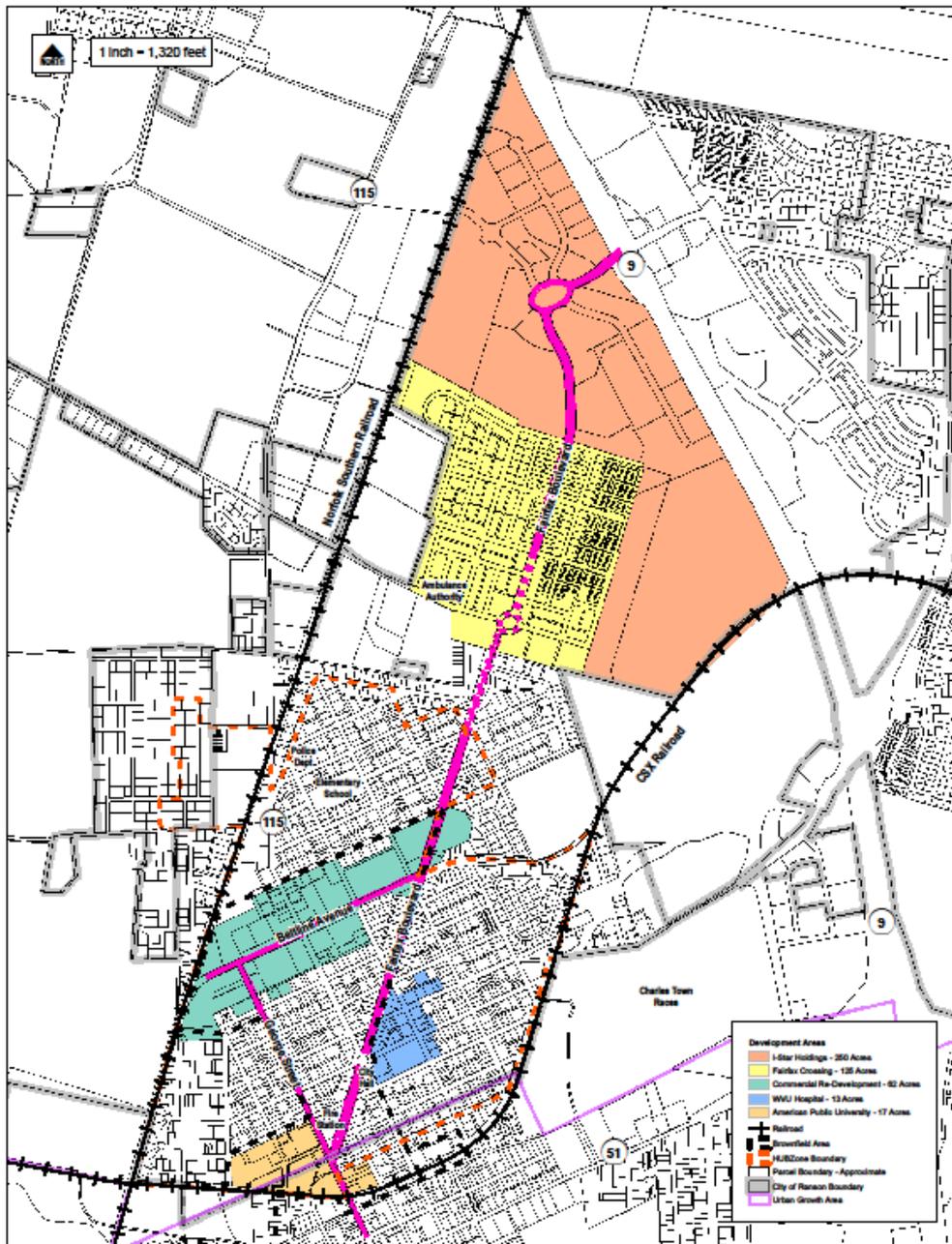


A HUNDRED YEARS OF PROGRESS TO BUILD ON

Community Impact



A HUNDRED YEARS OF PROGRESS TO BUILD ON



WVUMedicine
JEFFERSON MEDICAL CENTER



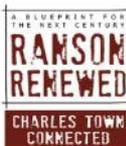
A HUNDRED YEARS OF PROGRESS TO BUILD ON

A BLUEPRINT FOR
 THE NEXT CENTURY
**RAMSON
 RENEWED**
 CHARLES TOWN
 CONNECTED

Private Investment



A HUNDRED YEARS OF PROGRESS TO BUILD ON





CHARLES

WASHINGTON

HALL

RANT

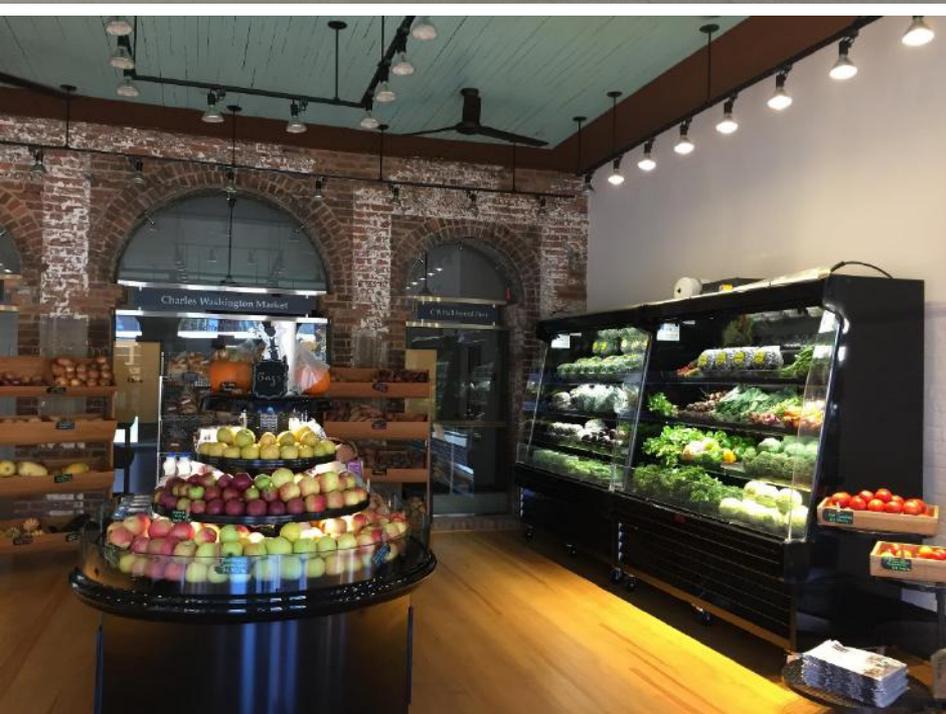
Shu Chen's

RESTAURANT

IHU CHIK
RESTAURANT

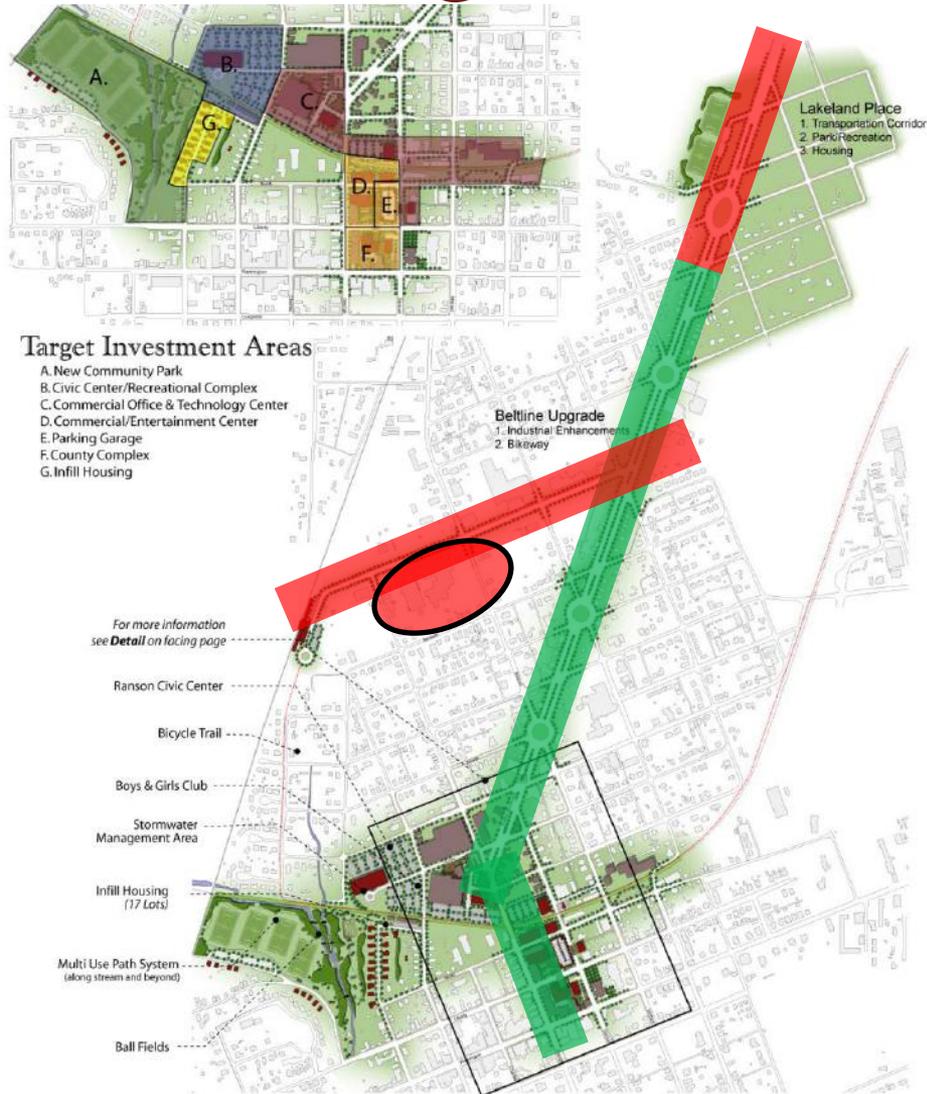
Live Music 8 to 9:30

Shu Chen's



A HUNDRED YEARS OF PROGRESS TO BUILD ON

Continuing the Vision



A HUNDRED YEARS OF PROGRESS TO BUILD ON

The Next Chapter: Powhatan Place

POWHATAN PLACE

■ ■ ■
RANSON'S DOWNTOWN REVITALIZATION



Home, Parks, and the Corner Store:

Be a part of Ranson's Downtown Revival in an environmentally sustainable neighborhood for the City's next 100 years of progress.

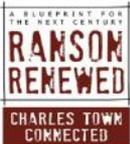


U.S. Department of Transportation



For more information please visit www.cityofranson.net

A HUNDRED YEARS OF PROGRESS TO BUILD ON



Outcomes and Benefits

Short-Term

- Increase Community Involvement
- Promote Economic Development
- Preserve Recreational and Open Space
- Manage Storm water Runoff
- Enhance supply of Affordable Housing

Long-Term

- Enhance Local Utilization of Transit
- Increased Accessibility of Job Centers
- Promote Livability, Walkability
- Promote Economic Development
- Improve State of Infrastructure

Fairfax Boulevard



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Assistant City Manager
eerfurt@ransonwv.us

A HUNDRED YEARS OF PROGRESS TO BUILD ON

