Fairfax Boulevard
Complete Street

RANSON
AT THE CENTER OF OPPORTUNITY.

A HUNDRED YEARS OF PROGRESS TO BUILD ON
100 Plus Year Vision
We are a Bedroom Community.
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.


- 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.
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 redevelop 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.

The Revitalization Corridor

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.
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 a consultant who was familiar with the 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 a 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.
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.

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.
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.
A HUNDRED YEARS OF PROGRESS TO BUILD ON
The SmartCode is form-based, driving the city into areas of specific intensity and character. Through adoption of codes and policies the City Council established a character that includes a mix of uses, and focused on pedestrian-orientation.

The current zoning is primarily use-based, dividing the city into segregated land use pods regardless of the underlying character. This approach often does not reflect what is actually occurring on the site, or local vision.

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

A HUNDRED YEARS OF PROGRESS TO BUILD ON
## Details: Approved Assemblies

### PRE APPROVED ASSEMBLIES CONT. – OLD TOWN

<table>
<thead>
<tr>
<th>Assembly Designation</th>
<th>Thoroughfare Type</th>
<th>Transact District</th>
<th>Right-of-Way Width</th>
<th>Pavement Width</th>
<th>Transportation Way</th>
<th>Vehicular Lane(s)</th>
<th>Parking Lanes</th>
<th>Median Width</th>
<th>Median Planting</th>
<th>Median Surface</th>
<th>Target Speed</th>
<th>Bicycle Provision</th>
<th>Transit Provision</th>
<th>Public Frontage Type</th>
<th>Transact District</th>
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<tr>
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<td>Street</td>
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<td>24 ft</td>
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<td>One lane parallel @ 8 ft</td>
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### Assembly Widths

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<td>O</td>
<td>T3, T4</td>
</tr>
<tr>
<td>18 ft, 14 ft</td>
<td>O</td>
<td>T20, T3, T4</td>
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### Curb

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<th>Walkway Width</th>
<th>Surface Type</th>
<th>Size</th>
<th>Arrangement</th>
<th>Spacing</th>
<th>Street Side Size</th>
<th>Width</th>
<th>Verge</th>
<th>Lighting Type</th>
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<td>Regular</td>
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<td>90 ft, 0.0</td>
<td>Ground cover or grass</td>
<td>Medium Shade</td>
<td>4 ft</td>
<td>Post</td>
<td>At Intersections</td>
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### 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.


- **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.
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.
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
The Future.
A couple segment examples of Fairfax Boulevard
A HUNDRED YEARS OF PROGRESS TO BUILD ON
Innovative Stormwater Techniques

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.
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 provide 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
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.
Community Impact

"WE'RE MOVIN'

400 S Mildred St
RANSON, WV

Last day April 30th!"
Continuing the Vision
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.

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
- Manager 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

Edward W. Erfurt IV
Assistant City Manager
eerfurt@ransonwv.us