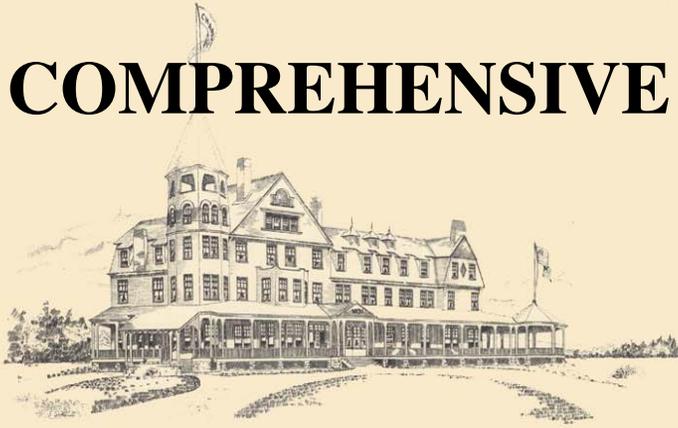
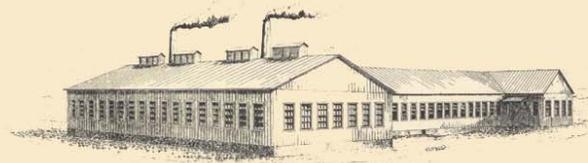


# 2004 COMPREHENSIVE PLAN

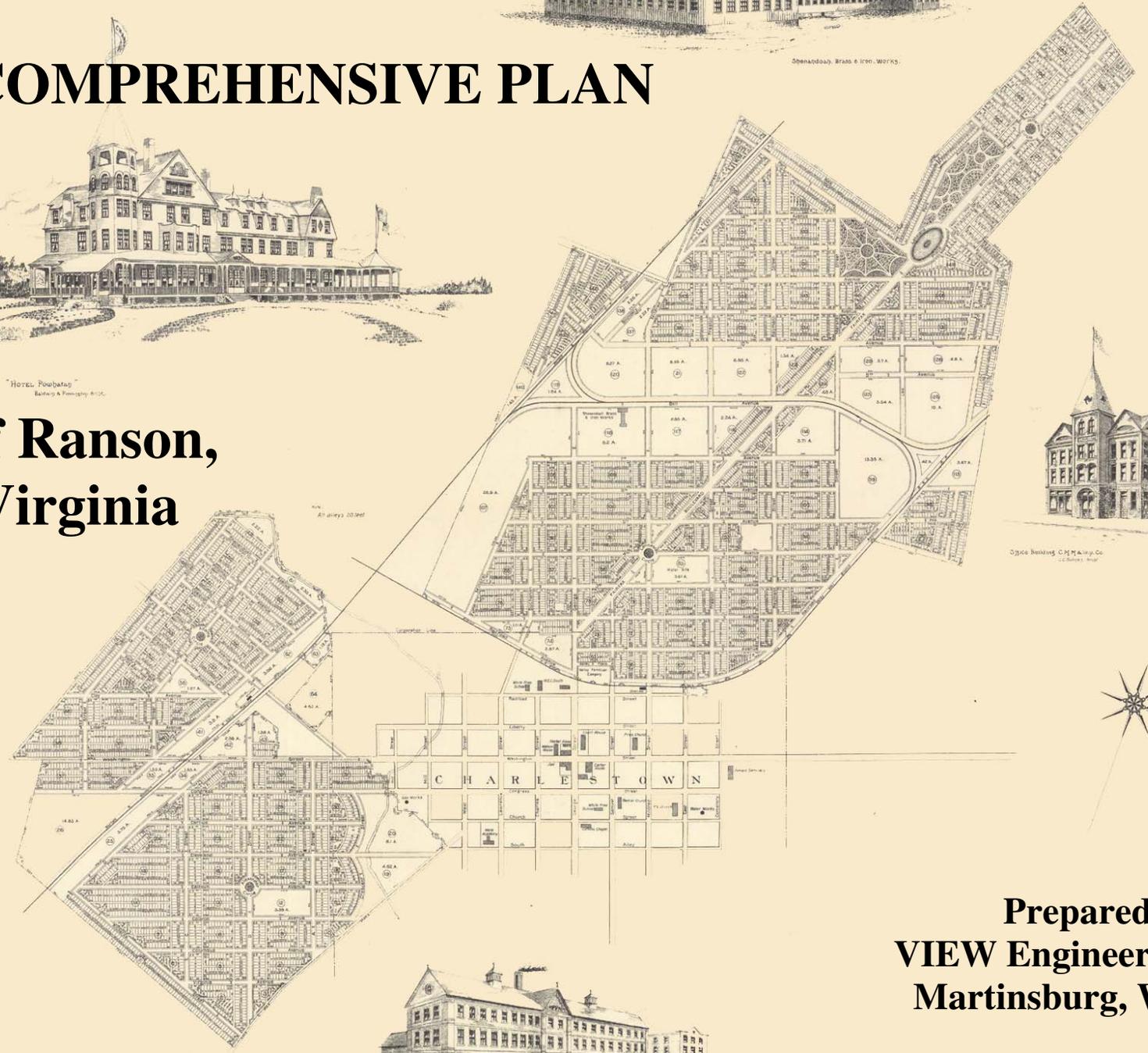


Hotel Parkside  
Baugh & Farnight, 1912.

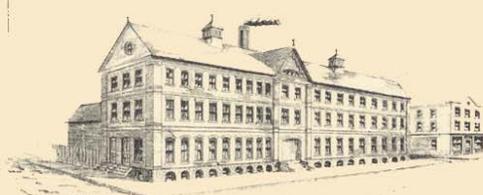
## City of Ranson, West Virginia



Shenandoah Brass & Iron Works



Office Building C.M. Hays Co.  
C. Hays, 1912.



Harpers Factory  
C. Hays, 1912.

Prepared by  
**VIEW Engineering**  
Martinsburg, WV

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## **Vision Statement**

Maintain the quality of life and the community for the citizens within the Urban Growth Boundary of the Corporation of Ranson by enhancing development, maintaining “downtown Ranson”, recognizing and protecting the natural resources, encouraging economic growth, and providing new community facilities.

## **Introduction**

The City of Ranson Comprehensive Plan is a living document developed with the input of the City's leaders, the citizens that reside within the community, and the businesses that call Ranson its economic base. Development of the plan sought to understand the existing community and its needs, while providing a vision for the growth inevitable within Ranson, Charles Town, and all of the Eastern Panhandle of West Virginia.

The City has established an Urban Growth Boundary encompassing 6,700± acres, which expands the original City boundaries 1,100% beyond the original 550 acres. There were 2,976 acres of the 6,700 acres within the Urban Growth Boundary were annexed into Ranson during 2002 – 2003. Population projections indicate that the 2,951 people shown in the 2000 Census will potentially increase to between 13,000 and 18,000 people as building takes place

in the annexed lands within the Urban Growth Boundary. Presently, most of this land is vacant or in agricultural use with some residential neighborhoods. The future use of these lands is the culmination of the visions of the landowners and the City working together to provide needed public facilities and lands while meeting the goals of the land owner. The success of this vision will maintain the quality of life and community, protect the natural resources, encourage economic growth, and provide community facilities.



Ranson and its Urban Growth Boundary

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Transportation is a key element in the evaluation of the quality of life. This is not only the road system within and around the City, but also the pedestrian links between residential neighborhoods, open space, and commercial areas. Sidewalks within all road rights-of-way, city-wide trails, and connections to Jefferson County trails are encouraged within the plan, as well as alternate transportation modes. In order to succeed alternate transportation modes such as, bus and rail, need other municipalities to participate.

The users of the road system within the City want an efficient means of transporting not only themselves, but the goods produced and/or received by its business community. An adequate transportation system, which builds on the grid pattern established by the City's early planners and creates key north-south and east-west collector roads, is needed. Working with the West Virginia Department of Highways to create good connections to their arterial highways will provide the business community the means

to attract new members, thereby creating other opportunities for employment for the residents of Ranson.

The establishment of open space has been shown as a key to the quality of life for everyone within the community.



Open space can be defined as active or passive areas that provide ballfields, playgrounds, urban plazas or conservation easements over individual lots, floodplains or other areas protecting natural, cultural or historic resources. Presently, the City has limited open space, whether active or passive. There is a need to establish both active parks and playgrounds, as well as passive parks, to provide



recreational activities for the community and protection of the City's natural resources.

General community needs, including schools, public buildings, community centers, police and fire protection, and public works are also discussed within this plan. Jefferson County is responsible for the public education of the City's youth. The growth within Ranson and the County is fueling the need for additional schools. Working with the County to establish school sites and adequate classroom capacity will build a working relationship that will benefit all citizens of the City and County. Long-term planning shows the need for a library and community center(s) to serve the present and future residents of Ranson. Fire and rescue services are presently met with private companies using volunteers, but as the area grows, volunteers to fill additional positions needed may be hard to find. Law enforcement is provided by the City. These personnel are sometimes called upon to respond to calls outside of its jurisdiction. Growth in law enforcement should maintain or exceed the national standards of one law

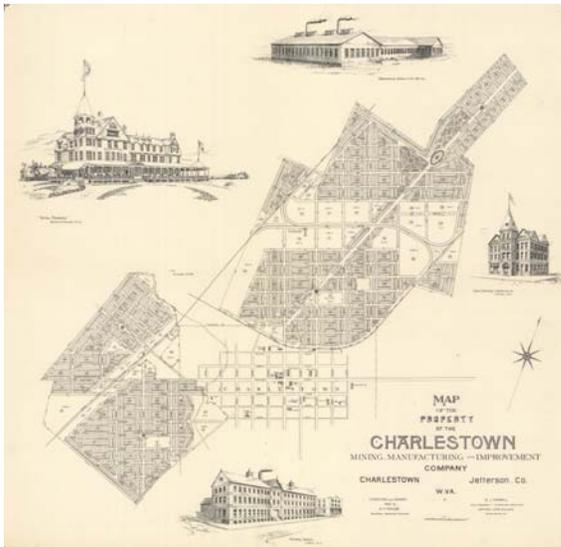
enforcement officer for every 700 residents. The City also maintains a Public Works Department, which provides garbage collection, minor street repair, snow removal, and sewer system maintenance. As the City grows, so will the needs of their Public Works Department.

Basic utilities such as water and sewer are reviewed in the plan, but a detailed account of the necessary expansion of these facilities is more fully discussed in the forthcoming Ranson Water and Sewer Facility Plan. The underground storm drain system within the City is limited and some improvements are necessary. The majority of new storm drains will be established through new development projects. These projects will also provide stormwater management quality controls to filter and clean storm runoff and quantity controls to maintain pre-developed flow levels. This plan considers establishing a stormwater utility as a new revenue stream to maintain the new and existing facilities.



## History

The Charles Town Mining, Manufacturing & Improvement Company was formed in May 1890 by seven men to make Charles Town the industrial capital of the area. The company purchased 850 acres adjoining the western and northern corporate limits of Charles Town. Much of the land was bought from the Ranson family, thus this area of



Old Ranson Map

Charles Town was named Ranson. The 1890 – 91 map of the City was laid out by D.G. Howell with assistance from D.F. Taylor.

The Charles Town Mining, Manufacturing & Improvement Company opened their offices in 1891 at the corner of Third Avenue and Mildred Street. The building was sold to the Charles Town Board of Education in 1894 for use as a school. Today, that building is Ranson's City Hall.

One of the most significant early structures constructed in Ranson was the Hotel Powhatan (named after the father of Pocahontas, the Native American woman who saved and guided Captain John Smith), located on Third Avenue between Mildred and Preston Streets. The hotel opened in October 1891, but by 1900, it had become the Powhatan College for Young Women. In 1913, it closed and was reopened in 1915 as St. Hilda's Hall for Girls. Peterkin Hall, added in 1921 on property across the street from the original building, currently houses the offices of a propane



company. The original hotel structure of 1891 burned to the ground on December 11, 1937.



Powhatan Hotel, 1891

The community grew north and by 1910 its residents decided to form their own City. On October 15, 1910, the vote was 69 to 2 to incorporate Ranson and three days later Ranson became a City independent from Charles Town.

Ranson continued to grow and by 1950 the population had increased to 1,436. Several additional factories were constructed in Ranson and many of the original industries were bought, sold, and remodeled many times over the years. Badger-Powhatan Brass and Iron Works, originally

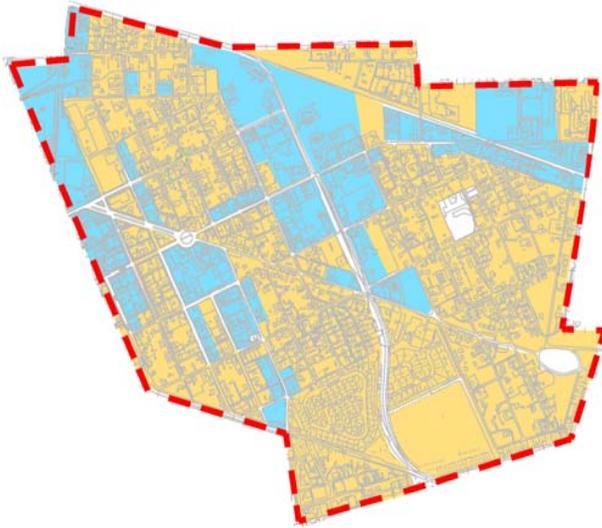
opening in 1891, still operates today. The growth and development of Ranson reflects the late nineteenth century boom of the Shenandoah Valley and surrounding areas with the rise of the railroads, mining, and manufacturing. Because of its proximity to Charles Town, Ranson never developed a traditional “Main Street” commercial area.

The 2000 census counted 2,951 people within the City’s seven-mile perimeter making it the largest City in Jefferson County. Today, the community generally maintains its industrial roots, but as more residents travel outside Ranson and the county for employment, the character of the City will change.

The City is governed by a mayor and six-member City Council, which meet the first and third Tuesday of the month in the City Hall Council chambers. The City also employs an administrator who runs the day-to-day business.



## Land Use



The City consisted of approximately 550 acres of land prior to the recent annexations. Original Ranson is bounded on the south by the City of Charles Town and on the east by the CSX Railroad and the Charles Town Races. The boundaries meet a mixture of agricultural, residential, and industrial uses north and west of the City. The Urban Growth Boundary generally follows the northern limits of Charles Town and US Route 340 along the southern border, Flowing Springs Road and Daniels Road along the eastern

border, Shiloh subdivision on the northern border, and finally Wiltshire Road and Amber Road along the western border. The Urban Growth Boundary will ultimately add approximately 6,150 acres to the City limits, which will be an increase exceeding 1,100% in land area.



Ranson and its Urban Growth Boundary

Existing Ranson has developed over many years with small and large businesses sometimes located directly adjacent to and within residential neighborhoods. Housing is a mix of one-story frame houses, apartment buildings, trailers, townhouses and newer two-story or split-level homes. The mix of housing with businesses has resulted in a multi-

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generational, multi-racial community. This is consistent with what was envisioned by the land planners, who laid out the City in 1890 for the Charles Town Mining Manufacturing & Improvement Company.



Mildred Street today with its mix of housing and businesses.

Today, the Urban Growth Boundary is also envisioned as multiple neighborhoods using distinctive names to create their own identity and preserve the “small town” atmosphere (See Appendix E). Each of these “neighborhoods” should have its own commercial center to support their local needs. This plan encourages the

“islands” within the Urban Growth Boundary to annex into the City. This will complete the neighborhoods and help unify Ranson’s residential and business communities.

Incorporated less than 100 years ago, there are still some older structures that represent and reflect the history of Ranson. These structures provide character to Ranson’s neighborhoods and should not be overlooked as the City grows. This plan recommends that the City leaders identify “historic” properties and encourage their preservation. Some of these properties include Ranson City Hall, Badger Powhatan Brass and Iron Works, Lancaster Circle, Billie’s Restaurant & Shopping Center, Ranson Senior Center (original Ranson school), Jefferson Chapel, Strider Funeral Home, Lakeland Place Circle, Ranson Cottages, Amerigas Building, Ivy House, Shade Service Station, Blakely Apartments, Pop Alger’s Service Station, and Ranson Grocery (Lighthouse Tile). (See Appendix E, Future Land Use Plan).

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Ranson City Hall

Generally, the City has the majority of its land dedicated to residential use with industrial uses located along its southern border with Charles Town and along the abandoned CSX/Norfolk Southern Railroad right-of-way west of Fairfax Boulevard. Commercial operations exist east and west of Mildred Street (WV Route 115) and the Norfolk Southern Railroad on the north edge of the City. Commercial uses also exist east of Lancaster Circle between Third and Fifth Avenues. Mixed-use properties exist in different areas throughout the City.

A continuation of the Residential/Commercial (Mixed) use along Mildred Street (WV Route 115) is envisioned north of the Old Town Ranson Neighborhood. South of Lancaster Circle continued Commercial development along Mildred Street is anticipated with a “commerce corridor” established with Charles Town. Beyond its intersection with Leetown Pike, the land east of Mildred Street and north along the Norfolk Southern Railroad is planned for Commercial/Employment uses to capitalize on access to the railroad and WV Route 9. Beltline Avenue, an existing Commercial/Employment area, is expected to remain with redevelopment of the brownfield sites. This plan recommends redevelopment of these brownfield sites as a priority. This plan further recommends that the City work with the City of Charles Town and the Jefferson County Development Authority to identify sites for Commercial/Business/Employment parks within their Urban Growth Boundaries to maximize access to rail-served sites, provide opportunities for “New Economy” businesses, and create a variety of jobs in the manufacturing, technology, and service industries.





Charles Town Races and Slots is an entertainment destination and the area's largest private employer.

Charles Town Races and Slots is the largest employer within the Urban Growth Boundary and Jefferson County. Presently the owners have not requested annexation. Prior to recent annexation law changes, Charles Town Races was denied their annexation request through court challenges. Recognizing that this area is adjacent to the City and contains a unique mix of uses, presents an opportunity for establishing a Special/Entertainment category. This special category should be applied to the surrounding parcels as well. Land uses that feed off of the "Races and Slots" will help to establish the area as a prime destination for the

tourist industry. Similar or complementary uses are envisioned within the Mixed Use (Residential/Commercial) and Highway Commercial areas adjacent to Charles Town Races and Slots and north along either side of WV Route 9 to the Norfolk Southern Railroad.

The remaining land within the Urban Growth Boundary is planned for residential use with varying densities envisioned. The traditional grid pattern of streets is the model that is recommended throughout all residential neighborhoods. The City has recently revised their zoning code to include a Traditional Neighborhood Development with both an urban and rural zone, which this plan recommends as the preferred form of development. The "rural" form of this zone is anticipated in the perimeter areas of the Urban Growth Boundary.

Growing communities suffer when the expansion of their common facilities (i.e. parks, schools, community centers, utilities) do not grow at the same pace. The annexation/development process will provide opportunities



for the City's elected and appointed officials to work with the land owners and developers to secure public facilities and lands to meet the needs of the community. This plan recommends the City proactively pursue lands to meet the present and future needs of Ranson.



Traditional neighborhoods use narrower streets.

Where new development abuts existing subdivisions, there is a need for transition between the old and new to avoid stark differences while respecting these existing neighborhoods. Although the vast majority of the land within the Urban Growth Boundary is vacant or in

agricultural use, this plan anticipates that this use will slowly be overtaken with development pressures and the more rural areas of the county will serve the agricultural community.

Jefferson Memorial Hospital occupies the most land in the Central Business District. When its associated businesses are included, it is the City's largest employer. These support services and other medical offices are generally within walking distance of the hospital. Expansion of the hospital and support facilities is limited by their present location due to its urban setting and the surrounding residential uses. The hospital has indicated its need for a 40-60 acre campus for the base facility, planned expansion, and supporting operations. Having the hospital within the Old Town Ranson Neighborhood is an asset to the community through the employment, activity, and related businesses it provides.

Relocating the City's largest employer will have a negative impact on the Old Town Ranson Neighborhood if not



properly planned. Therefore, should the hospital decide to move from its present location, this plan recommends that part of their relocation plans include a redevelopment or alternate use plan for the existing facilities.



Jefferson Memorial Hospital, a major employer within the Old Town Ranson Neighborhood.

The City should support the future needs of the hospital to the extent possible. Whether within the present downtown area, which is preferred, or a new campus within the Urban Growth Boundary, many options should be explored so the needs of the community and the hospital are met.

In its present location, abandonment of street rights-of-way may create a “hole” in the street pattern; setbacks may

require variances; utilities may need additional capacity; but a 50-acre campus for a major employer deserves some flexibility in planning to meet everyone’s needs. This plan recommends that the City develop an overlay district such as a Redevelopment Overlay District to support the expansion of the hospital if it remains in its present location.

The preferred development pattern within the Urban Growth Boundary is a mix of uses in the neo-traditional development pattern. This development pattern should create a mix in housing styles, which will allow construction of affordable low-cost housing in close proximity to employment. Affordable low-cost housing should be encouraged and promoted as the City can not grow without providing for the needs of all of its residents and business owners. One method to support affordable low-cost housing is modifying the zoning code to allow the limited reduction of the minimum lot size (6,000 and 7,000 sf.) for residential lots to provide a viable use of the many 25’ x 125’ lots presently recorded within the City.



Additionally, modifying the zoning code to allow residential, single and multi-family, in the Highway Commercial and Central Business Districts, will provide housing in close proximity to employment. This plan recommends that affordable housing be planned within Mixed Use (Residential/Commercial) areas and in close proximity to the Commercial/Employment areas and recommends the zoning code be changed to support this mix of housing with Commercial/Employment activities.

Population projections indicate that the 2,951 people shown living in Ranson, which was reported in the 2000 Census, will potentially increase to 15,500± people as building takes place on the annexed land. When all lands are developed within the present Urban Growth Boundary the population may reach 38,000 (using a figure of 2.54 persons per residence, the Jefferson County average in the 2000 census). A density of 3.0 to 4.0 dwelling units per acre (see Appendix B) results in approximately 6,100± residences constructed on the annexed land. Using national averages and projected development plans for some of the

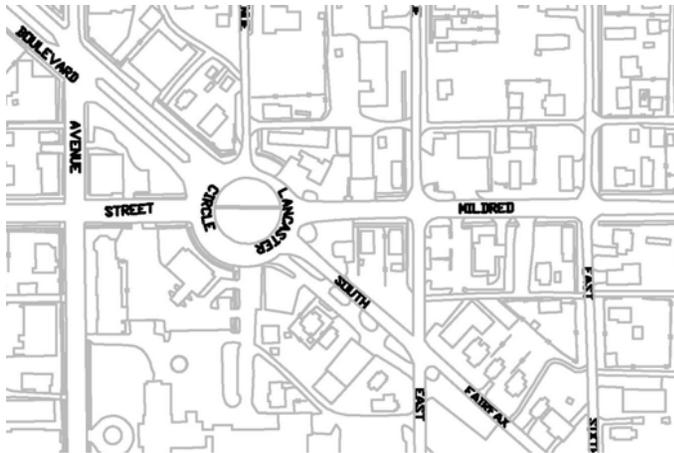
annexation parcels, these residences are projected as 3,720 single-family homes, 1,460 townhomes, and 920 apartment units.



## Transportation

A key element to the future success of Ranson is an adequate transportation system to facilitate economic growth while managing the phasing of development within the Urban Growth Boundary.

Downtown Ranson is built upon a grid pattern with the east-west roads as “numbered avenues” and the north-south roads as “name streets”. The grid pattern is a traditional method of land use planning that provides multiple avenues



The center of Ranson – Sixth Avenue and Mildred Street

to reach an outlet, rather than the suburban sprawl style of subdivision with cul-de-sacs and relying on only a couple of major streets. The center of Ranson is considered Sixth Avenue and Mildred Street (Route 115) with Lancaster Circle.

Fairfax Boulevard leaves Lancaster Circle to the northeast cutting diagonally through the north-south/east-west grid street system. This road was planned as a major collector with a 100-foot right-of-way to provide “cross-town” circulation. The problem is this road was never built to a cross-section that provides this function. Eventually Fairfax Boulevard will connect to the Charles Town Bypass (WV Route 9) and improvements will be necessary to the existing street to provide the inter-connection with Downtown Ranson. Traffic calming measures may be desired along this route, as well as elsewhere in the City, to maintain safety while still allowing maximum traffic volumes.



Connection to surrounding communities occurs at numerous points along the City limits. Generally, trips to the north use WV Route 115 (Mildred Street), which provides connection to Martinsburg. Traveling east, residents presently use Fifth Avenue with its connection to the Charles Town By-Pass (WV Route 9), which provides options for travel to Martinsburg, Shepherdstown or Berryville. Trips headed west or south usually start by heading south into Charles Town along Mildred Street and then taking WV Route 51 West or US Route 340 South out of the center of Charles Town. The economic health of Ranson depends on improving the connections to the surrounding communities.

Planning major crossings of a railroad, unless grade-separated, limits the long-term viability of that transportation route. Considering Downtown Ranson is presently restricted by crossings of multiple railroads, which are carrying an increasing amount of freight traffic. Future roads crossing these railroads must plan for grade-separated intersections. Also, at-grade crossings are



Replacing the Fifth Avenue rail crossing with a grade separated intersection will provide opportunity for an east-west corridor.

discouraged by the railroads due to the limits these place on their operations. Most of the time a railroad will not even consider a new at-grade or surface crossing, unless two existing crossings are closed. Road improvements for connecting along the eastern border will encounter this difficulty with the existing CSX Railroad. Similarly, the existing crossing of WV Route 51 and the CSX Railroad



will ultimately limit future residents within the western sector of the Urban Growth Boundary in their travels south and east along WV Route 51 after connecting with Amber Road. Building new collector roads within the northwest sector of the Urban Growth Boundary should connect at the future Mildred Street/WV Route 9 interchange as this is north of the Norfolk & Western Railroad.

Roads beyond the 4-lane Charles Town By-Pass change to 2-lane roadways, which limits the transportation links to adjoining jurisdictions for businesses. Connection to arterial highways, which eventually lead to the federal interstate highway system, will provide a catalyst to commercial and employment growth in the County and its municipalities.

The City should maintain its involvement with the West Virginia Department of Highways and their highway planning for road widening, intersection improvements, new highways, etc. Short-range, mid-range, and long-range projects should be identified with WV DOH to provide linkages with new developments.

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Route 9 is under construction as a four-lane arterial highway to Martinsburg, but is limited to only two lanes into Virginia.

Generally, the construction of new collector roads and local streets is the responsibility of the property developer within their proposed development. However, it is possible that some development projects may need to build portions of “off-site” street/highway improvements or improve “off-site” intersections to provide adequate capacity for their project. This plan recommends that all applicants submit a traffic study that assesses their project’s impacts on existing infrastructure and identifies upgrades and improvements needed, including phasing.



Ultimate build-out of the collector roads (i.e. adding two lanes for an ultimate four-lane section) may become the City's responsibility in some areas. A concept layout for collector roads within the Urban Growth Boundary is shown on the Transportation Map in Appendix E. Further study is recommended to develop a Transportation Management Plan that projects future growth in the City and identifies transportation networks and intersections that require improvements to accommodate increased vehicle trips. The plan should include all aspects of future transportation needs including highways, pedestrian transport, mass transit, and special transportation needs.

Alternate transportation modes should be encouraged because many residents work far beyond the City/County limits. Public transportation for commuters leaving Ranson includes both bus and rail. Presently, there are rail stations for the MARC system in Duffields and Harpers Ferry. Although there are railroads crossing through the City, they



The MARC system provides residents with commuting alternatives.

carry freight and do not connect to Duffields or Harpers Ferry. This negates the opportunity to lobby for a new commuter rail station in Ranson/Charles Town. A shuttle bus service to Harpers Ferry or Duffields should be explored with Charles Town officials to provide an alternative for commuters.



Pedestrian travel within and around Ranson will go a long way toward maintaining the quality of life and community for its citizens. A safe pedestrian/bike pathway system will allow the residents opportunities to reach their destination by modes other than automobile.



This plan envisions interconnecting the City's parks and commercial/employment centers with a pedestrian trail system. Using abandoned railroad rights-of-way as the backbone of the pedestrian system should allow private construction without having to rely totally on acquiring private lands. Sidewalks along all road rights-of-way will

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## New Jefferson outdoors trail draws crowds

Bike/hike path for Charles Town in preliminary stages by council

By JOHN McVEY  
Journal Staff Writer

CHARLES TOWN — Cyclists and other outdoor enthusiasts Wednesday night heard proposals for a bicycle and pedestrian trail between Charles Town and Harpers Ferry.

Chester Engineers, a Martinsburg engineering firm, was commissioned to complete the \$19,254 study by the Hagerstown Eastern Panhandle Metropolitan Planning Organization, a regional transportation planning group which includes parts of Berkeley and Jefferson counties, Washington County, Md., and Franklin County, Pa.

"This is a preliminary plan," Larry Johnson of Chester Engineers told the audience of 14 gathered in the Jefferson County Courthouse. "We want more input. We are still in the flexible stage."

One path Chester Engineers suggests would run along the Shenandoah River from Harpers Ferry to Cattail Run just past the

to the shopping centers outside Charles Town or to Jefferson Rock in Harpers Ferry and other scenic views.

Johnson added that the final route could be a combination of the two. The trail also could be constructed in phases.

Eventually both alternatives could be built to create a loop between the two towns. He said cost estimates had not been made.

Bob Gordan of Region 9 Planning and Development Council, which is

**"**

**This is a preliminary plan. We want more input. We are still in the flexible stage.**

**— Larry Johnson, Chester Engineers**

Planner, John C. Kohnert, left, of Chester Engineers and Senior Client Services Manager, Lawrence W. Johnson, point out a preliminary hiker/biker trail to onlookers at the open meeting Wednesday night at the Jefferson County Courthouse.

Connection of Ranson's trail system to the Appalachian Trail along the Harpers Ferry to Charles Town Ranson Trail.

link to the city-wide trail system. This city-wide system should also connect beyond the Urban Growth Boundary to the proposed Harpers Ferry Trail and the Appalachian Trail. The City should explore the status of this trail with the Hagerstown Eastern Panhandle Metropolitan Planning Organization and lobby with State and Federal agencies for construction of the trail.



First impressions are not easily forgotten. “Gateways” into Ranson will make that all important first impression. Ranson needs to establish its own identity. The visitor to Ranson must know when they have entered and left the community, while the citizen of Ranson needs to maintain a proud identity with the City. Simple, consistent, identifiable structures (i.e. focal points, unique crosswalks or sidewalks, street trees, light poles, etc.) at very visible locations will identify the arrival to Ranson. This plan recommends that the City leaders embark on a gateway enhancement study as an early first step in implementing this plan.

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## **Parks, Open Space, and Recreation**

The City does not have an extensive park system. Two small parks totaling three (3) acres are used as a playground. The only other recreational uses are commercial establishments with video games. The school system in Jefferson County provides the majority of facilities for sports. With the annexation of 2,976 acres and a potential population of 18,000, the City will be strained to provide “free” recreation spaces for the different age groups and interests.

To determine the future needs for parks, recreation, and open space, this Comprehensive Plan will rely on national standards based on population. Not all recreation needs can or should come from the City. The City can provide the neighborhood and city-wide facilities. The City can contribute to regional needs in the form of hiker-biker trail segments, portions of larger parks, and special types of parks or recreational facilities.

The specific functions usually attributed to land and water resources designated for park and open space purposes are:

- Recreation – The most obvious function is to provide space and facilities for people to engage in active and passive recreation activities. Ballfields, playgrounds, and swimming pools are prime examples.



Example of an urban open space amenity as part of the traffic circulation system.

- Urban Open Space and Amenities Areas – Urban plazas, squares, parkways, gardens, and other urban spaces result from man-made changes to the environment. Many of these spaces are most suited for passive recreation and are often overlooked. They provide breathing space for urban residents and a sense of openness in an otherwise developed environment.
- Conservation Areas – In addition to providing space and facilities for leisure activity, park systems often include conservation land. Examples of conservation space would include streambeds, wetlands, floodplains and their buffers, steep slopes, forestland, sinkholes, wildlife habitats, and other unique natural features and resources. These areas often act as links between parks and residential communities. Pedestrian trails may be found in these areas as well as educational interpretive activities.

10 – 15 years ago such activities as roller blading, skate boarding, and acrobatic biking did not exist for the average person



- Reserve or Contingency – New trends in leisure use, either new activities or just greater rates of participation may result in additional space needs. In preparation for this possibility, it is recommended by the National Recreation and Parks Association (NRPA) that communities include 10% – 20% more land than required from their immediate need assessment. Likewise, it is not necessary to plan or improve every square foot of every park.



Some space should be left in reserve to see what other needs, passive or active, develop.

In Table POR-1 on page 22, the basic standards for space needs for each type of recreational facility and in turn the standard that Ranson should strive for is given. In virtually all instances the land area needed for the City should come to it as part of the land development process. Improvements such as playground equipment and constructed ball fields will be a part of the proffer/development process. It is recommended that an analysis of the recreational needs for all age groups be provided with all development applications.

### **Future Ranson Needs**

Table POR-2 on page 23 indicates the minimum parks and recreational areas that are needed to serve the current and potential population. It should be noted that as development occurs, parcels of land or money in lieu of land would be accepted by the City. When development occurs, the plans of that development should be reviewed with an eye towards combining open space or recreational parcels as well as providing linkages to the overall City trail system.

This plan recommends that a comprehensive community park system be developed with the identification of the following locations:

1. Western Area – Flowing Springs.
2. Eastern Area – Elmwood Farm.
3. Northern Area – Clay Hill Farm.
4. North Central Area – Lakeland Place.
5. South Central Area – North Evitts Run.



**Table POR-1**

<b>Type</b>	<b>Use</b>	<b>Service Area</b>	<b>Desired Size</b>	<b>Acres / 1000 population</b>
Mini-Park	Specialized facilities that serve a concentrated or limited population group	Less than ¼ mile radius	1 acre or less	0.25 to 0.50 acres
Neighborhood Park/ Playground	Area for intense recreational activities such as field games, court games, playground apparatus area, etc.	¼ to ½ mile radius	10 acres minimum goal: 15-20 acres	1.0 to 2.0 acres
Community Park	Area of diverse environmental quality. May include areas suited for intense recreational facilities, such as athletic complexes. May be an area of natural quality for outdoor recreation such as walking, biking, viewing, and picnicking. May be any combination of the above	1 to 2 mile radius	10 acres minimum goal: >25 acres	5.0 to 8.0 acres
Linear Park	Walking, biking, nature trails, and linkages to other points of interest.	Entire community	Minimum of 50-foot width from watercourse or drainage course top of bank.	

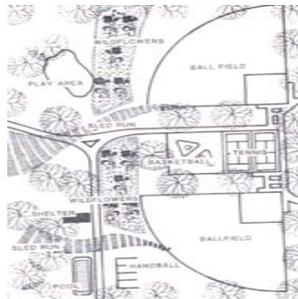


**Table POR-2**

<b>Type of Park</b>	<b>Existing Park Acreage</b>	<b>Standard for Population: 2951 people</b>	<b>Current Surplus (Deficit)</b>	<b>Standard for Future Population: 38,000 people</b>	<b>Future Needs (Parks)</b>
Mini-Park	0	1.5 acres	(1.5 acres)	19 acres	30
Neighborhood Park	3 acres*	6 acres	(3 acres)	76 acres	5
Community Park	0	24 acres	(24 acres)	304 acres	6±

\* Lakeland Place Park is currently unimproved. This park is smaller than the typical Neighborhood Park.

The illustrations below graphically indicate the kind of improvements anticipated for the various types of parks. The Neighborhood Park is a more active and intense recreational experience than the Community Park.



Neighborhood Park



Community Park

## **Future Parks and Open Space**

A number of properties in Ranson have been identified as current candidates for park acquisition (see Appendix B for existing and proposed park and open space locations). They are:

- Maytag Building, Second Avenue - This 40,000 sf metal building is slated to become a community civic center (indoor recreation and classroom space).
  - Ranson Park and Playground, Mildred Street - Owned and operated by a private non-profit organization that anticipates transfer to the City in 2004. The park features a small community center, two basketball courts, two tennis courts, and a play area.
  - Badger Powhatan Pocket Park, Mildred Street across from the Ranson Park and Playground. This land is privately owned by AFAC. Its location makes it suitable for a trail stop and in conjunction with the Ranson Park and Playground, this area would serve as a prime focal point along the Beltline Trail.
- Beltline Railroad Right-of-Way – Currently owned by CSX and Norfolk Southern Railroad. This closed rail right-of-way is the main spine of the proposed Ranson trail system.
  - Fifth Avenue Recreation Area, located on both sides of East Fifth Avenue from Marshall Street to Railroad Avenue - This parcel is privately owned and vacant and has potential use as part of a park and open space system, as well as supporting other infrastructure needs.
  - Intersection of WV Routes 115 and 9, owned by WV DOH and will become surplus land when the WV Route 9 improvements are completed. As the City’s northern “gateway” area it should be developed as an urban open space.



## Natural Resources

The Urban Growth Boundary contains 6700± acres of rolling terrain ranging from 490 feet to 600 feet above mean sea level.



There are two main drainage courses, Evitts Run and Flowing Springs Run, that carry stormwater runoff toward the Shenandoah River. Each of these tributaries of the Shenandoah River has a 100-year floodplain that is delineated on Federal Flood Insurance Rate Maps (FIRM) Panel Nos. 540065-0035B, -0050B and 540068-0001D. These floodplains store excess stormwater runoff to prevent flooding of downstream properties outside the designated 100-year limits. Typically, these floodplains and their

adjoining buffer zones contain wetlands and forested areas. Stormwater runoff is treated in these zones through plant uptake of excess nitrates and nutrients, by reducing the water temperature, and through filtering and slowing the flow, to allow the deposit of sediment and other debris. All streams do not have mapped 100-year floodplains, but their adjoining buffer zones provide similar treatment of stormwater runoff and these should remain intact.



Floodplains provide a linear link to other recreation areas

The City should consider acquiring the 100-year floodplain and their buffers for the streams identified on the FIRM's. As it is acquired the City would add to its linear park/trail

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system thereby creating an urban greenway for future generations. Further, minimum buffer standards for streams, floodplains, and wetlands should be established.

A variety of native plant life exists within the stream, wetland buffers, and floodplains. Existing forested lands also exist beyond the streams and were likely left by farmers due to steep slopes, rock outcrops, low-wet areas, etc. Forested and buffer areas provide the benefit of natural habitat for the native wildlife of Jefferson County and this plan recommends these areas be preserved during the individual land development projects. Further, each project should enhance and/or create forest and buffer areas within their open space area in balance with their recreational areas.

Rare and endangered species identification is the responsibility of the National Heritage Program, West Virginia Division of Natural Resources. Their office verifies if proposed development will impact any identified

species and their evaluation should become a requirement with all new development applications.

Farm or vacant land makes up a vast part of the area within the Urban Growth Boundary. These open spaces are beneficial to the community as they mark the history and heritage of the area. Where possible, portions of these farms should be preserved as passive recreational area, including the homestead buildings.



Preserving portions of existing Farmsteads provide open space for all.

Karst geology exists throughout Jefferson County with some sinkholes, a distinctive surface feature, mapped across the county. Sinkholes are formed when the carbonate rock below the surface are eroded by water,



thereby collapsing the surface material to form a depression. These sinkholes typically provide an avenue for ground-water recharge. However, they are also a potential contamination point for the aquifer if polluted stormwater runoff or hazardous materials reach them. Adequate planning during the development of land should buffer proposed improvements and direct stormwater runoff, treated or untreated, away from the sinkholes.



## Community Services

### Schools

The public schools serving Ranson are part of the Jefferson County public school system. One elementary school presently serves the community - Ranson Elementary



Ranson Elementary School

School. Middle school students are part of the Charles Town district, and as such, go to the Charles Town Middle School. All county high school age students attend the JHS

Ninth Grade Complex and then the Jefferson County High School in Duffields. Residents within the Urban Growth

Boundary will attend the elementary, middle, and high schools as defined by the boundaries established by the Jefferson County Board of Education.

Overcrowding within many Jefferson County schools is a negative factor in sustaining the quality of life in Ranson and Jefferson County. The county presently requires an analysis of the potential student population for each new subdivision to understand the ability of the county to meet the needs for education. Using the households projected for the annexed lands (refer to Appendix B), the following average number of students is anticipated:



	# of Units	Number of Students			
		Elementary Grades 2 - 5	Middle School Grades 6 - 8	Senior High Grades 9 - 12	All
Single Family	3,720	893 (.24)	484 (.13)	484 (.13)	1860 (.50)
Townhouse	1,460	350 (.24)	102 (.07)	102 (.07)	555 (.38)
Apartment	920	166 (.18)	46 (.05)	46 (.05)	256 (.28)

Table based on 2003 Tischler & Associates, Inc. Impact Fee report prepared with input from the Jefferson County Board of Education School Impact Advisory Committee.

It is recommended that the City work with the County to help with the planning necessary for adequate classroom space and possibly the identification of school sites to ensure its present and future residents are provided quality public education. Initial planning by the Board of Education (BOE) indicates that the student growth within the Urban Growth Boundary will necessitate one elementary and one middle school site. These sites are not presently identified by the BOE, therefore, this plan has shown multiple sites on the Future Land Use Map as a reminder of their needs. Another “walking” elementary school could become the “public” focal point in one of the new neighborhoods, as the Ranson Elementary School is to

the Old Town Ranson Neighborhood. Sitting the Middle School in close proximity to one of the neighborhood or community parks could reduce the land needed for the school if joint use of facilities is possible between the BOE and the entity overseeing the City parks. Further recommended is that applicants coordinate with the Board of Education early in the development process to allow proper planning for new classrooms/schools.



## Public Library

Although today's school children and our society in general uses the internet to acquire a lot of its information, libraries are needed to provide access to all forms of media, check schedules for local events, and inquire about community services. They are an intangible asset to the quality of life in our community. Public libraries within the county are Bolivar-Harpers Ferry Public Library, Shepherdstown Public Library, and the South Jefferson Public Library in Summit Point. The Ruth Scarborough Library is located on the campus of Shepherd University and is a State library open to the public. The Old Charles Town Library is the fifth library in the area, but this is a private facility requiring membership. Based upon the projected population within the Urban Growth Boundary and that of Jefferson County, this plan recommends the City provide land for another library and support the County's effort to meet the West Virginia Library Working Standards (1992).

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## Community Centers



Maytag Building, Second Avenue

Today's citizens and those future residents living in Ranson will need community space to meet their recreational and social needs. Ranson Senior Center helps to provide some of the needs of the local seniors, while many local organizations help to fill the needs of so many others. The expectations of a changing community will create demand for a variety of programs, some of which are offered by the Jefferson County Parks and Recreation Commission (JCPRC). The City plans to open a community center in the Maytag Building on Second Avenue, but this center will not meet all the present or future needs of the citizens.



It is recommended that present unmet community center needs, as well as future space and program needs, are identified through a task force assigned by the City Council. Further, it is recommended that the City and JCPRC work jointly to meet the needs of the community at-large, potentially within the larger community or regional parks, or adjacent thereto.

### **Fire, Rescue and Emergency Medical Services**

The City and the area within its Urban Growth Boundary are the service areas of the Independent Fire Company, Inc. and the Citizen's Fire Company, Inc. These companies provide fire and rescue services on a volunteer basis. Funding comes from the State, County, City, and private donations. Paid emergency medical technicians, through the JC Ambulance Authority, staff the volunteer ambulance station during the day. The Jefferson County Emergency Communications Center provides emergency dispatching services (911 calls) for Jefferson County. These operations are housed at the Jefferson County Public Services Center in Bardane. As the area grows, additional equipment and

personnel are likely. Presently, the staff levels for these services are minimal and as the area grows volunteers to fill the additional positions needed may be hard to find. The City should continue to provide its support of the fire, rescue, and emergency services that serve their community.

### **Law Enforcement**



Ranson Law Enforcement Center  
(formerly Ranson Post Office)

The City provides its own police force to serve its citizens. The nine (9) full-time and one (1) part-time law enforcement personnel are supported by one (1) civilian staff member who operates out of new headquarters located at 700 North Preston Street. During 2003, Ranson's Police



Department answered 6,720 calls for service. Frequently, depending on the availability of local personnel, Ranson's Police Department will respond to calls outside of its jurisdiction through a mutual aid agreement. There is also the local WV State Police barracks located just north of the Urban Growth Boundary in Bardane Industrial Park. Also, serving the area are the Jefferson County Sheriff's Department and the Municipal Police Departments of Charles Town, Shepherdstown, and Harpers Ferry-Boliver.

Growth will require the City to expand its police force and this plan recommends that the City strive to meet or exceed the national standards of one law enforcement officer for every 700 residents. Considering that the Urban Growth Area encompasses 6700 acres, the Ranson Police Department envisions at least two sub-stations housing ten personnel each, which will be necessary to maintain the present service level and presence in and around the neighborhood. Ranson's police force is already planning for the City's growth through their implementation of three committees – Traffic Safety, Manpower, and Recruitment and Careers. This plan also recommends that the City's

police force establish quarterly/semi-annual meetings with the surrounding municipal law enforcement officials, elected officials, and others to continue and improve the present working relationships to protect the City, County, and other municipalities.

### **Public Works**

The City maintains a Public Works Department along Fifth Avenue consisting of a one-story metal building and a three-bay shed within a maintenance/storage yard. The staff provides city-wide maintenance, inclusive of garbage collection, street maintenance, operating the sanitary sewer pump stations and collection mains, as examples. As the City grows, this department may grow or some of the services presently provided may be outsourced to private contractors.



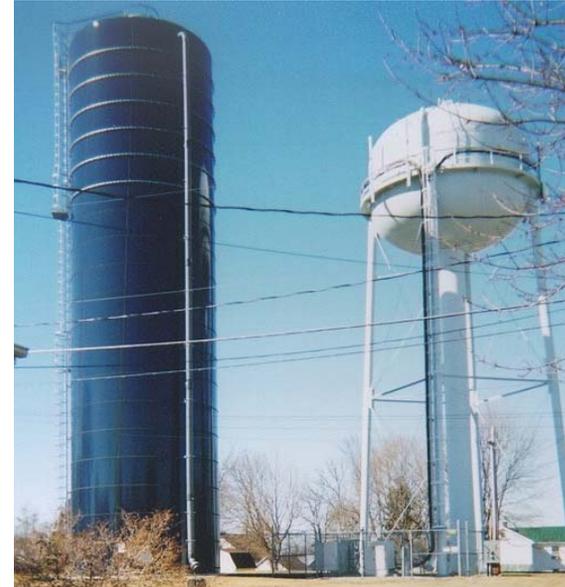
## Utilities

### Water:

The City of Charles Town owns, operates, and maintains the public water system within the Downtown Ranson Neighborhood. Ranson is currently their largest user and as of 2002, Ranson provides more than 1000 customers. The Shenandoah River provides an ample water source for the City of Charles Town, the Corporation of Ranson, and the anticipated growth areas for both municipalities. Water from the Shenandoah River is treated at the City of Charles Town's water treatment plant located off of WV Route 9 south of the City. The river is a surface water source with an average daily flow of 300 million gallons.

The Jefferson Utility, a private water company, has groundwater sources in the area reportedly capable of producing more than 2000 gallons per minute. This is a potential alternative or supplemental source.

Fire flow and water pressure is provided by a series of elevated water tanks and standpipes including three tanks in



New and old water tanks on Sixth Avenue.

Charles Town, two tanks in the County, two tanks in Ranson, and one private tank in Briar Run, a newly annexed development. Only the tanks in Charles Town and Ranson are currently interconnected. All future tanks should have overflow elevations that meet existing pressure

zones so as to provide efficient and effective service. This plan identifies future elevated water storage tank sites to be preserved for the betterment of the Urban Growth Area. This plan recommends that further evaluation of the Ranson Urban Growth Boundary Area and the service areas of Charles Town Water Department and the Jefferson Utility to define the method of providing water service.

Sanitary Sewer:

All wastewater is treated by the City of Charles Town at their wastewater treatment plant (WWTP) located along WV Route 9 on the southeastern side of the City. The City of Ranson is responsible for the maintenance and upgrade of the sewer mains and pump stations within their corporation limits. The Jefferson County Public Service District serves a limited number of customers within the Urban Growth Boundary, but all wastewater is treated at the Charles Town WWTP.

Presently, the three jurisdictions (Ranson, Charles Town, and Jefferson County PSD) are evaluating the next expansion of the treatment plant. This plan recommends

further evaluation of the Ranson Urban Growth Area and the JCPSD to understand the value of adding treatment capacity to the Charles Town WWTP or construction of a new WWTP to serve growth in the local region. The plan also recommends that the Shenandoah Downs WWTP be evaluated as an alternate for wastewater treatment to protect the City's interest to serve development areas in the eastern portion of the Urban Growth Boundary. Lastly, this plan encourages the City of Ranson, Jefferson County Public Service District, and the City of Charles Town to establish a joint water / wastewater authority to serve the Urban Growth Boundaries of both cities.

Storm Drainage:

Limited underground storm drain piping was constructed in the original downtown area of Ranson. Open section roadways with drainage ditches carry storm water runoff to existing streams and drainage ways. Some improvements to this system are needed.

New construction uses considerably more underground piping and collection structures to collect the stormwater



runoff. This increase will require much more City revenue to maintain and improve this infrastructure. Studying the creation of the storm water utility district as allowed in WV Code 8-20-1a is recommended to generate a source of revenue as a solution to funding the maintenance and improvements required. This plan recommends that all new commercial development and residential development with lots smaller than one acre be required to construct a closed section storm drain system.

Storm Water Management:

Limited storm water management quality or quantity controls exist within the Old Town Ranson Neighborhood. Some flooding was alleviated when large stormwater management channels were constructed in the south western section in the early 1990's.

The construction of these Evitts Run floodway channels decreased the floodplain by 30% in western Ranson. New development or reconstruction within Ranson or its Urban Growth Boundary is required to construct quality and quantity stormwater management facilities to protect

natural resources and downstream properties. It is recommended that the City include funding in a Capital Improvement Program to allow expansion of these proposed SWM facilities to include smaller off-site properties where appropriate. This should benefit individual watersheds by eliminating the construction of multiple "micro" facilities.



Evitts Run Floodway Channels



Private maintenance by the owners of commercial properties or homeowners' associations is planned for these new stormwater management facilities. Evaluating the



private maintenance or the possibility of accepting the long-term maintenance of stormwater management facilities will require City funding. Again, it is recommended that a stormwater utility be established to



Stormwater Management Pond can be an asset to their neighborhood maintain and improve these facilities. This utility can combine both the storm drain and stormwater management systems.

The State of West Virginia is not signatory to the interstate cooperative agreement to restore the Chesapeake Bay, but the stormwater runoff from the County enters tributaries

that ultimately discharge into the bay. This plan recommends that the City regularly review its stormwater regulations to put them equal to or better than those of Jefferson County to maintain the water quality in the region and prevent excessive quantity discharge.

#### Miscellaneous Utilities:

Electric, communication (including telephone and fiber optics), natural gas, and cable TV are provided by private companies. It is believed that these facilities will grow to meet the needs of the community. This plan recommends that all new distribution facilities be installed underground to create an attractive and “wireless” community. Semi-annual coordination meetings with the private utility companies is recommended to facilitate necessary planning to meet their needs within the Urban Growth Boundary.



## **Implementation/Recommendations**

Implementation of this comprehensive plan will require evaluation and prioritization of the recommendations by the City Council. Not all of the recommendations set forth herein can be accomplished immediately and certainly not without adequate resources. Work session(s) between the City Council and Planning Commission will provide the guidance needed for the Planning Commissioners and City staff to move forward on each of the recommendations and coordinate with other public agencies.

The recommendations outlined below (in no particular order) are only the beginning to implementing this Plan:

- Considering the City may experience a rapid pace of growth in the near future, review and update this Plan and the associated land development regulations every two years for the first ten years after its adoption, and thereafter, every five years.
- Establish a Capital Improvements Program for the infrastructure (open space, utilities, transportation facilities) necessary to support growth in an orderly fashion.
- Encourage unincorporated “islands” within the Urban Growth Boundary to annex into the City.
- Identify historic Ranson properties that should be encouraged to be preserved.
- Promote redevelopment of the City’s brownfield sites by implementing Charles Town/Ranson Commerce Corridor Plan.
- Work with Jefferson County Development Authority and the City of Charles Town to establish Commercial/Business/Employment parks within their Urban Growth Boundaries.
- Proactively pursue lands to meet the present and future needs of Ranson during the annexation/development process.
- Work with Jefferson Memorial Hospital to identify ways to allow expansion of their present facilities.



If the hospital must relocate, a redevelopment or alternate use plan should be developed.

- Encourage modification to the City's zoning code to allow residential (single and multi-family) in the Highway Commercial and Central Business districts, and the limited reduction of the minimum lot size (6,000 and 7,000 sq. ft.) for residential lots to provide a viable use of the existing 25' x 125' lot.
- Establish quarterly or semi-annual meetings between the City Council/Planning Commission and the West Virginia Department of Highways as a working tool to maintain levels of service within the community and the supporting transportation network.
- Develop a Transportation Management Plan that projects future growth in the City and identifies transportation networks and intersections that will need to be upgraded/built to accommodate increased vehicle trips.

- Seek the establishment of a Ranson/Charles Town commuter bus service to Duffields or Harpers Ferry MARC rail station.
- Explore the status of the Harpers Ferry to Charles Town/Ranson Trail and lobby for its construction.
- Establish a gateway enhancement program for all major entrances to Ranson.
- Establish new lands for active and passive open space by studying the specific needs for Ranson to provide guidance to landowners submitting development applications.
- Modify the subdivision regulations to include analysis of the school-age children generated and the recreational needs for all age groups for each application.
- Acquire 100-year floodplain and their buffers for the streams identified on the FIRM to add to the City's linear park/trail system and establish minimum buffer standards for streams, floodplains, and wetlands.



- Require development applications to identify impacts to rare and endangered species and habitats.
- Work with Jefferson County Board of Education to establish new school sites.
- Identify locations and construct a future library.
- Study unmet community center needs through a joint task force with Charles Town and the JCPRC to meet the needs of the community at-large.
- Monitor the needs and support the growth of the fire, rescue, and emergency services.
- Expand the City's law enforcement personnel to meet or exceed the national standards of one law enforcement officer for every 700 residents.
- Establish quarterly/semi-annual meetings with the surrounding municipal law enforcement officials, elected officials, and others to continue and improve the present working relationships to protect the City, County, and other municipalities.
- Evaluate the Ranson Urban Growth Boundary, and the service areas of Charles Town Water

Department and the Jefferson Utility to define the method of providing water service.

- Evaluate the Ranson Urban Growth Boundary and the JCPSD to understand the value of adding treatment capacity to the Charles Town WWTP or construction of a new WWTP to serve growth in the local region. Further, the Shenandoah WWTP should be evaluated as an alternate means of treatment.
- Work with the City of Charles Town and Jefferson County to establish a joint water/wastewater authority to serve the Urban Growth Boundaries of both cities.
- Prioritize the recommendations of the Water and Sewer Facility Plan and make these part of the Capital Improvements Program.
- Require all commercial development and residential development on lots one acre or less to construct a closed storm drain system.

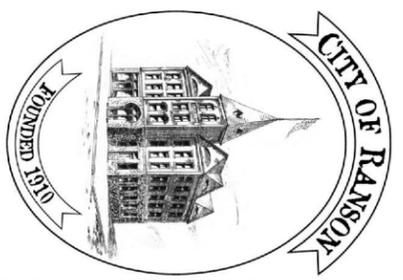
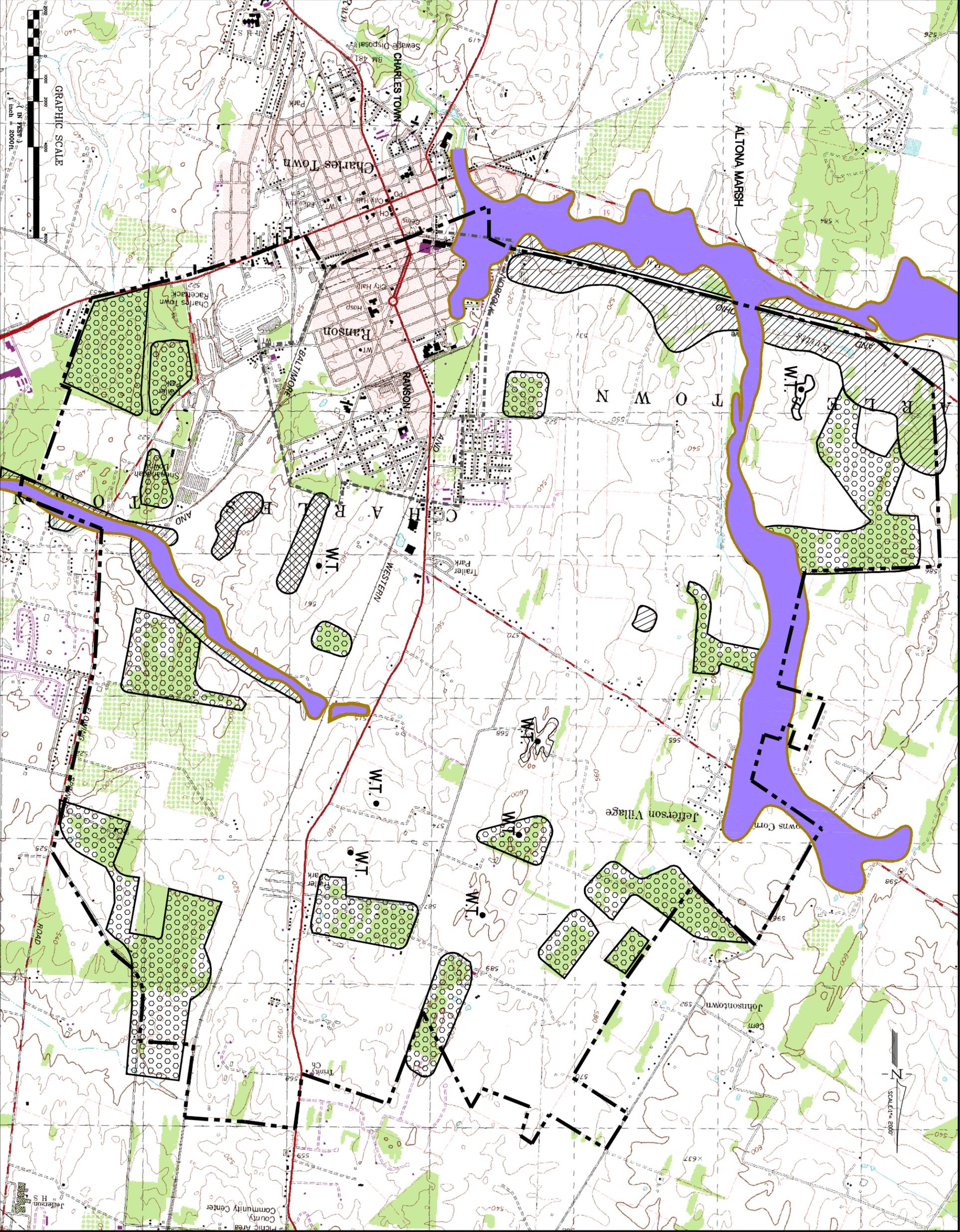


- Investigate the funding of expanding proposed stormwater management facilities to control smaller off-site properties to eliminate multiple “micro” facilities.
- Establish a stormwater utility to maintain and enhance the City’s storm drain and stormwater management facilities.
- Review the stormwater regulations on a regular basis to make them equal to or better than those of Jefferson County.
- Install all new distribution facilities for electric, telephone, cable TV or other miscellaneous utilities underground to create an attractive and “wireless” community.
- Establish semi-annual meetings with the private utility companies to facilitate planning.

Funding to implement these recommendations will come from a variety of sources beyond the City’s budget. Federal and State programs can provide grants and cost-sharing funds for some of the necessary infrastructure,

while other monies may come directly from the proffers for new development. Potential funding, grants, and loans include the Governor’s Digest Fund, TEA-21 Grants, State Revolving Loan Funds, Water Development Authority Bonds, Small Cities Block Grants, Video Lottery Funds, Rural Utility Service Grants or the EPA Brownfield Funds. Normally, the grants are based upon income, and due to the average income of the City rising, these monies will become more difficult to acquire City-wide. Identifying smaller areas “in need” within the City that meet the income limitations will allow the agencies to provide funding.



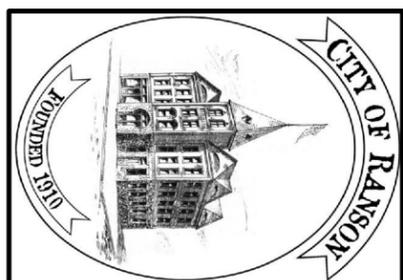
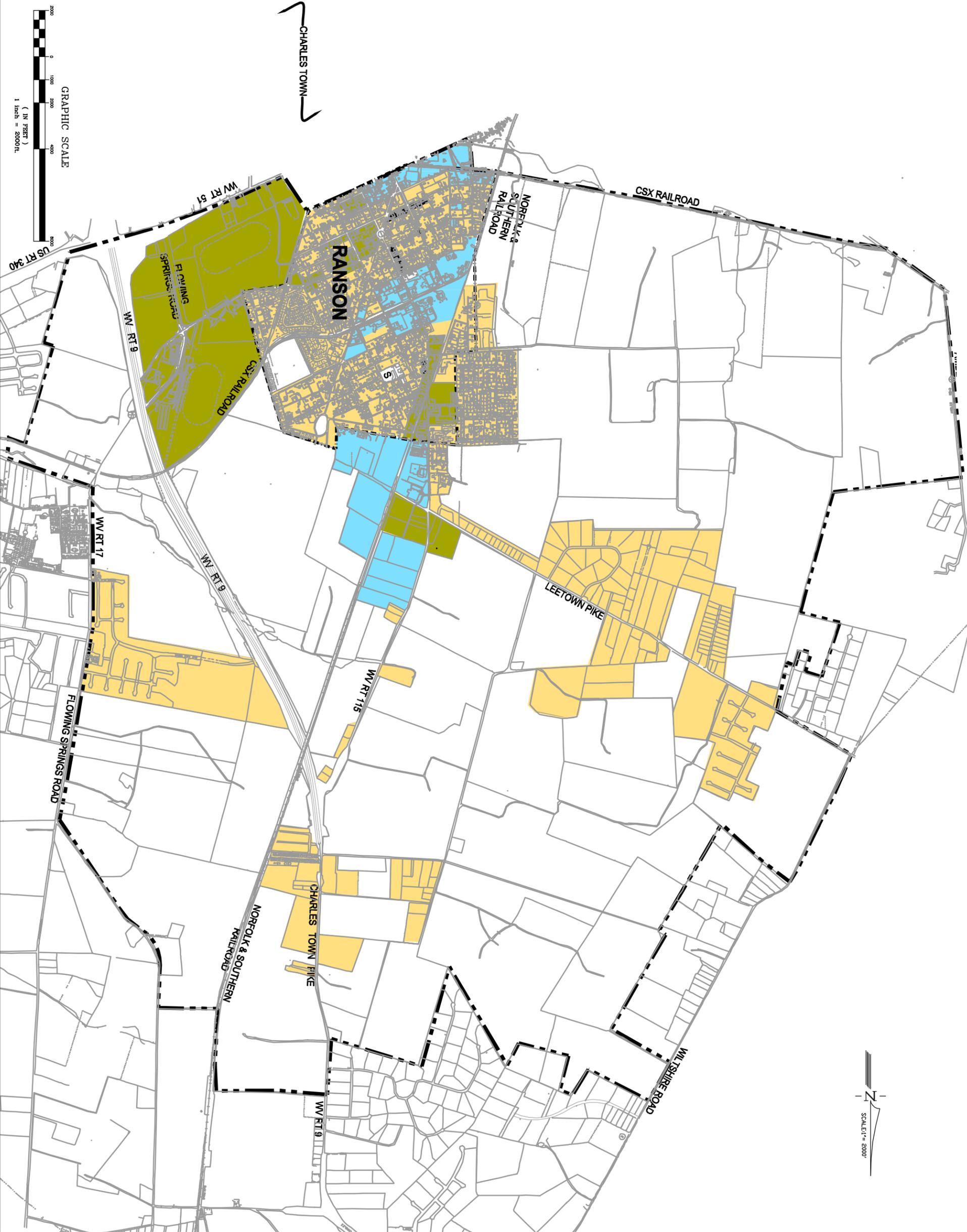


## CRITICAL AREAS MAP

-  ENVIRONMENTALLY SENSITIVE AREAS
-  POTENTIAL SINKHOLES LOSING STREAMS
-  SUBSTANTIAL WOODED AREAS
-  HIGH POINTS FOR WATER TANK SITES OR OBSERVATION POINTS  
(NOT ALL SITES NEEDED FOR WATER TANKS)
-  URBAN GROWTH BOUNDARY
-  TOWN BOUNDARY (JAN. 2002)

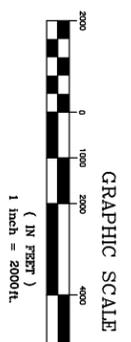
GRAPHIC SCALE  
1 INCH = 2000 FT.  
1 INCH = 2000 FT.

SCALE = 2000'



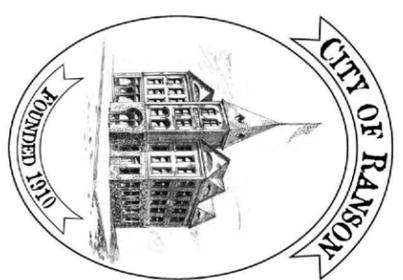
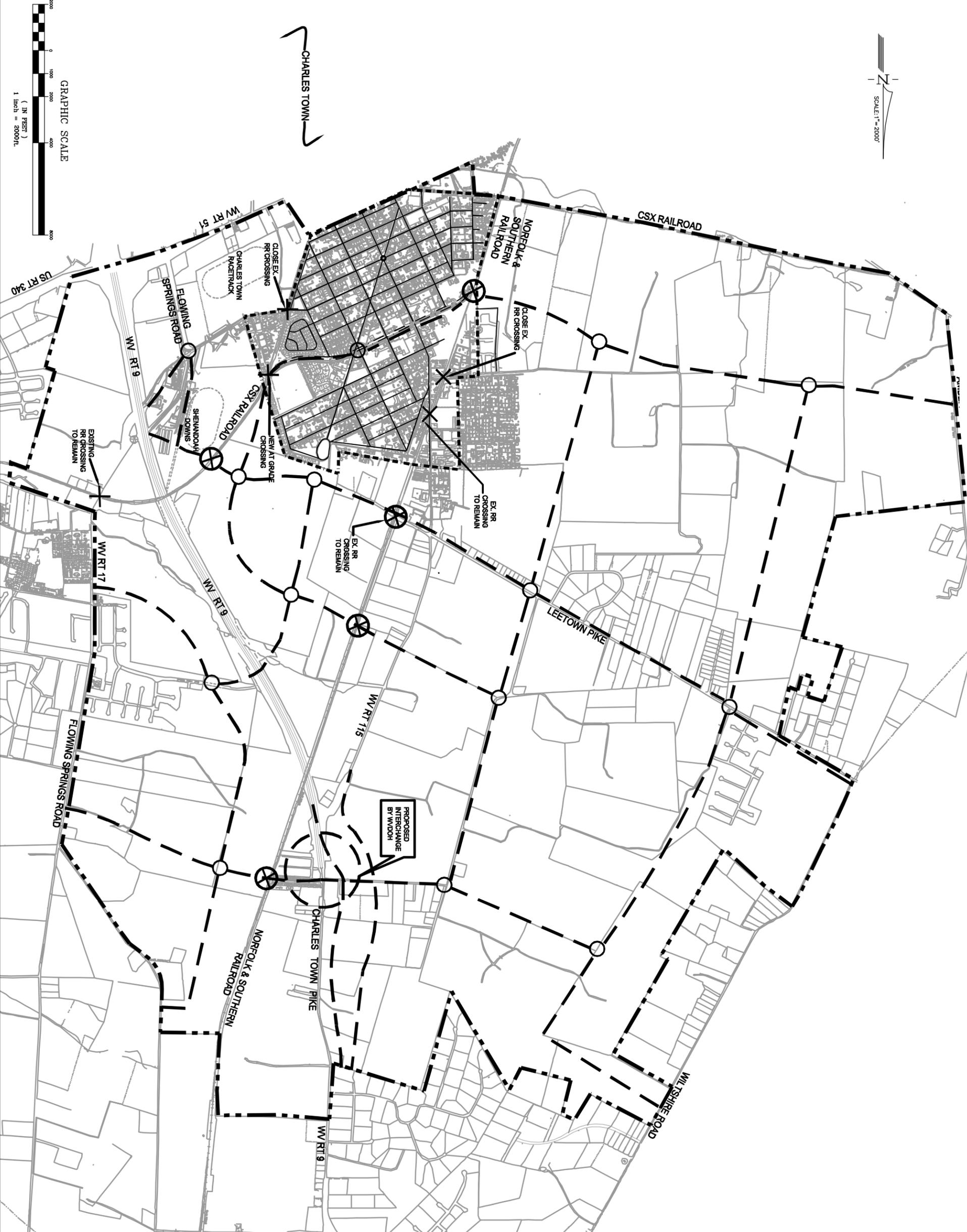
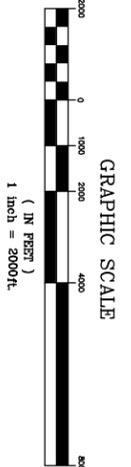
## EXISTING LAND USE

- URBAN GROWTH BOUNDARY
- TOWN BOUNDARY (JAN. 2002)
- AGRICULTURAL USE
- COMMERCIAL USE
- INDUSTRIAL USE
- RESIDENTIAL USE
- MIXED USE
- EX. SCHOOL



CHARLES TOWN





# TRANSPORTATION MAP

- EX. ROADS ———
- MAJOR STREETS - - - -
- AT-GRADE RR CROSSING X
- SEPARATED RR CROSSING ⊗
- NEW STREET CIRCLES ○
- URBAN GROWTH BOUNDARY - · - · -
- TOWN BOUNDARY (JAN. 2002) - - - -
- ABANDONED RAILROAD = : = : =

## Appendix A

### West Virginia State Code Mandate

§8-24-3. defines Comprehensive Plan as “...a complete comprehensive plan or any of its parts such as a comprehensive plan of land use and zoning, of thoroughfares, of sanitation, of recreation and other related matters, and including such ordinance or ordinances as may be deemed necessary to implement such complete comprehensive plan or parts thereof by legislative approval and provision for such rules and regulations as are deemed necessary and their enforcement;...”

The Planning Commission is mandated with the responsibility to develop a comprehensive plan “for the physical development of the territory within its jurisdiction” and recommend its adoption to the City Council.

The comprehensive plan shall show the development of the Urban Growth Boundary and “... may include, among other

things, the general location, character and extent of streets, ...parkways, playgrounds, forests, reservations, parks, airports and other public ways, grounds, ...the general location and extent of publicly owned utilities ... the acceptance, widening, removal, extension, relocation, ... or the foregoing public ways, grounds, places, spaces, buildings, properties, ... the general character, location and extent of community centers, municipal sites or housing development; the general location and extent of forests, agricultural areas and open-development areas for the purposes of conservation, ...a land classification and utilization program; the distribution of population, and the uses of land...”

When preparing the comprehensive plan the Planning Commission “... shall make careful and comprehensive surveys and studies of the existing conditions and probable

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future changes ...” The comprehensive plan is a guide for the “... coordinated, adjusted and harmonious development of the area ...” with its goal “... (1) To create conditions favorable to health, safety, transportation, prosperity, civic activities and recreational, educational and cultural opportunities; (2) To reduce the wastes of physical, financial or human resources which result from either excessive congestion or excessive scattering of population; and (3) Toward the efficient and economic utilization, conservation and production of the supply of food and water and of drainage, sanitary and other facilities and resources...”

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## **Appendix B**

### **Population, Housing, and Economic Development**

Since its inception in 1910 Ranson has grown, stabilized, and with the recent (2002) annexations, positioned itself for unprecedented growth.

Ranson began with a population of 71 in 1910 on 550 acres at the time of incorporation. Subsequent growth was slow and steady until the year 2000. The 2000 census listed Ranson's population at 2951 and for the first time it was officially larger than the abutting City of Charles Town (pop. 2,907).

Table 1 below, a summary of the population and housing characteristics of the City, Jefferson County, and the City of Charles Town, gives a starting point for what will be an upward spiral of growth and development. Ranson has, in general, a younger population with more school children

per household. Ranson's population is less wealthy than those living in Jefferson County and the City of Charles Town. The City also has a higher percentage of persons whose income is below the poverty level. Ranson provides a larger proportion of lower income housing such as apartments and trailer homes. A drive through the area would also show that physically the average size home is smaller in Ranson than in the County or Charles Town.

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**Table 1**

<b>Population 2000</b>			
(Note: The figures for the County includes both cities)			
	Ranson	Jefferson County	Charles Town
Total Population	2,951	42,190	2,907
Median Age:	34	36.8	38.7
18 years and over	73.9%	76.1%	77.1%
62 years and over	13.0%	13.5%	21.1%
Race:			
White	81.8%	91.0%	78.9%
Black	14.6%	6.1%	17.5%
Latino	3.2%	1.7%	2.5%
Other	0.4%	1.2%	1.1%
School Population (per household)	0.49	0.45	0.42
Total Households	1,208	16,165	1,285
Households with children < 18 yrs.	37.5%	23.9%	22.9%
Households with persons > 62 yrs.	8.7%	13.5%	21.7%
Average Household Size	2.44	2.54	2.36
Average Family Size	2.93	2.99	2.15



**Table 1 Cont.**

<b>Housing 2000</b>			
	<b>Ranson</b>	<b>Jefferson County</b>	<b>Charles Town</b>
Total Housing Units	1,279	17,623	1,396
Occupied	94.5%	91.7%	92.0%
Vacant	5.5%	8.3%	8.0%
Owner Occupied	54.1%	75.8%	51.3%
Renter Occupied	45.9%	24.2%	48.7%
Average Household Size (Owner Occupied)	2.47	2.62	2.36
Average Household Size (Renter Occupied)	2.51	2.29	2.15
Residences 1995			
Same House	52.5%	56.3%	49.9%
Different House	47.2%	42.8%	50.1%
Single Family Attached	53.0%	74.2%	62.2%
Mobile Home	11.9%	11.4%	1.2%
Other	33.1%	14.4%	36.6%
Median Value	\$79,000	\$116,700	\$114,500
Median Rent	\$442	\$496	\$454



## **Future Population**

During the year 2002 and 2003, the City of Ranson annexed 2,976 acres, virtually all of it undeveloped. A few farmhouses were all that were added to the population base. Future growth for Ranson will be comprised of developing the annexed land. While there are areas in Ranson suitable for redevelopment, very little vacant land for “infill” development remains. Because of the higher density offered by the City and the capacity of the current infrastructure, it is likely that the cities of Ranson and Charles Town will absorb more of the expected Jefferson County growth than in previous years. This is a desirable goal for Ranson and Jefferson County, a goal consistent with “smart growth” principles.

The pace of growth and its timing are dependent on factors that are not within the control of Ranson or the County. There are factors, however, that are controlled or at least greatly affected by actions of the City and Jefferson County. These factors are listed below:

### Outside Factors

- National and regional economy
- Growth controls in adjacent jurisdictions
- Competition in the market place
- Cost of living and fees in adjacent areas
- Perceived quality of life

### Local Influences

- Provision of water and sewer
- Attitude toward development
- Land availability
- Cost of living and fees
- Perceived quality of life

August 2004

VIEW ENGINEERING



The population projections below are based upon the build out of the vacant land in the newly annexed area of Ranson, not all land within the Urban Growth Boundary. Since the rate of growth is dependent upon many variables, the projections will use the past County growth rate as an indicator for the future. That rate has been more vigorous than the City's. It is expected that in the future the City will be a greater focal point for growth and responsible for a major part of total growth.

Of the 2,976 acres of vacant – annexed land, between 25% and 35% will be used for streets, parks, open space, and other non-residential and commercial uses. It is estimated that the land will be developed at an overall density range of 3.0 to 4.0 units per acre. The calculation for the projected saturation limit of housing and population is illustrated below.

Total Acres Available:	2,976 acres
Less known potential commercial/ industrial acreage:	<u>502 acres</u>
<b>Subtotal Available</b> for residential development:	2,474 acres

Assuming 70% of **Subtotal** will yield net residential acreage, then net acreage for residential development: 1,732 acres

Total Potential Dwelling Units in Annexed Area (du/ac = dwelling units per acre) =

Net Residential Acreage times 3.0 du/ac and 4 du/ac:

- @ 3.0 du/acre: **5196 dwelling units**
- @ 4.0 du/acre: **6928 dwelling units**

Using the persons per household figure from the Jefferson County 2000 census, since it covers a wider housing market and will reflect Ranson as a more regional provider of housing, projects the future population of the City and its 2,976 annexed acres as:

- @ 3.0 du/ac density: **13,198 people**
- @ 4.0 du/ac density: **17,597 people**



The expected population in round numbers if all the annexed area is developed at the assumed densities is a range of 13,000 to 18,000 people over an unspecified time. Using the Jefferson County average annual growth rate (3.28%) for the decades 1970 to 2000 the table below is developed to determine a population projection.

Until such time as a better population trend line can be determined, this will be used to guide recommendations contained within the Comprehensive Plan. In the future the City should keep annual records that indicate building permits issued and the number of lots and permits in the pipeline in order to develop the necessary base information to project future growth.

<u>Year</u>	<u>Population</u>
2000	2,951
2005	3,500
2010	4,075
2015	4,800
2020	5,600
2025	6,600
2030	7,800
2035	9,100
2040	10,700
2045	12,600



## **Economic Development**

The annexation of predominately vacant land will change the population, housing, and economic characteristics of Ranson. These trends will be reflected in Ranson's new growth. The new households will have higher incomes, greater educational attainment, more school children, jobs outside the City, and expect City services equal to or better than where they were before. Trends indicate Ranson will continue to be a location as a "starter home" community.

New jobs in the City will be predominately in the retail and entertainment sector, gaming, and associated commerce. Table 2 below shows characteristics of the labor force and their commuting as reported in the 2000 US Census.

Table 3 below illustrates an example of the increased wealth of the County in which Ranson will share. Jefferson County's economic growth in housing costs (which implies greater family income) outstripped adjacent Berkeley and Washington Counties. The annual rate of increase was very dramatic compared to the other two counties. The more affluent households were choosing Jefferson County. Ranson needs to attract its fair share of those affluent households to balance and diversify its population. Demanding and providing a quality environment with good jobs does this.



**Table 2**

<b>Economics 2000</b>			
	<b>Ranson</b>	<b>Jefferson County</b>	<b>Charles Town</b>
Eligible Labor Force	1,452	22,669	1,506
In Labor Force		62.5%	
Unemployed	4.2%	3.1%	2.7%
Commuting to Work			
Car	85.6%	89.8%	88.5%
Public Transit	2.0%	2.6%	2.5%
Walked	9.1%	2.6%	6.5%
Worked at Home	1.1%	3.4%	1.2%
Other	2.5%	0.7%	1.3%
Mean Travel Time (minutes)	27.7	36.8	31.3
Median Household Income	\$24,485	\$44,374	\$32,538
Median Family Income	\$30,676	\$51,351	\$43,547
Families Below Poverty Level (% , 1999)	20.9%	7.2%	13.2%



**Table 3**

Building Permits for Single-Family Homes				
Area	<u>Housing Starts</u>		<u>Value/House</u>	
	2002	2003	2002	2003
Jefferson Co.	276	241	\$145,450	\$194,875
Berkeley Co.	505	690	\$115,160	\$125,240
Washington Co.	448	439	\$134,800	\$133,610

Source: Quad State Business Journal: September 2003.

Median Sale Price of Homes						
Area	1999	2000	2001	2002	2003	<u>% Change (99-03)</u>
Jefferson Co.	\$120,800	\$122,165	\$127,875	\$141,950	\$184,460	52.7
Berkeley Co.	\$ 93,055	\$ 95,690	\$102,330	\$114,465	\$128,700	38
Washington Co.	\$108,775	\$111,660	\$118,215	\$124,470	\$135,940	25

Source: Quad State Business Journal: September 2003



**Appendix D – Projected Wastewater Flows**

Flowing Springs Run Sewer Service Area-Sewer Flow Estimates  
Tributary to Flowing Springs Run Pump Station  
Ranson, West Virginia

Land Use	Units	Flow Factor	Average Flow gpd	Peak Flow @ 4 gpd
<b>Shenandoah Springs Neighborhood</b>				
Single Family	267 d.u.	3.5 ppl/unit @ 70 g/p/d	65,415	261,660
Townhomes	94 d.u.	3 ppl/unit @ 70 g/p/d	19,740	78,960
Commercial-5.3 acres		1,000 gpd/acre	5,300	21,200
Total			90,455	361,820
<b>Flowing Springs Neighborhood</b>				
Single Family	253 d.u.	3.5 ppl/unit @ 70 g/p/d	61,985	247,940
Villa Homes	60 d.u.	3 ppl/unit @ 70 g/p/d	12,600	50,400
Townhouses	140 d.u.	3 ppl/unit @ 70 g/p/d	29,400	117,600
Total			103,985	415,940
<b>Potomac Market Place</b>				
Home Improvement Store	94,000 S.F.	15 gpd/100 S.F.	14,100	56,400
Grocery Store	70,000 S.F.	15 gpd/100 S.F.	10,500	42,000
Department Store	86,000 S.F.	15 gpd/100 S.F.	12,900	51,600
Miscellaneous Retail	123,600 S.F.	15 gpd/100 S.F.	18,540	74,160
Bank		20 gpd/worker	200	800
Two 100-seat Restaurants	200 seats	30 gpd/seat	6,000	24,000
Total			62,240	248,960
<b>Ranson Retail II</b>				
Three Car Dealerships & Misc. Retail	200,000 S.F.	15 gpd/100 S.F.	30,000	120,000
Hotel	120 rooms	80 gpd/room	9,600	38,400
Movie Theater	800 seats	2 gpd/seat	1,600	6,400
Two 100-seat Restaurants	200 seats	30 gpd/seat	6,000	24,000
Total			47,200	188,800
<b>Portion of Sheafer Property</b>				
157 acres residential at 4 units/acre	628 d.u.	3 ppl/unit @ 70 g/p/d	131,880	527,520
Total			131,880	527,520
<b>Total Flow without North Area</b>			<b>435,760</b>	<b>1,743,040</b>

Questionnaire - page 2

5. How would you describe success?

Success is when the best balance between citizen needs and the environment can be reached.

6. What do you consider high density? How many homes per acre?

High density is more than 4 homes/acre.

7. What changes would you make to the zoning law or other Town Codes?

I would institute new ordinances requiring better up-keep of property - No trash and junk laying around for extended periods of time.

8. Proffers (Incentives offered by developers to make their project more acceptable to the community)

What kind of proffers should the following development types offer?

Residential Developments

Turning lanes and stop lights. Sidewalks

Commercial Developments

Turning lanes + stop lights. Sidewalks

Industrial/Employment Developments

Turning lanes + stop lights

9. How would you describe failure in the Development process?

No consideration given to adjoining uses.

10. a. Are there specific examples that you can give that you would like to see happen in Ranson?

Sidewalks on all streets.

Better streets

Better ordinances requiring better property up-keep

Questionnaire – page 2

5. How would you describe success?

Moving forward while staying in budget.

6. What do you consider high density? How many homes per acre?

eight per acre

7. What changes would you make to the zoning law or other Town Codes?

clarify all and rewright anything that is not exact.

8. Proffers (Incentives offered by developers to make their project more acceptable to the community)

What kind of proffers should the following development types offer?

5000 - 7000 per building lot for sfm and the same per dwelling unit

on mfd

Residential Developments

Commercial Developments

Industrial/Employment Developments

9. How would you describe failure in the Development process?

just put it anywhere

10. a. Are there specific examples that you can give that you would like to see happen in Ranson?

a new park and city center. something for the young people to do.

Questionnaire – page 3

- b. That you would not like to see happen in Ranson?  
more trailers, more trashy properties
11. Why is Ranson a nice place to live?  
no crime to speak of. has an elementary school in town
12. What services are missing or under represented?  
street paving, code enforcement
13. What is Ranson's greatest asset?  
the city hall staff
14. What is Ranson's greatest potential?  
to continue to be the largest city in the county
15. If you could pick one thing from the following that might discourage development from coming to Ranson, what would it be?
- |                         |          |                |                  |
|-------------------------|----------|----------------|------------------|
| Land Use                | Density  | Transportation | Codes            |
| Economics               | Park/Rec | Parking        | Mixed Uses       |
| Environment             |          | Stormwater     | Sidewalks/trails |
| Who pays for new growth |          | Employment     | Aesthetics       |
| Who pays for new growth |          |                |                  |

Questionnaire – page 4

Add any additional comments that now come to your mind on the direction that Ranson should be heading in the 21<sup>st</sup> century. Please feel free to include these comments below.

None, Thanks!

## Corporation of Ranson Comprehensive Plan Questionnaire

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We would like the questionnaire back by May 31, 2002. Try to be specific. Ranson is a nice place to live, but why is it? You want Ranson to be a nice place to live in 2025 but what does that mean? What needs to be done? Does it mean a light pole every 40 feet, or a white stripe down the center of the street?

1. What are the best things about Ranson?

Small Town Atmosphere  
Good Attitudes for helping all types of people  
Willing to try new avenues of development

2. What are the 5 items that need to be improved or changed to make Ranson a better community?

Storm Water Control  
Better Streets  
Some zoning changes for today's needs

3. What does Ranson need most?

Storm water management will help streets  
and encourage development in inner  
parts of town

4. What are the major issues facing Ranson? (explain)

Land Use Issues ↴

What will help town to grow best

Economic Issues

Zoning Issues ↴

Need modernization

Transportation Issues ↴

This goes hand in hand with  
land use issues - Better roads  
and storm water management

Utility Issues

Questionnaire - page 2

5. How would you describe success?

Being able to maintain present identity and also grow with the times

6. What do you consider high density? How many homes per acre?

Need to know more about density development

7. What changes would you make to the zoning law or other Town Codes?

Review zoning of main thorough fare thru town and make zoning fluid.

8. Proffers (Incentives offered by developers to make their project more acceptable to the community)

What kind of proffers should the following development types offer?

Residential Developments - sidewalks, green space, bike path lighting,

Commercial Developments - effects on traffic,

Industrial/Employment Developments - Will people in community receive priority hiring

9. How would you describe failure in the Development process?

No insight as to what certain developments will effect community

10. a. Are there specific examples that you can give that you would like to see happen in Ranson?

more Restaurants and stores for people in town

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1. What are the best things about Ranson?

*It is a small town and the best aspects are associated with that aspect*

2. What are the 5 items that need to be improved or changed to make Ranson a better community?

*Better Ordinances governing property up-keep,  
Better Streets  
Sidewalks*

3. What does Ranson need most?

*Better ordinances governing property up-keep and better ways to enforce them.*

4. What are the major issues facing Ranson? (explain)

Land Use Issues

Economic Issues

Zoning Issues

Transportation Issues

Utility Issues

*I am not sure what you want here.*

Questionnaire – page 3

b. That you would not like to see happen in Ranson?

*Become a locked in community with high development engulfing it.*

11. Why is Ranson a nice place to live?

*Small town atmosphere*

12. What services are missing or under represented?

13. What is Ranson's greatest asset?

*Location near opening highways*

14. What is Ranson's greatest potential?

*Growth with control*

15. If you could pick one thing from the following that might discourage development from coming to Ranson, what would it be?

Land Use	Density	Transportation	<u>Codes</u>
Economics	Park/Rec	Parking	Mixed Uses
Environment		Stormwater	Sidewalks/trails
Who pays for new growth		Employment	Aesthetics

## Corporation of Ranson

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1. What are the best things about Ranson?

*The location proximity to Washinton, historical inter  
The cultural tolerance racial, religion  
The progressiveness of its leadership*

2. What are the 5 items that need to be improved or changed to make Ranson a better community?

*Streets  
City Hall  
City owned property maintenance  
Code enforcement  
General communication*

3. What does Ranson need most?

*Co-operation in leadership role.  
Fiscal understanding*

4. What are the major issues facing Ranson? (explain)

Land Use Issues

*Innovative policies*

Economic Issues

*Commercial Development incentives*

Zoning Issues

Transportation Issues

*Enforcement of a schedule of  
truck routes*

Utility Issues

*assessment needed of  
current situation. How ...*

Questionnaire - page 2

5. How would you describe success?

*A contented (by majority) financially sound community*

6. What do you consider high density? How many homes per acre?

*No opinion at this time Is there a norm?*

7. What changes would you make to the zoning law or other Town Codes?

*A general update is all that really necessary*

8. Proffers (Incentives offered by developers to make their project more acceptable to the community)

What kind of proffers should the following development types offer?

Residential Developments

Commercial Developments

Industrial/Employment Developments

*} unable to comment.  
not knowledgeable enough  
to address. Generally  
get what you can with  
zoning.*

9. How would you describe failure in the Development process?

*When (and not to over use) it's not a win win situation  
We... whoever that is, need to exist for & with each other*

10. a. Are there specific examples that you can give that you would like to see happen in Ranson?

*Code enforcement... getting people to understand  
what junk is. Major clean up & grooming.*

Questionnaire – page 3

b. That you would not like to see happen in Ranson?

uncontrolled and unregulated growth

11. Why is Ranson a nice place to live?

Friendly people + small town atmosphere

12. What services are missing or under represented?

Enforcement on poor property upkeep.

13. What is Ranson's greatest asset?

It is a small town.

14. What is Ranson's greatest potential?

To be a small town that provides excellent services to its citizens.

15. If you could pick one thing from the following that might discourage development from coming to Ranson, what would it be?

Land Use	Density	Transportation	Codes
Economics	Park/Rec	Parking	Mixed Uses
Environment		Stormwater	Sidewalks/trails
Who pays for new growth		Employment	Aesthetics

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1. What are the best things about Ranson?

Ranson continues to make progress toward a better city. we know what needs to be done how much it costs, we just need the money.

2. What are the 5 items that need to be improved or changed to make Ranson a better community?

Curbs  
sidewalks  
flood control  
parks  
city hall

3. What does Ranson need most?

a new city hall

4. What are the major issues facing Ranson? (explain)

### Land Use Issues

Need to get better zoning  
NO LAND USE LAWS  
they are counter productive

### Zoning Issues

need to get new areas zoned and  
reexamine existing laws  
dot tye i's and cross the t's

### Utility Issues

### Economic Issues

need to attract more liggth industry

### Transportation Issues

need to detail new street improvements  
and provide a long term traffic plan for  
rush hour (we will have one)

Get a amrk train stop if possible

Questionnaire – page 3

b. That you would not like to see happen in Ranson?

*Raccoon heads from Ranson instead of to Ranson*

11. Why is Ranson a nice place to live?

*Read R. W. Glover's poem "It Isn't the Town, It's you."  
It's what live made it "Home"*

12. What services are missing or under represented?

*Water & sewer that is serviced from town not Chesterton*

13. What is Ranson's greatest asset?

*It's mayor followed by its city manager, its police chief  
& its citizens*

14. What is Ranson's greatest potential?

*That it should be the City that Chesterton is  
close to*

15. If you could pick one thing from the following that might discourage development from coming to Ranson, what would it be?

- |                         |          |                |                  |
|-------------------------|----------|----------------|------------------|
| <u>Land Use</u> ?       | Density  | Transportation | Codes            |
| Economics               | Park/Rec | Parking        | Mixed Uses       |
| Environment             |          | Stormwater     | Sidewalks/trails |
| Who pays for new growth |          | Employment     | Aesthetics       |

*Dave Howell  
Mayor*

May 2002

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1. What are the best things about Ranson? *The friendly people*
2. What are the 5 items that need to be improved or changed to make Ranson a better community? *street conditions such as pavement, lighting, blind spots  
police patrol on side streets  
parks for recreation  
restaurants, textiles*
3. What does Ranson need most? *infrastructure such as business to generate money to pay for items in #2*
4. What are the major issues facing Ranson? (explain)

Land Use Issues <i>Annexation</i>	Economic Issues <i>Need more large employment stable businesses</i>
Zoning Issues <i>How far is from Rt 9 should business come?</i>	Transportation Issues <i>better walking conditions path/sidewalk</i>
Utility Issues <i>water pressure water drainage</i>	

Questionnaire – page 2

5. How would you describe success?  
*Accomplishing task @ hand with little to no mistakes  
and having everyone smiling*
6. What do you consider high density? How many homes per acre? *4*
7. What changes would you make to the zoning law or other Town Codes?  
*add light industrial  
leave some free open space in developments*
8. Proffers (Incentives offered by developers to make their project more acceptable to the community)

What kind of proffers should the following development types offer?

Residential Developments *sidewalk, curbs, water drainage  
Landscaping*

Commercial Developments *sidewalk water drainage  
Landscaping*

Industrial/Employment Developments *landscaping lighting parking*

9. How would you describe failure in the Development process?  
*Company starts building and zoning or other interpretation is in error,  
and project ends without completion.*
10. a. Are there specific examples that you can give that you would like to see happen in Ranson?  
*business centers within walking distance from residence homes  
traveling by foot on sidewalks  
movie theater, family restaurant, clothing store*

Questionnaire - page 3

- b. That you would not like to see happen in Ranson?  
*businesses come and go and leave large empty parking lots*
11. Why is Ranson a nice place to live? *People are pleasant  
ease of travel*
12. What services are missing or under represented?  
*police protection  
child activities*
13. What is Ranson's greatest asset? ~~Flush truck~~  
*Available uses of town gov't*
14. What is Ranson's greatest potential?  
*Available land to annex (borders)*
15. If you could pick one thing from the following that might discourage development from coming to Ranson, what would it be?

<u>Land Use</u>	Density	Transportation	Codes
Economics	Park/Rec	Parking	Mixed Uses
Environment		Stormwater	Sidewalks/trails
Who pays for new growth		Employment	Aesthetics

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1. What are the best things about Ranson?

*The people who live here are friendly. The businesses offer a wide variety of services.*

2. What are the 5 items that need to be improved or changed to make Ranson a better community?

*Zoning needs to be enforced and the residents need to comply with ordinances.*

3. What does Ranson need most?

*We need more parks and open space. We also need more shopping.*

*Land use plan needs to be put into effect.*

4. What are the major issues facing Ranson? (explain)

**Land Use Issues**

**Economic Issues**

*The annexations being considered for development will have major impacts in the immediate future.*

**Zoning Issues**

**Transportation Issues**

*Goes ~~with~~ with land use issue.*

**Utility Issues**

*The development will require the City to provide service to more residents - are we prepared to handle the growth?*

Questionnaire – page 2

5. How would you describe success?

For ordinances to be complied with, ~~and~~ Smart growth, ~~close-knit~~ close-knit community to remain through the growth.

6. What do you consider high density? How many homes per acre?

8 homes per acre is high density.

7. What changes would you make to the zoning law or other Town Codes?

?

8. Proffers (Incentives offered by developers to make their project more acceptable to the community)

What kind of proffers should the following development types offer?

Residential Developments

Impact fees should be imposed to offset the expense of building roads and maintaining same, provide utility services and schools, etc.

Commercial Developments

same.

Industrial/Employment Developments

If we are going to offer industries tax breaks to do business here, they should be required to hire from within community.

9. How would you describe failure in the Development process?

A builder or developer not completing a project according to proposed and approved plan.

10. a. Are there specific examples that you can give that you would like to see happen in Ranson?

Get rid of trailers and mobile-homes of all kinds, require sidewalks on all streets, build a community park, use Maytag building as a civic centre.

Questionnaire - page 3

b. That you would not like to see happen in Ranson?

Crime rate rise, traffic congestion, degradation of community through loss of economic base, large stores that will be empty buildings in 5 years.

11. Why is Ranson a nice place to live?

Convenient to shopping, work, schools, people are honest, hard working and friendly.

12. What services are missing or under represented?

Water and sewage (We are at the mercy of Charles Town who has no real duty to us because we do not vote in their elections).

13. What is Ranson's greatest asset?

The Mayor and City Manager as a team.

14. What is Ranson's greatest potential?

To become a community which equally balances residential and commercial development, and accepts all people regardless of economic background and makes people proud to call Ranson home.

15. If you could pick one thing from the following that might discourage development from coming to Ranson, what would it be?

Land Use	Density	Transportation	Codes
Economics	Park/Rec	Parking	Mixed Uses
Environment		Stormwater	Sidewalks/trails
Who pays for new growth		Employment	<u>Aesthetics</u>