

EPA

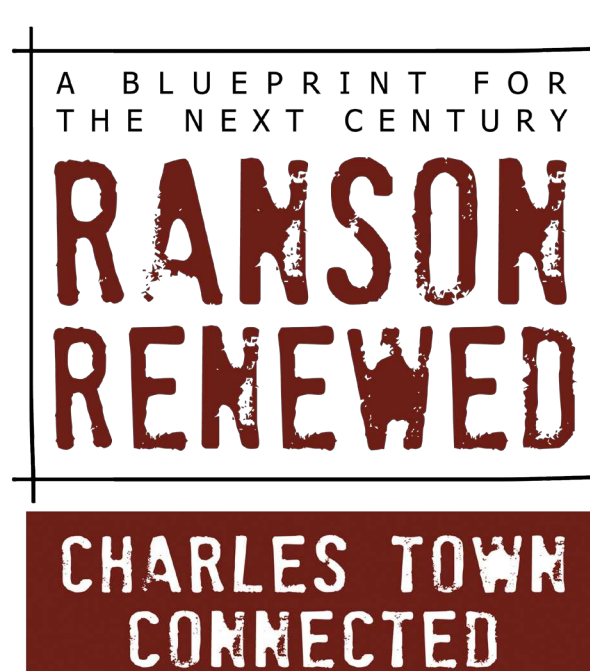
FORMER INDUSTRIAL SITES

Here's what Ranson and Charles Town residents have told us they'd like to see addressed:

- + Public safety issues related to former industrial sites and potential toxic waste.
- + The eye-sore factor of abandoned industrial sites.
- + The potential for adapting the old industrial sites to new uses that support Ranson/Charles Town economic development goals.
- + The concern that certain kinds of redevelopment in former industrial areas might be incompatible with community character.
- + That new development doesn't negatively impact established neighborhoods, especially when it comes to managing storm water.
- + The sense of choppy development, often because of dormant industrial sites, that frustrates walkability and the sense of public safety.
- + The lack of parks, squares and other gathering places in the Ranson downtown area.

Here's how we're addressing those concerns:

- + **Public safety and toxic wastes.** The first condition of our rehabilitation of former industrial sites is federally monitored clean-up. No redevelopment plan is considered without the satisfaction of public safety concerns.
- + **The eye-sore factor.** Together with designers and planners from other teams working on the Ranson/Charles Town project, the brownfields team is working on designs for neighborhood-compatible redevelopment of six sites.
- + **Supporting economic development.** A key goal of the project is to integrate transportation planning, brownfields redevelopment and regulatory approaches to enhance the region's attractiveness for new residents and businesses.
- + **Community character.** Working with members of the coding team, the brownfields specialists will assure that redevelopment fits the character zones of the new zoning code.
- + **Storm water management.** Engineers on the brownfields team are working closely with planners and designer to assure storm water management is a priority in redevelopment and that the security of adjacent neighborhoods is assured.
- + **Choppy development and public safety.** Neighborhood-compatible redevelopment can end the sense of chopped up streetscapes and the sense of unsafe sidewalks.
- + **The lack of public gathering places.** While parks, plazas and other civic space is not a primary concern of the brownfields team, its specialists are working with the other teams to enable appropriate public spaces.



DOT

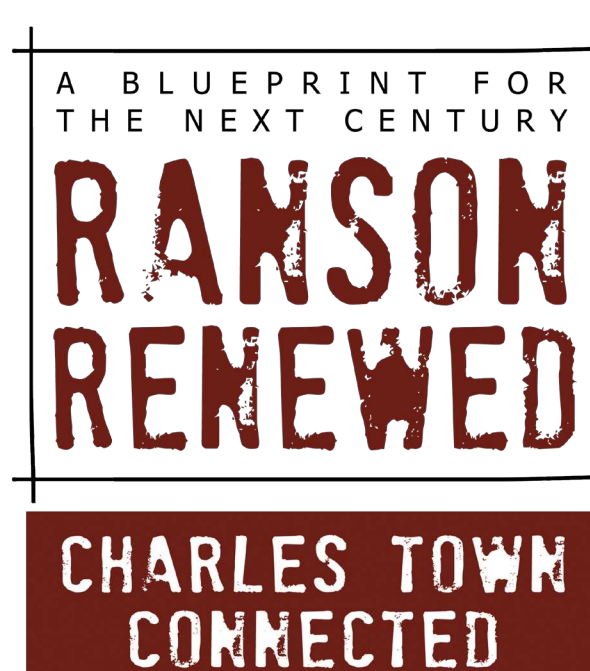
TRANSPORTATION

Here's what Ranson and Charles Town residents have told us they'd like to see addressed:

- + Enhancing walkability by reducing pedestrian/car conflicts on the redesigned Fairfax Boulevard/George Street.
- + Assuring that property owners have access to their existing driveways.
- + Parking management.
- + Sidewalks and street lighting.
- + Managing storm water issues with the new boulevard.
- + Expanding the bicycling option as a transportation choice.
- + Mix of building uses on the new boulevard.

Here's how we're addressing those concerns:

- + **Walkability.** Enabling the options of walking and bicycling, in addition to private car travel, is a core goal of the workshop. We help that through the three "e's" — engineering, education and enforcement. We're designing the new boulevard to 25 mph speeds by narrowing the travel lanes, providing parallel parking and encouraging plantings in the median strip.
- + **Access to existing driveways.** The City has a 100-foot right-of-way, which means that some current uses of the space — including additional parking — constitute encroachments. But private driveways within home owners' property boundaries shouldn't be affected.
- + **Parking.** We encourage on-street parallel parking on thoroughfares like the new Fairfax Boulevard/George Street corridor. It's a good way to accommodate parking. And combined with plantings on the median strip, the parked cars provide a psychological narrowing of auto travel lanes, alerting drivers to their responsibility to share the space. Plus, having a barrier of parked cars between traveling autos and pedestrians on sidewalks adds a level of comfort that encourages walking.
- + **Sidewalks and street lighting.** Our plans will call for sidewalks on both sides of the new boulevard and Ranson-appropriate street lighting.
- + **Storm water management.** Working with engineers and designers on the other two workshop teams, we'll make sure that the new thoroughfare design doesn't complicate storm water management systems.
- + **Bicycling.** When cars slow to 25 mph or less, bicycles can move safely with traffic without needing designated lanes.
- + **Mixed-use.** By enhancing walkability and parallel parking, the new boulevard design makes neighborhood-appropriate commercial uses more likely. So the chances for truly complete neighborhoods — with places to live, work and play — are increased.



HUD

ZONING & LAND USE

Here's what Ranson and Charles Town residents have told us they'd like to see addressed:

- + The protection of property rights of current home and business owners.
- + The responsibility to retain the character of neighborhoods and rural areas locals and visitors love.
- + The opportunity to encourage appropriate commercial development, such as new grocery stores at neighborhood scales.
- + Safe thoroughfares for biking and pedestrian safety.
- + Preservation of historic buildings/sites and scenic rural areas.
- + Housing affordability.

Here's how we're addressing those concerns:

- + **Property rights.** The new zoning approach will not "down-zone" any property owner. Properties retain uses under current zoning unless owners rebuild or undertake substantial renovations. What's more, many property owners will find they have more options under the new code than under the old one. Under current zoning, many existing buildings would be illegal were they not grandfathered in.
- + **Retaining character.** As a "form-based" coding approach, as opposed to one that regulates use, our emerging "SmartCode" is organized according to character zones. Rules for building setbacks, frontages, sidewalks and thoroughfare design are adjusted depending upon where they fall in the landscape.
- + **Encouraging mixed-use.** The proposed new zoning provides for degrees of integration of commercial uses depending upon character zone.
- + **Pedestrian and biking safety.** Just as buildings and public spaces "behave" differently depending upon where they fall in the new zoning character zones, thoroughfare design changes depending upon the zone. Where the intent is for cars, bikes and pedestrians to share space, streets are designed to slow traffic.
- + **Preserving history and rural landscapes.** Because the new zoning is based on character zones of relative development intensity, its provisions can be customized to protect existing historical neighborhoods and rural landscapes and to encourage future development in the same mode.
- + **Housing affordability.** The new "SmartCode" allows for a much wider variety of housing choices than allowed under current zoning. That alone assures a broader range of home prices and rentals. And by encouraging mixed-use development, putting daily needs within a short walk or bike ride of residents, families may be able to do with at least one less car in the household, freeing up the \$9,000 or so it takes to own and maintain a car for food and housing needs.

