

MetroQuest Comment Summary

Categories:

Add Jobs/More Development, Mixed Use Corridor/Design Standards,
Preserve Open Space, Transportation Improvements,
Housing, and General Feedback.

Add Jobs/More Development:

- 1) Been here since 1960. Since you let the CBP in, why not make it easier for "local" developers to develop very nearby areas? Stop shooting down good ideas with Dead Civil War veterans.
- 2) We need jobs in Jefferson County. Where and when were any jobs created? Our education system is not producing students that would attract employers.
- 3) In addition to residing in the area, I own my own small business.
- 4) Expand medical offices and other employment to this area - not just more retail. (2431)
- 5) The 340 corridor is an appropriate location to invite and build out new businesses. These businesses should be of a certain caliber. The Economic Development committee should have say in the type of employers that will be visible here. Government, technology, bio, and computer are the types of high profile employers that should be enticed to develop this area. Showcase the county as a leader in progressive recruitment. Minimize low tech industries in this area. There are other areas of the county that are better suited for this (Burr Industrial).
- 6) Cottage industries in the town of Harpers Ferry and Bolivar should be the backbone of the community. Instead, we have shuttered businesses and strident citizens that are concerned only about their own wellbeing. Hill Top House is a prime example of Jefferson County and Harpers Ferry failing its citizens by allowing a few vocal individuals to derail the revitalization of the hotel. With increased revenue and foot traffic, the smaller businesses in HF could succeed. (2487)
- 7) Seriously. NPS wants to increase fees. I refuse to utilize the historic HF area because of the fees, lack of parking and the general down trodden feel of the area. There is a train station that is falling down as I type, that is visible to any Amtrak passenger who travels through. Is this the type of area the county wants to advertise? Come visit us and spend money but we aren't going to give you your monies worth. (2489)
- 8) I know its VA but someone should monitor the businesses in this area better. Lots of traffic/people conflicts. (2494)
- 9) The west side of town should be for business development. The east is for commuters and race track, you don't want more traffic along that route. (2572)
- 10) Need to allow for the building of commercial office spaces to attract businesses. Possibly build a retreat/training/convention center to bring more visitors. (2581)
- 11) Need to look for a site to build an equestrian center so we can maintain the agricultural sector and encourage an alternative to horse racing. (2587)
- 12) Plenty of area for new jobs and businesses. Bring Leesburg, VA to Charles Town. (2614)
- 13) CBP will be a large employment site. (2643)
- 14) I'm surprised there are not more small businesses. I came from Pennsylvania where small business was the norm, but not here in the WV Panhandle. (2711)
- 15) Keep higher density uses and employment opportunities along major county corridors. (2802)
- 16) Commercial/ Industrial uses are already developed and should be kept in the same general areas. (2810)
- 17) Keep higher density housing and shops that serve them in the same general areas. (2811)

- 18) Hotel and tourist accommodations and small businesses geared to the tourist trade such as trail food groceries, cell phone recharging center, town taxi. (2814)
- 19) Small businesses geared toward residential and tourist trade such as shore repair, bicycle sales and repair, bakery, holistic healing, etc. (2815)
- 20) Keep the flea market or some sort of 18th or 19th century open space marketplace e.g., farmers market, vendors, buskers. (2818)
- 21) Provide payback (tax incentives? bonuses?) for large land owners who keep open space or maintain agriculture. Green space is what attracts tourists to our area. Landowners should be able to cash in on the tourist dollar, too. Perhaps an "open space" tax of 1 cent added to sales tax that goes to keeping open space? (2820)
- 22) Clean up that pigsty Flea Market....it's an eyesore...get rid of the collapsed building and put the campers under cover/screen to beautify the area. Looks like we're competing with Kentucky to have the worst looking eyesores. (2904)
- 23) Focus commercial and high density residential development in this area; coordinate closely with "Ranson Renewed" initiative. (2914)
- 24) Jobs should be located in the towns near residences rather than strung out along the highway or imposed upon the rural landscape. Tourism should be the main industry of the County, so industrial parks. (2967)
- 25) Interested in what employment' means in this scenario. Long term or just construction? (3011)
- 26) I'm thinking this employment area could incorporate open space to take advantage of the scenery as well. There are a lot of park/battlefield areas already. (3015)
- 27) Can't we ask retailers to get creative with designs to suit our rural/historic area rather than typical cement block structures? Here's how McDonalds can design for a historic area.<http://blog.ctnews.com/connecticutpostings/files/2011/03/mcdonalds.jpg> (3066)

Mixed Use Corridor/Design Standards:

- 1) Unless growth is controlled and the corridor made to be attractive to outsiders and newcomers, we will no longer attract new residents, businesses or anything else. Commute times are a real negative for this area and unless the planning commission keeps this area attractive and inviting, the commute time will discourage newcomers of any type. We need to get rid of some of the seedier development and make sure there are plenty of green, attractive areas. Bicycle, walking trails, and dog parks are also a must. Business buildings must be planned to fit in with the rural ambience of the area. The Sheets gas station, the Sears strip mall and the sports bar next door to Sheets do not fit that scenario. It's completely tacky along there!!
- 2) Good planning would allow growth of housing and business and KEEP the natural beauty of the area paramount, so folks coming into the area will know and appreciate that local people truly care about where they work and live. I've seen it in places throughout the country. It can work in this highly historical and beautiful area, as well. Let Clarke and Warrenton counties in VA handle Loudoun County's over-growth.
- 3) I, like many others, moved to this area years ago because of its open areas, it's small town atmosphere. Although some growth is necessary, I think it would be a shame to change the overall lay of the land which is what attracts both residents and tourists to this area. I commute to work along with many others, but it's a price we pay to come home to the safety and quite of our town. Some additional employment that would benefit those living in the area would be good, but high density housing makes no sense -- if people wanted that, there are plenty of other areas that already offer this; why would they have moved here in the first place?
- 4) In general, I prefer the Mixed Use scenario because I believe we need to attract more business/retail to the area, but I'm concerned that if we plan for the larger scenario that the infrastructure will not be able to keep up or adequately manage the influx of traffic. As it is now, we waste a lot of time at the end of our work day sitting in traffic trying to get across the Potomac River from Frederick Co., and no effort has been made to correct the problem. The increased traffic associated with the expansion of the Hollywood Casino is a good example of this.
- 5) The low growth scenario is the closest to what I am thinking about, but it should have more commercial/employment/mixed use. Maybe add about 1/3 to 1/2 of what is in the mixed use so it ends up somewhere between the two. I am concerned about adding much residential if there is no plan to increase the capacity of 340 between the Shenandoah and Potomac.
- 6) I believe employment and HD housing should be close to Rt 340, however, hidden by trees and landscape Rural and open spaces should be maintained OFF of Rt 340. (2477)
- 7) Low density- no 5 acre lots. Make 1 acre lots the biggest.
- 8) No option 3 or 4 for the traffic from CBP.
- 9) I think we need a scenario with a little more Employment and mixed use than the basic low growth scenario. (2528)
- 10) Group business in with other business- tight standards for store fronts. (2642)
- 11) Mixed use keeps the higher density uses together lessening traffic in other areas. (2813)

- 12) Housing should be subject to strict standards - no more open lawns that cause pollution and problems with storm water runoff e.g., require rain gardens. Requires urban tree canopies to soften the appearance of the ubiquitous suburban houses. Encourage native plants. (2819)
- 13) Please keep businesses and higher density residential along 340 in the areas where there are better roads allowing them to preserve green space in the more rural parts of the county. (2825)
- 14) Put retail in the zoned commercial space. (2836)
- 15) Neither the map nor satellite, show me specific locations in the UGB. I would prefer that employment, commercial, light industrial and medium density housing should all be allowed in the UGB areas of Charles Town and Ranson. Harpers Ferry should remain a Historic Area which pays tribute to the growth and moral fiber of our Nation. The only changes in Harpers Ferry should be beautification of the 340 gateway with natural plantings. It would be a desecration to permit mixed use construction in the historic Old Standards Quarry. The Quarry is also a major part of the history of Harpers Ferry. (2935)
- 16) Mixed-use retail/residential. (2986)
- 17) Ag/open space at church property mis-categorized for surrounding land use. Should be commercial/office. (2987)
- 18) No lots over 1 acre- make med density- like large townhome size lots. (2994)
- 19) I would like to see the area between Halltown and Bolivar set aside as residential. (3010)

Preserve Open Space:

- 1) I am concerned about the 340 gateway corridor. I am also concerned with retaining the Historic Value of the area. Harpers Ferry and the many battles that occurred here during the civil war are an integral part of the History of our Nation. As such, it is important that it not be disturbed for profit or priority.
- 2) I find this portion of the survey very confusing. I wish to emphasize the priority of open farmland, limited growth and beautification along the corridor. Beth Haney, 790 E Ridge St, Harper's Ferry, WV 25425.
- 3) Please keep our corridor full of its inherent natural beauty and historic aspects - our health will suffer and no one will want to live or visit here if we do not plan carefully.
- 4) The Eastern Gateway should remain open space. We must preserve the historic and scenic resources of this unique part of America. There are plenty of places to build houses and commercial elsewhere in the county. Leave the Eastern Gateway alone!
- 5) DO NOT OVER-develop the 340 corridor. That would be a BIG mistake!!
- 6) I am against any high density development. I live in Sheridan Estates along Five Forks Drive. Thanks You.
- 7) Keep the higher density uses along the major highways lessening traffic and keeping green spaces in other parts of the county.
- 8) PLEASE keep this area's natural beauty and don't turn us into yet another Rockville!
- 9) Keep open. (2379)
- 10) This should remain open space - not commercial. (2441)
- 11) This is in the middle of the Harper's Ferry Battlefield. The Battlefield should be preserved as the valuable tourist attraction that it could be. It should be left unspoiled as a tourist attraction and a beautiful scene to welcome visitors to the eastern gateway to West Virginia. (2445)
- 12) Oppose high density housing anywhere in this vicinity. (2476)
- 13) This should STAY slated for SINGLE FAMILY dwellings only!!!
- 14) Rt.340 corridor SHOULD STAY pleasing to the eye with ONLY rural and med -low density housing.
- 15) Over-development of the 340 corridor will DETRACT from the draw and scenic look that makes this area unique and standout! (2483)
- 16) Areas adjacent to national parkland should be preserved. (2497)
- 17) Must preserve all historic and open spaces. (2498)
- 18) Preserve all undeveloped areas as open space. (2500)
- 19) No new development. Don't destroy scenic areas that make WV beautiful. (2502)
- 20) Open space to provide places for public access to river--parks trails that allow this. Very few places exist in county where riverfront is maintained in parks for public enjoyment. (2603)
- 21) This is all natural open space. Do not mess with it. (2613)
- 22) City/County government has allowed Charles Town and Ranson to copy the look of Loudoun County's Ashburn, Landsdowne, and Ashburn area. While good for the economy, it hurts the natural feel and flavor that draws folks to this area in the first place. Such "townhome" developments are an eyesore and give the area an appearance of elevated project housing. Natural beauty of the area is permanently damaged and/or lost. (2749)

- 23) Leave all current open areas as they now exist. Same principle as cited in Housing. (2751)
- 24) Explore opportunities for protection as parkland. Avoid uses which generate increased peak traffic at WV27. (2912)
- 25) Explore possibility of "green" retirement community in this area with easy access to park and open space along river corridor. (2913)
- 26) Give to priority to facilitating conservation of Flowing Springs Park and surrounding open space. (2915)
- 27) Replicate the beautiful European model in which housing is restricted to cities (even if multi-unit housing is necessary). (2966)
- 28) Open space EVERYWHERE should be reserved and limited to agricultural. (2968)
- 29) Harpers Ferry should be preserved as a "living history village" and outdoor recreational site (which contains first-class shopping, dining, lodging, etc.) for both visitors. (2969)
- 30) Preserve scenic farmland which provides us with superior food and tourism. It is the scenic beauty of Jefferson County that makes it unique and draws in tourists. Don't destroy that invaluable asset with a commercial canyon of generic retail paying minimum wage. (2971)
- 31) The Comprehensive Plan recommendation was to preserve the open land along the corridor. It is important to preserve our open space/ag land, historical feel and the appeal of "Wild, Wonderful West Virginia." The corridor is an important representation of this state and to clutter it up with houses/businesses a toll visually and promote the value of our historical/open space and tourism based industries. I recommend focus of the development/industrial space along Route 9 towards Martinsburg (linkage to I-81,etc). (2988)
- 32) Maryland's plans are to preserve the ag/open space of Route 340, Virginia limits the development of contiguous roads as well. Maintain Route 340 in WV in the same mode. It has opportunities to become a scenic/historic conduit for even more tourism. (2990)
- 33) This ground is farm ground and not developed. (2995)
- 34) Preserve open space and recreation around the Shenandoah River. (3051)
- 35) This should be open spaces. (3058)
- 36) Preserve historic view sheds of approach to Harper's Ferry, gap, areas around battlefields. (3060)
- 37) Town houses and other buildings that are high density block views of mountains from our main corridors... design feature should include visual "breaks" and not be continuous/contiguous buildings. (3067)
- 38) Be proactive in protecting view sheds and open spaces as the new Route 9 and bridge begin adding pressure to convert open spaces to commercial and residential uses. (3073)

Transportation Improvements:

- 1) Something needs to be done to prevent the trucks from using 340 as a cut through. And the infrastructure cannot support any more traffic!!!
- 2) I find it appalling that all 3 of the scenarios ignore the fact that traffic on 340 is becoming more and more of a problem - especially in the two-way section from the traffic light at Washington Street to the Maryland state line. Any development plans that will obviously add more traffic to an already crowded road should, at a minimum, include some form of road improvements to that section of 340. How can we try and make this a more attractive place to live or visit when you have to sit through traffic to get in or out?
- 3) I use the 340 corridor every day to go to work and live inside the Charles Town city limits. I would very much like the transportation infrastructure to keep up with development. Economic growth in the region is very important to me. However I believe the traffic has increased significantly in the past few years, most notably on the Charles Town-Harpers Ferry 340 corridor. Therefore, I would like extensive research and planning to be in place in order to adequately deal with inevitable increase in traffic volume as a result of continued expansion and development. (2925)
- 4) Listen to the public as much as possible for this and expand the roads as early as possible. Learn from Northern Virginia's mistakes.
- 5) No option 4 by CBP. (2505)
- 6) No option 4 on Shipley School road. Add more traffic lights.
- 7) Please work to put roundabouts along Route 340 (like MD and VA have done at many intersections). It would increase the historic feel and greatly limit pollution, accidents, and drive times.
- 8) Why don't you look around and be truthful with people about this Eastern Gateway traffic issue? Route 340 can never truly be a Gateway because God doesn't want it that way.....He put a mountain in your way. During every meeting people are constantly complaining to widen the bridges over the Potomac.
- 9) Have you thought about a regional park with ball fields to attract travel sport tournaments?
- 10) Need to interconnect neighborhoods to commercial and office in front to give more ways to get to 340. (2429)
- 11) Connect Flowing Springs Rd to Wal-mart/340. (2430)
- 12) Without appropriate transportation systems, low income or affordable housing should not be allowed to be created this far from our "urban" areas. You see it now at the new Sheetz' where people are walking along 340 with groceries, etc. 340 cannot be a pedestrian pathway without creating safe areas to walk or bike. (2485)
- 13) Potomac Street should be improved to be a passable road to Bakerton Road. (2490)

- 14) There is a significant need for improved traffic zones and patterns as consumers and residents enter Charles Town. Improved traffic planning would alleviate much of the traffic and general chaos. (2491)
- 15) All along 340 there needs to be improved traffic patterns and turn lanes. Increase the length of the turn lanes at Hall Town (both the lane at the funeral home and the light), Country Club and Bakerton. This needs to be done for both sides. (2492)
- 16) This area needs significant improvements. (2493)
- 17) Find a way to make Route 340 a 4 lane highway all the way through to Maryland with special off ramps for exiting to VA or Harpers Ferry NP. (2584)
- 18) Possible "by-pass" route for making 340 4 lanes to MD? (2585)
- 19) Bridge needs to be 2 lanes each way. (2589)
- 20) 2 lanes each way. (2591)
- 21) Horrible traffic management. This needs significant improvement.
- 22) Any plans for "improvement" of the 340 Corridor from Charles Town to Harper's Ferry should include improvements to the road from the traffic light at Washington Street to the Maryland State Line. Jefferson County has become a "bedroom community" for Md. and DC workers and this section of road is a big bottleneck - especially summertime weekends. (2656)
- 23) Develop/expand aesthetic corridor of native trees/shrubs along both sides of US340 ROW wherever possible to provide visual screening from adjacent development. Include stretches of continuous landscaping with native species selected for spring color (eg redbud, dogwood), fall color, winter interest, etc. (2918)
- 24) Create an adequate buffer around the scenic and historic gateway to the eastern panhandle. (2970)
- 25) Too many lights on 340 so that congestion is ridiculous already. I go to MD and VA to do my shopping now as it is easier than trying to get through Charles Town most days. I find that WV loses a lot of tax money and consumer spending. As many go to the other states based on convenience and price. (2978)
- 26) Dangerous intersection with inadequate slow down area for turning. Poor visibility stop sign. limited traffic safety. (2991)
- 27) Deadly, dangerous intersection. Should either be stop light or overpass. SPEED IS TOO FAST HERE. Reduce to 45. (2992)
- 28) School intersection. Poor turning area, inadequate distance to turn, poor signage. Elem. school here and speed is often 70 by traffic. Reduce speed, address situation with at-grade intersections. (2993)
- 29) Reduce speed to 45. 60 is plain stupid and reflects on the fact that the highway engineers here don't give a crap about life-safety. The traffic light was only added following deaths. (2996)
- 30) Limited space to turn off of 340. Address turning space, signage. (2997)
- 31) Speed limit should be 45. Entering more urbanized area. (2998)
- 32) Blind turning area. address flow and signage. (2999)
- 33) A WV state trooper told me this is one of the worst intersections on one of the most dangerous roads in Jeff Co. Either build overpass or reduce speed to 45. (3000)

- 34) High speed interstate with no guard rails or crossover protection for either direction. Why? Do another 6 people have to die within a mile of here for something to be done? Why are WV state roads ignoring our traffic safety issues? Speed limit should be 55, and 45 when at-grade intersections. (3001)
- 35) All of this MUST be based on better access between WV and MD. Backups ever evening and on weekends are ridiculous. 340 is a MD evacuation route. (3013)
- 36) A start already. Major intersection. (3014)

Housing:

- 1) More housing please! (2480)
- 2) Try to keep housing towards the east since this area is a bedroom community to Maryland, Virginia and DC. (2574)
- 3) Stick with low density housing. Keep it country! (2586)
- 4) Prefer as much low density housing as possible--high density housing should be created near town areas with shopping, schools, services nearby--Charles Town, Ranson, Shepherdstown. (2605)
- 5) Higher density housing should be located near town areas where there services are available nearby--ie. Charles Town, Shepherdstown, Ranson. (2606)
- 6) Make affordable town center homes. (2615)
- 7) Higher density and affordable housing along major corridors. (2812)
- 8) Low density- should be one single family on one acre. (2839)
- 9) Not sure of the water situation, but housing seems reasonable. (3016)

General Feedback:

- 1) I am willing to be more involved in this process if resident participation is needed (dissaann@hotmail.com).
- 2) The 340 Corridor Improvement Project must be among the highest priorities for the Eastern Panhandle.
- 3) Good effort, let me know how I can help. x240 357 7023
- 4) I love my MPO! (2474)
- 5) This is a mess! (2481)
- 6) Somehow we need to make the feds at CBP pay county taxes like you and I do.
- 7) We need to balance open space with development. People don't like change, but change will happen regardless. It's how we handle change as a community that is important.
- 8) Who is the JC building inspector, Helen Keller? The old 84 Lumber skeleton of a building is being held up by a bending stick over the entrance lintel. Not only an eyesore, but freaking dangerous!! KNOCK IT DOWN before it falls down on someone's head! (2907)
- 9) Get a load of this eyesore! (2908)
- 10) This area looks more like Bangladesh or Haiti than WV....get some housing inspectors with 20/20 and cleanup that noisy, smelly cardboard factory! The noise on weekend nights when most inspectors are snuggling in bed (nearby residents aren't) is well in excess of EPA and OSHA standards. (2906)
- 11) 19th century villages are not a renewable resource. (3070)