

December 7, 2011

Ms. Jennifer Brockman, AICP, Director
Jefferson County Planning and Zoning Department
P.O. Box 338
Charles Town, WV 25414

Dear Ms. Brockman:

Thank you for the opportunity to speak with you and your staff last evening at the Rt 340 East Corridor Gateway Study meeting. As we discussed last evening, we have several comments/concerns regarding the preferred alternative plan that was revealed last evening.

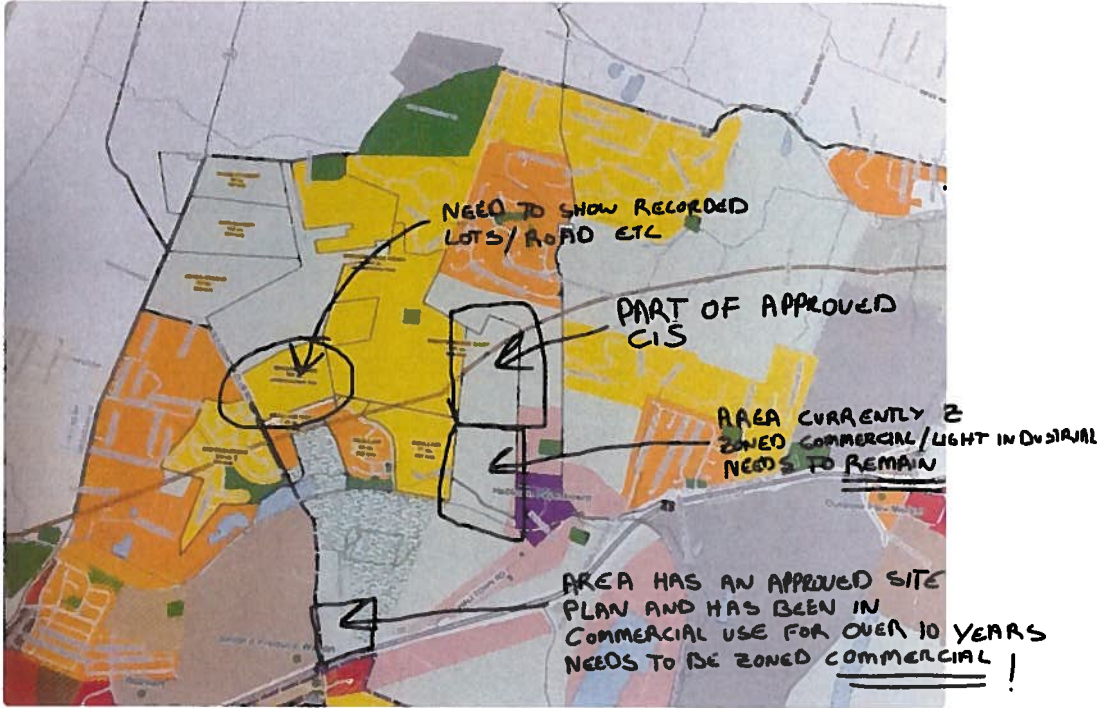
As long time property owners in the County we appreciate your comments regarding the need to preserve existing approval and property rights. However, the proposed plan and associated low densities proposed for Breckenridge East ("low density residential" at 1 – 3 units per arce) revealed last evening represents a potentially significant "down zone" and loss of our existing development rights. The majority of Breckenridge East is currently zoned Residential Growth, as it has been since 1988, which provides for single family homes lots from 6000 sf, town homes, multifamily homes and small scale commercial development related to residential development. The current approved CIS for a portion of Breckenridge East property include lots from 7000 sf. The Breckenridge East properties should, at a minimum, be zoned for medium density (4 – 6 units per acre) to reasonably correspond with current approvals and long term existing development rights within Breckenridge.

The eastern parcel of Breckenridge East (parcel adjacent to the existing Halltown Paper Plant) is proposed as open space on the preferred plan representing a total change from the current approved use and zone. As we discussed last evening, the northern portion of this parcel is zoned Residential Growth and is part of the approved Breckenridge East CIS. The southern portion of this parcel is zoned Residential-Light Industrial-Commercial in recognition of its proximity to the adjacent heavy industrial and commercial uses. It is also the potential site of the Flowing Springs wastewater treatment plant. The proposed zone/use for this parcel needs to be corrected to correspond with the currently approved use and existing zone.

The current site for the Breckenridge sales office, located on the north-east corner of Rt 340 and Old Country Club Road intersection, is zoned Residential-Light Industrial-Commercial, has an approved site plan and has been in commercial use for over 10 years. The proposed preferred plan shows this area as open space which is not in conformance with the existing zone or long term approved use. This area clearly should be shown as commercial.

I have attached a rough markup of the proposed preferred plan which graphically illustrates the areas discussed above.

We appreciate the opportunity to offer these comments and look forward to working with you to develop a long range plan for the corridor that addresses the issues while preserving existing long term property and land use rights.



Public Comment RECEIVED VIA EMAIL

Subject: Re: U.S. 340 East Gateway Plan Public Comment Period

I have two comments

1. The three Jefferson County Commissioners that are hard at work rezoning land in the US 340 East Gateway corridor with little thought about planning considerations should stop doing so. What's the point of having a planning department and doing a study if three JC Commissioners just do whatever they want to do anyway (in violation of the comprehensive plan).

2. I would consider myself very "pro-development" - for well-planned development that enhances Jefferson County. I also consider myself very NIMBY - against random spot rezoning.

Its not about developing or not developing property. It is about doing it right.

Dear Planning Department,

I just phoned to ask a few questions regarding providing public input for the US 340 corridor study and wanted to summarize the conversation:

- Comments submitted via mail or email are acceptable (citizens do not have to use the online tool)
- Comments should be submitted by mid-November.

Two related questions that I would appreciate your helping answer:

- Would comments submitted by Thanksgiving (November 23/24) be accepted?
- Is this the final opportunity for public feedback on this proposal and the US 340 corridor study?

Thank-you for all your work in synthesizing public input. If any of these items are easier to discuss by phone, I can be reached on my cell phone at

One plan to reduce the volume of traffic through the 340 corridor, specifically during commuting times, is to support public commuter transportation. Many residents in Jefferson (and Berkeley) County commute into Northern Virginia and Washington DC to their jobs. Loudoun County has an extensive commuter bus service into N. Virginia and Washington

DC. They have recently constructed a new Park and Ride in Hamilton/Purcellville VA. Jefferson and Berkeley Counties could join together to fund a commuter bus service that starts in Martinsburg and travels through Charles Town and Harpers Ferry and connects up with Loudoun County Commuter Bus Service OR the soon to be opened WMATA Metro extension east of Dulles Airport. This could also include public transportation to Dulles International Airport. WV residents who use the commuter bus service would pay per ride. Currently, Loudoun County charges \$7 one way into DC and \$3 one way to Tyson's Corner. This would be a collaborative inter-county effort to address the traffic issues without spending money to reconstruct the roadways through our historical area. Below are the websites for the two transportation services discussed above.

<http://www.loudoun.gov/Default.aspx?tabid=969>

<http://www.dullesmetro.com/>

The "submit" button from the MetroQuest application was not responding, so I am providing my feedback below.

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.

>From step 5 'Stay Involved' on the rt340.metroquest.com website, I get no feedback that my selections have been recorded. What should I expect to see when I click either of the submit buttons on this page? I see no visual feedback that you have accepted my responses. The Windows Explorer status bar reads "Error on page.". This does not inspire confidence that my opinion will be factored in.

Thank you for the opportunity to complete this survey --- but I'm not sure if I actually completed it correctly and successfully.

For example:

(1) When I got to the "Stay Involved" section, my email address that I had typed in disappeared after I clicked "submit."

(2) When I clicked "submit" for the "Tell us about yourself" section, nothing happened, so I don't know if what I wrote (see below) was actually submitted.

I am a resident, business owner, & property owner in Lower Town Harpers Ferry.

My business is the Town's Inn, which contains 6 guest rooms for lodging & a full-service restaurant / pub that is open daily from 6 a.m.-10 p.m.

I have a Doctorate of Education degree, have lived in the Middle East & Europe, & moved here in February 2007 from Washington, DC (Capitol Hill), where I purchased a home in 1996.

I am active in local organizations: Planning Commission (commissioner), Historic Foundation Board (secretary), Merchant Association (member), CVB, etc. I was recently appointed to the Jefferson County Development Authority.

(3) There was no closure screen, such as "You have completed the survey. Thank you for your input."

Therefore, I wonder if I did this survey correctly.

I'd very much appreciate a confirmation that my comments were received.