

**KEEDYSVILLE COMPREHENSIVE PLAN  
ECONOMIC DEVELOPMENT**

**INTRODUCTION**

Keedysville is a predominantly quiet residential bedroom community that takes advantage of employment opportunities in nearby Hagerstown, Frederick, and the Tri-state market area that includes Maryland, West Virginia, and Pennsylvania. Keedysville has attracted inward migration from North Central counties in Maryland due to the cost of housing in those areas. Rather than live in those counties residents moved to Keedysville and now commute to the areas where their jobs are located primarily in Frederick, northern Montgomery County, Hagerstown, Washington County and the Tri-state area. According to Maryland Department of State Planning Data Services staff, the 74.3 % of persons in the Keedysville workforce in 2003 had a mean travel time to work an average of 35 minutes for all workers. These trips were made to produce a median household income of \$53,250 in 1999 dollars as opposed to other Washington County residents who traveled 25 miles to produce a \$40,617 income. Although unemployment information is not available for Keedysville, of Washington County's Labor Force in 2008 68,148 persons were in the labor force: 64,267 employed and 3,881 workers unemployed resulting in a 5.7 unemployment rate. However, that rate may have risen since 2008 due to the instability and recessionary economic situation currently occurring.

**Journey to Work Characteristics  
Table EC-1**

Mode Transported to Work	Number of Employees	Percent of Population
Total workers over 16	249	100 %
Car, Truck, Van	224	90 %
Drove Alone	212	85 %
Carpooled	12	4.8 %
Worked at Home	15	6 %
Subway/ Railway/ Bus	4	1.6 %
Walked	6	2.4 %

The 2000 US Census journey to work characteristics shows that 90 percent of those employed who lived in Keedysville at that time mainly drove alone in a car, truck, or van to get to work. Only 5 % of workers carpooled. It is expected that these numbers may change in the 2010 Census data because a large number of workers have migrated from areas that were closer to their work to build homes in Keedysville and these workers are concentrated in the same new subdivisions. Fifty one percent of these workers worked outside the County of their residence.

Census data indicated the travel time from resident's homes to work; and, the time frame at which they left to go to work which is indicated in Table EC-2 below. Since traffic on Interstate

70 and the roadways to get to the interstate are heavily traveled on weekdays, workers most leave very early to arrive to their work place on time.

**Travel Time and Departure Time  
Table EC-2**

<b>Travel Time To Work</b>	<b>Number of Workers</b>	<b>Percent of Workers</b>
Workers	234	100
1-19 minutes	55	23.6
20-29 minutes	35	15.0
30-44 minutes	80	34.2
45-59 minutes	19	8.1
60-89	26	11.1
90 or more minutes	19	8.1
<b>Time Leaving for Work</b>		
Workers	234	100
5:00 to 6:29 AM	55	23.50
6:30 to 7:29 AM	71	30.30
7:30 to 8:59 AM	56	24.00
9:00 to 3:59 PM	28	11.90
All other times	24	10.30

It is interesting to note that in 2000 the US Census reported that approximately 19 percent of the work force was leaving Keedysville very early in the morning to journey to work in a 60 minute or more commute. As stated above, this trend is expected to continue due to the in migration of workers from North Central Maryland.

The occupations that workers are engaged in who lived in Keedysville in 2000 are: management, professional, and related occupations (38%); service occupations (17%); sales and office occupations (20.5%); construction and maintenance occupations (12 %) and production, transportation, and material moving occupations (12.9 %).

As to the class of worker, government workers made up 16.1 percent, private wage and salary workers 76.3 percent, and self-employed workers in their own business represented 7.6 percent of the workers. Most workers did leave the Town for their jobs since there are few employment opportunities due to the lack of retail, professional, and business offices and services based in Keedysville.

The Keedysville Zoning Ordinance does permit customary home occupations and home professional offices; medical or dental offices, business services, convenience stores,

photographic processing, beauty and barber shops and other personal business services, restaurants, and businesses that would provide the necessary daily needs of the Town's residents. Many of these uses are by special exception due to the shortage of parking spaces available for residents off-street and the need to park on street. There are no major parking lots in Town except for those on private properties or in the Town Park and Library lots which have limited room. In addition, residentially zoned lots in Town are located in the National Historic District and are relatively small lots that require various uses to be reviewed on a case by case basis to be sure that the use is compatible with the neighborhood.

The 68 percent population increase from 2000 to 2007 did add population that may be able to support a small amount of business services; however, larger business services are available in Boonsboro, Hagerstown, and other parts of Washington County.

The Town does have a convenience store and a small restaurant, a medical office, and a barber shop in Town. The former Keedysville Elementary School houses a day care center, and the Senior Center which provides meals, health screening, educational, instructive services and other services for the Town's senior citizens. A branch of the US Post Office is located in Town and several churches have social functions for the community.

In addition, growth in business services are limited and impeded by preservation areas surrounding the Town. One area requesting annexation on the east side of Town is petitioning the Town to bring that property into the Town as Commercial, however, the decision has not been rendered. If the Town would approve a Commercial use on the parcel, the traffic associated with the commercial area should gain access from Maryland Route 34 and not travel through a residential neighborhood. The Town's proposed guidelines should be followed for any commercial establishments located in Town to maintain the historic character of the Town. Table EC-3 provides employment projections for the Region, County, and Keedysville.

**Employment Projections by Western Maryland Region, Washington County, and Keedysville  
Actual 2000; Projections 2005-2030  
Table EC-3**

<b>Jurisdiction</b>	<b>2000</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>2025</b>	<b>2030</b>
<b>Western Maryland Region</b>	131,298	138,447	142,500	149,600	155,200	158,900	161,700
<b>Washington County</b>	75,559	78,969	81,100	86,200	90,300	92,800	94,700
<b>Keedysville</b>	<b>482</b>	<b>504</b>	<b>518</b>	<b>551</b>	<b>577</b>	<b>593</b>	<b>605</b>

Historical Data from US Census Bureau of Economic 2010 to 2030.  
Prepared by Maryland Department of Planning Data Service, February 2009.

**HOME OCCUPATIONS**

Home occupations have become increasingly popular due to higher transportation costs, the higher cost of living, and the down turn in the economy. Unemployed people are looking for alternative ways to support themselves and some home occupations are compatible and appropriate in neighborhoods.

Home-based businesses can offer advantages to the public sector and homeowners providing the business remain secondary and accessory to the principal use of the home. Neighborhood complaints are a common occurrence, especially if the jurisdiction's Zoning Ordinance does not clearly define the regulations applicable to the home occupation when the application is approved by the Board of Appeals.

There are some businesses that should only be permitted in a commercial zoning district for fear of creating a nuisance or impact on a residence or a neighborhood. Definition of the home occupation and the requirements should be clear and concise in the Zoning Ordinance. Telecommuting that involves no deliveries, storage, customer visits, or impact on the community should be permitted without a public hearing. Home occupations should be consistent with the residential character of the neighborhood, and should require disclosure of the amount of deliveries and excessive vehicular traffic to the site before a decision of approval is rendered. For the most part, vehicular traffic should be very limited. A successful home occupation section of the Zoning Ordinance could provide employment and a work force in Keedysville that does not add to parking or traffic problems with little impact on the adjacent neighbors or neighborhood.

## ADMINISTRATION AND FINANCE

The ability of local government to meet the needs of citizens depends to a large extent, upon effective communication among elected officials, town administrators and citizens. Public participation in government, such as the public hearing process and notification requirements is mandated by Article 66B of the State Planning enabling legislation and is a most crucial element of the comprehensive, rezoning, and development review planning process. Without public input, even the most well meaning plans are unrealistic. Results from the citizen survey conducted in the fall of 2008 indicated that the citizens are satisfied with the help that they receive from town staff and the elected officials.

## GRANTS/ INFRASTRUCTURE FUNDING

Due to the national economic and housing recession, many municipalities are having difficulty in including public improvements in their budgets. Unemployment and a decrease in property values have resulted in less tax revenue to fund such projects. Alternative funding sources should be explored to continue to fund infrastructure capacity and improvements. Agencies such as, the Rural Utility Service, Maryland Department of Environment, and Community Development Block grants may be appropriate avenues to fund water and waste water system improvements. Grants are available to low income and senior citizens for housing improvements. Program Open Space monies provide grants for public parkland projects.

In addition to funding by grants, developers should be providing infrastructure improvements that contribute to or impact the existing infrastructure as a result of their construction of new or redevelopment of properties in the Town. Contributions for fees in lieu of providing parkland, construction of off site parking, roadway, and water and sewer upgrades are all customary improvements that developers proffer due to impacts of their projects in areas throughout the State. The Zoning Ordinance would need to be amended to require fees to fund infrastructure.

Funding of streetscape improvements along Main Street would be the responsibility of the State Highway Administration who owns and maintains the roadway. The Town should petition the SHA to schedule streetscape improvements for the Town within their existing Transportation Enhancement program. Such an effort would need to be coordinated with the Town relative to plans to upgrade water and sewer lines.

## ECONOMIC GOALS

1. Preserve Keedysville's historic character and maintain the family-friendly small town atmosphere.
2. Encourage commercial services that may serve the daily needs of the residents; however, discourage destination point development that should be directed to the Urban or Town Growth areas.
3. Provide additional parking opportunities in Town when the opportunity arises. Encourage residents to park off site if possible and require off-site parking for business and retail development.
4. Work with the Washington County to improve transportation facilities between employment locations by including Keedysville as a stop in any plans to expand County Transit Service to Boonsboro or Sharpsburg.
5. Encourage developers to pay their way relative to streetscape improvements, parking, public art, and community needs relative to their projects whether residential or commercial.
6. Continue to streamline and enhance development regulations to expedite redevelopment, adaptive reuse, and infill development on vacant and underutilized parcels in the Medium Density Residential areas.
7. Continue to monitor grant and other funding programs to finance improvements in Town.
8. Increase the Town's workforce by supporting appropriate low impact home occupations.

## POLICIES AND IMPLEMENTATION STRATEGIES

### **Policy EC.1: Promote a diversified economic mix of uses in Town.**

#### Implementation Strategies

1. Explore the financial impact of acquiring additional sewer and water taps for future development to provide for density in the Medium Density Residential area to provide for seniors and affordable housing for singles and younger families as the population grows.
2. Encourage any opportunity to provide less vehicular trips on Main Street and promote walking and a bicycle route to connect the west side of Town with the Washington County bike path that accesses Mt. Briar Road. Request striping for bicyclists and pedestrians to use the shoulder of Maryland Route 34 for trips to Boonsboro.
3. Encourage and attract a retail mix of small businesses and specialty goods and services that contribute to the economic mix while respecting the size, scale, and historic character of the community. Encourage small business development that can provide parking and maintain the historic character of the Town.

**Policy EC.2: Encourage car pooling by supporting Park and Ride lots in South County.**

**Policy EC.3: Encourage infill development before considering annexation of additional land.**

**Policy EC.4: Seek Planning Commission future infrastructure improvement recommendations to be made and heard at a public hearing as part of the capital improvement budget approval process.**

**Policy EC.5: Analyze the cost of review of development applications and compare the Town's fees to other jurisdictions to be sure they are comparable.**

**Policy EC.6: Encourage and assist the private sector in obtaining State funding for neighborhood business revitalization projects that further the objectives of this Plan.**

**Policy EC.7: Continue to apply for outside sources of revenue for needed capital improvements and maintenance of the same and coordinate major public improvement with adjacent jurisdictions, County, or State to save infrastructure costs.**

**Policy EC.8: Revisit and reaffirm the Home Occupation regulations to be sure that businesses will not be operated that negatively impact residential neighborhoods.**

#### Implementation Polices and Strategies

1. Consider amending the Zoning Ordinance to provide more definitive criteria for granting of a special exception for appropriate home occupations that are compatible with the neighborhood.

**Policy EC.9: Continue to develop a strong public participation program in government decision-making.**

**Policy EC.10: Continue to provide adequate notice for public hearing and provide information on the issues that will be discussed at the public hearings.**

**Policy EC.11: Explore opportunities to secure grant monies to fund infrastructure and recreational projects.**



Town Hall