



2009 Comprehensive Plan

TOWN OF KEEDYSVILLE
Washington County, Maryland

ADOPTED BY THE TOWN ON AUGUST 2, 2010

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COMPREHENSIVE PLAN ACKNOWLEDGMENTS

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ADOPTED BY TOWN ON AUGUST 2, 2010

KEEDYSVILLE COMPREHENSIVE PLAN ORGANIZATION

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KEEDYSVILLE COMPREHENSIVE PLAN INTRODUCTION

INTRODUCTION

Keedysville is a rural incorporated municipality located in the south central portion of Washington County in western Maryland. The Town is located approximately 30 miles from Chambersburg, Pennsylvania and Frederick, Maryland; and 60 miles from Washington and Baltimore. It is bisected by Maryland Route 34 which is a Minor Arterial roadway that connects the eastern and western part of southern Washington County and is the most direct route from Boonsboro to Sharpsburg, Maryland and the Antietam Battlefield.

The Town is located in Election District 19 and in Washington County's Planning Sector II. The surrounding land in the County is part of the Hagerstown Valley which consists mainly of fertile Class I and II soils that support agricultural activities still in crops. However, there are some areas that have been developed into small residential subdivisions. Keedysville is located in the Antietam Creek watershed and does have some steep slopes, floodplain, and non-tidal wetlands associated with the Little Antietam Creek that the Town must consider when reviewing and approving development proposals.

The Town of Keedysville shares a rich resource with Washington County and the State of Maryland due to its proximity to the Antietam National Battlefield. The Town's western boundary abuts one of the Antietam Battlefields' Overlay zones. A marker in the center of Town summarizes a battle that took place within the Town's boundaries; however, there is a larger piece of history reflected in several landmarks in Keedysville.

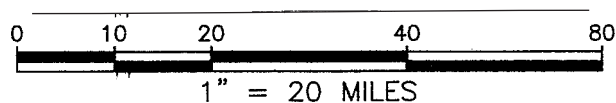
The Little Antietam Creek runs through this quaint town and adds to its history and its beginning as a rural village in 1730. This area was visited by fur traders in the early eighteenth century. Early settlers operated subsistence farms and as the eighteenth century progressed, grain farming became more sophisticated and the ample water power of the region was tapped for the operation of grist and flour mills. In 1768, Jacob Hess' mill site was located along the Little Antietam Creek and as each new transportation mode developed, the town grew.

The Town of Keedysville is in close proximity with the towns of Boonsboro and Sharpsburg, Maryland. Keedysville receives its emergency services from both towns as the division line for each of the fire and rescue companies bisects the Town. In addition, Boonsboro and Keedysville share a jurisdictional agreement on the supply and use of public water. The sharing and coordination of services and facilities is promoted in the State's Municipal Growth Element mandate.

The Antietam Battlefield's importance adds to the historic significance of the three towns. The County's Comprehensive Plan designates all three towns as part of a Civil War Heritage Area as is most of South County. Keedysville and Boonsboro have main areas of Town designated on the



REGIONAL LOCATION MAP KEEDYSVILLE, MD IN-1



IN-1A

National Register of Historic Places and several historic properties adjacent to Town. Sharpsburg has a number of historic properties, as well. Page IN-1A depicts the location of the Town within the region.

Although Keedysville is less than three miles from Boonsboro, Maryland and similar in a historic context, there is one major difference between the two communities. Boonsboro, the most populated of the three jurisdictions, has been designated as a Town Growth Area in Washington County's Comprehensive Plan. This designation effectively directs growth to Boonsboro. Currently, Boonsboro has more commercial establishments which are expected to increase as its population grows.

Conversely, Keedysville is interested in maintaining its Washington County Comprehensive Plan designations that are based on preservation of historic, agricultural, and environmentally sensitive resources. The primary residential housing type is single family and the town is interested in providing services to their citizens; however, they are vigilant about preserving the historic character of the town allowing approval of commercial services that have a low impact on their community. Since the two towns are so close to each other, managing growth that may spill over into the County land around Keedysville and the three mile buffer adjacent to its eastern boundary is of concern.

PLAN UPDATE PROCESS

In July 2008, the Keedysville Planning Commission started working on a revision of their 1997 Comprehensive Plan with their consultant as a result of a mandate by the State to include two new elements: the Municipal Growth Element and the Water Resources elements that were being required of all jurisdictions in the State of Maryland. Data collection continued into the end of the year and included a citizen survey. The Planning Commission provided data to help update the Plan at several of their workshop meetings during the later half of 2008 and in 2009.

This Plan reflects interviews, public surveys, work sessions by the elected officials and the Planning Commission; and, sets a positive course for Keedysville over the next twenty years. The Plan articulates a community vision and direction that are reflected in present goals, objectives, and implementation strategies that can help the town achieve the future and the quality of life that they desire.

The 2009 Keedysville Comprehensive Plan has been prepared with revisions and additions to the adopted 1997 Plan. It complies with key pieces of legislation of the State and takes into account major changes that have been made by the Town since 1997. It is based on Planning Commission and Mayor and Council work sessions; interviews with elected officials, community service providers, Town, County and State employees; individual and public hearings with the Planning Commission and the Mayor and Council, a citizen interview, and the opportunity for

citizens to participate in public hearings. The Plan has been prepared in conjunction with review of all appropriate Town Documents and with the adopted 2002 Washington County's Comprehensive Plan, Comprehensive Water and Sewerage Plan, and other documents as referenced in Appendix A.

PUBLIC INVOLVEMENT

At the beginning of the Comprehensive Plan Process, a survey was circulated to the community to assess issues that were most important to the citizens and provide an opportunity to state how they would like to see their town develop over the next twenty years. The entire survey is located in Appendix B with some of the most repetitive and significant comments listed below.

Citizen Interview and Survey Comments

- The following attributes are very important in Keedysville:
 - an attractive streetscape;
 - beautification of the town;
 - historic preservation;
 - adequate open space; and
 - bicycle and pedestrian paths.
- The commercial services that respondents preferred were:
 - a convenience store;
 - a deli and a coffee shop; and
 - service oriented commercial uses, such as: a bakery, ice cream shop, farmer's market, barber shop and salon.
- Improvements to facilities that were stated as extremely important are:
 - an adequate water supply;
 - improvement in roadways after water lines are fixed;
 - adequate Stormwater Management and sewerage treatment;
 - having a Disaster Plan;
 - good utilities; and
 - Floodplain management.
- Preferred objectives that respondents would like to see addressed in the Comprehensive Plan were:

- Historic Preservation:
 - beautification in town;
 - additional Zoning and Code Enforcement;
 - Green building; and
 - Improving the revenue base without raising taxes.
- Some respondents did not want to see the Town overdeveloped and the character and charm of our historic small town preserved.
 - There was interest in managing and directing growth to maximize revenues.
 - Strengthening the setbacks from the Antietam Creek was important.
 - Preserving the historic heritage of the town was considered important by citizens.
 - Expanding public parking in the downtown was referenced.
 - Enhancing streetscape improvements to redevelop the downtown area was noted by respondents.
 - The respondents stated that they felt there was a strong sense of community in Town and that the Town was well governed by the Mayor and Council who strive to please the citizens.

Other issues and concerns will appear throughout the Comprehensive Plan as part of the narrative of particular elements. Several comments were directed at growth management which is one of the main objectives of the Plan; some were directed at specific infrastructure improvements; and some comments were received relative to enforcement of codes and traffic violations. Many of these concerns will be addressed in goals, policies, and implementation strategies.

PURPOSE

This Comprehensive Plan is the official policy document that provides for private and public decisions to be made concerning development and future growth during the planning period. Although it focuses on the town's physical development; it also, addresses public policy for government spending, the provision of public services, and it is a guide to be consulted when evaluating proposed projects and drafting and implementing land use regulations and ordinances. It will assist Keedysville in managing growth in the built environment while preserving the natural environment.

Box IN-1

Article 66B of the Annotated Code of Maryland: the Planning and Zoning Enabling Act is the State's preeminent planning law. It provides for jurisdictional power for local land use and growth management decisions.

House Bill 1141

requires a Municipal Growth Element in all municipal comprehensive plans and a Water Resources Element in all local government comprehensive plans.

The Plan is a resource for the Town, County, and State when reviewing infrastructure plans, to determine funding of local projects to award grants, approve State permits, or accept annexations proposals. Therefore, several sections will include statistics from the State and County, as well as other municipalities in which the town shares infrastructure and facilities under inter-jurisdictional agreements.

The Town may use this document for guidance when trying to achieve concurrence between growth and infrastructure; to balance growth between commercial and various types of residential development; and to protect natural resources and sensitive areas. It will help businesses make decisions on where they may locate within the town, and provide residents with information to plan where they want to live or how their community is affected by development. Most importantly, the Plan is aimed at preserving the town's distinct character and improving the quality of life for their residents while ensuring preservation of its historic structures and context.

The Plan is not a document to be shelved; it is one that should be used during revision of the Zoning, Subdivision, Water and Sewerage Ordinances and other plans that are needed. It should be consulted when making development decisions that may involve future rezoning of properties, annexation, or in development review. For that reason, there is an Implementation element to prioritize projects and designate the entity that is responsible to commence work on a specific task and manage the project to its completion.

LEGAL BASIS

Article 66B of the Annotated Code of Maryland provides the legal framework and content for comprehensive planning. The Planning Commission has the responsibility to draft a Comprehensive Plan and make recommendations relative to its adoption to the Mayor and Town Council after the plan has been reviewed by appropriate jurisdictions and publicly heard to receive citizen comments. After adoption of a Comprehensive Plan, the enabling legislation requires all jurisdictions to review and update the Plan at intervals of no more than six years.

The "Seven Visions" identified in the Maryland Economic Growth, Resources Protection, and Planning Act of 1992 must, also, be incorporated into the plan. However, as a result of year 2000 amendments there are eight visions to be incorporated rather than seven. They are listed below.

Vision Statement

"The Town of Keedysville is proud of its heritage, its peaceful rural environment, its family friendly residential character, and small town charm. Town officials are committed to managing the Town's growth from development pressures while permitting small scale commercial development for the daily needs of their residents; protecting their sensitive areas; and maintaining their historic architecture and rural legacy designations for the benefit of their citizens and to maintain their high quality of life."

Box IN-2

1. Development is concentrated in suitable areas.
2. Sensitive areas are protected.
3. In rural area, growth is directed to existing population centers and resource areas are protected.
4. Stewardship of the Chesapeake Bay and the land is a universal ethic.
5. Conservation of resources, including a reduction in resource consumption, is practiced.
6. To assure the achievement of items (1) through (5) of this section, economic growth is encouraged and regulatory mechanisms are streamlined.
7. Adequate public facilities and infrastructures under the control of the County or municipal corporations are available or planned in areas where growth is to occur.
8. Funding mechanisms are addressed to achieve these visions.

This Comprehensive Plan update addresses all of the above so that the Plan can guide Keedysville through their project planning period to 2030. Several of their efforts that meet these visions are exemplified below. Others will follow in the remainder of this Plan.

Since the 1997 Comprehensive Plan was approved, the Town has continued to concentrate development in suitable areas within the municipal boundaries and approve residential development that is compatible with the character of the Town. Washington County's Forest Conservation and Stormwater Management Ordinances have been adopted by the town by resolution and have been applied when development applications have been presented to the Keedysville Planning Commission for approval.

Keedysville has had strong development activity between 2000 and 2008. What is now Cannon Ridge, located off of Dogstreet and Yankee Drive was annexed from Washington County and has received the last three building permits for construction in June 2009. This subdivision had been approved for 86 single family dwelling units. The Stonecrest development had been approved for twenty-one single family dwellings and installed infrastructure; but, has not built any homes to date. In September 2003, a 30.04 acre parcel north of Maryland Route 34 was annexed into the Town and was zoned Residential, Suburban. In 2008 a preliminary subdivision plat with 61 lots proposing single family homes had been approved; however, due to the decline in housing nationally the development has not progressed and the developer requested a one year extension of his approved preliminary plat in January, 2009.

All of these residential sites, originally in the County, had been classified on the Washington County Comprehensive Plan as Preservation, however, there are several Rural Residential clusters surrounding the Town. Each annexation that has occurred is adjacent to the Town's boundaries and is compatible with the development within the municipal boundaries. The sensitive areas in Town were not disturbed and all of the areas are either served by public water and sewer or have approval to be served with public water and sewer. (County Map 55 shows this designation and is found in Appendix A.) Construction of these homes next to the rural

population center of Keedysville is in keeping with the visions in the Maryland Economic Growth, Resource Protection and Planning Act of 1992. Finally, during review of the development plans for these single family communities care had been given to protecting sensitive areas and in making Keedysville a sustainable community where the built environment does not conflict with the Town's natural environment: especially that of the Little Antietam Creek which flows through the center of Town. Vacant lots in the Town and other annexable areas adjacent to the Keedysville Municipal boundaries will be designated in the Municipal Growth element as part of the analysis of providing for population growth and housing.

HOW TO READ THE PLAN

The Comprehensive Plan consists of an Introduction chapter that provides general basic demographics and the process that was followed during this update. It describes the purpose of the Plan and highlights the results of the citizen survey; it provides the general vision statement that guided the preparation of this Comprehensive Plan. Chapters I through X provide each element that is required to provide information for this update. Except for the Municipal Growth Element, all of the Element Chapters will have goals, policies, and implementation strategies.

The Implementation Chapter will list all of the policies and implementation strategies and will organize them into four priority categories: three categories that are sequential and one that is ongoing for those projects that will continue during most of the twenty year planning period. In addition to the prioritization, there will be a designation column that will indicate who is responsible to initiate and complete a goal, policy or strategy. In some cases the agency, body, or staff person will partner with another entity to complete multi-faceted or inter-agency tasks.

Box IN-3

The Comprehensive Plan is organized into nine elements.

Chapter II: LAND USE

Chapter III: ENVIRONMENTAL

Chapter IV: MUNICIPAL GROWTH

Chapter V: COMMUNITY FACILITIES

Chapter VI: HOUSING

Chapter VII: ECONOMIC DEVELOPMENT

Chapter VIII: TRANSPORTATION

Chapter IX: WATER RESOURCES

Chapter X: IMPLEMENTATION

**Appendix A: RESOURCE MATERIAL,
DESIGN GUIDELINES. MAPS.**

**Appendix B: SURVEY, STATISTICS,
MISCELLANEOUS ITEMS.**

Map 3

Comprehensive Plan for Washington County, Maryland 2002

Physiographic Provinces

Key

- Roads
- County Boundary
- Municipalities
- Blue Ridge
- Hagerstown Valley
- Ridge and Valley

Data Sources :

- U. S. Census Bureau
- MD State Highway Administration
- Washington County Planning Dept

U. S. Census Bureau
MD State Highway Administration
Washington County Planning Dept

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Scale

0 1 2 3 4 5 6 7 8 9 10 Miles

A horizontal scale bar with alternating black and white segments. It is labeled with numbers from 0 to 10 at regular intervals, with the word 'Miles' at the far right end.

Adopted 8-27-2002



Comprehensive Plan
for
Washington County,
Maryland
2002

Prepared by the
Washington County
Planning Department
Geographic Information System

House Bill 1141 requires municipalities to include two new elements in their Comprehensive Plan: the Municipal Growth Element and the Water Resources Element.

The Municipal Growth Element requires a far more detailed and quantitative analysis of the municipalities anticipated growth than has been required in past Comprehensive Plans. It requires coordination between municipal and county representatives before the Comprehensive Plan can be accepted by the State. The County and Town Ordinances and materials that have been used as background information are listed in Appendix A. County staff has been consulted and reviewed a copy of this draft.

The Water Resources Element (WRE) is prepared to ensure that future municipal comprehensive plans take into account the opportunities and limitations presented by local and regional water resources. The WRE planning process will assist local governments in protecting public health, safety, and welfare; in meeting State Smart Growth policies; and in protecting Maryland's land and water resources. House Bill 1141 encourages inter-jurisdictional cooperation in providing safe and adequate potable water and wastewater disposal for its citizens. This element also examines Stormwater Management. The Maryland Department of the Environment has assisted with this portion of the Plan.

NATURAL FEATURES AND SENSITIVE AREAS

Washington County is entirely in the Potomac River Basin which empties into the Chesapeake Bay. The Little Antietam Creek flows 2200 feet to the south west where it meets the Antietam Creek that flows into the Potomac River which eventually makes its way to the Bay. Most of the main source of recharge of the County's streams and ground water result from about 39 inches of precipitation in the region. Keedysville's potable water is acquired from a spring which is treated and distributed to its citizens. The Water Resources Element chapter will provide more details of this process.

The Washington County Physiographic Provinces map on Page IN-7A shows the geologic provinces of the region with Keedysville in the broad Hagerstown Valley which is part of the Great Limestone Valley system of the Eastern United States. The Hagerstown Valley is characterized by alluvial terraces and flood plains located along the streams and river systems much like that of the floodplain from the Little Antietam Creek.

Topography is a result of the underlying geologic structure and weathering conditions. Hard, resistant bedrock withstands wind and water erosion and results in areas of high levels and steep slopes. Softer rocks erode to form valleys and gently sloping land which is more characteristic in Keedysville where the slopes range from 0 to 25 percent slope in Town. Soils in Town are those of the Hagerstown-Duffield-Urban land complex and Hagerstown Silty Clay Loam series.

Combs Silt Loam, which is generally found in landscapes of river valleys, is along the Little Antietam.

POPULATION

Population information is important in planning and forecasting community facilities and housing needs required by the community during the twenty year planning period. This section will look at census data for population size and characteristics; whereas future population growth projections and development proposals will be viewed in the Municipal Growth Element. Other demographics pertinent to housing and economic development may be found in the Economic and Housing Elements of the Plan.

Population Characteristics

As shown in Table IN-1, on page IN-9, Keedysville has shown a modest growth between 1930 and 2000 with the highest growth in the 1980s. The data in Table IN-1 is taken from actual census data. Percentage of change by decade is shown. All decades have a percent of change that is relatively modest; however, there has been an increase of seven percent between 1990 and 2000. This is the beginning of an increase of steady growth during the decade of the 2000s which will appear later.

During drafting of the Plan, available State and County data was reviewed in conjunction with census data to project population and housing for future years in the Municipal Growth and Water Resources elements. This Comprehensive Plan will rely on 2000 Census data and/or Maryland State Planning data to predict trends when there is not better information available at the local level recognizing that we are about to acquire new information in the 2010 census. It is recommended that demographics be updated after receipt of 2010 census data when numbers can be verified and projections can become more accurate. Since the national economy has affected housing, population, and employment demographics, it is expected that the 2010 data will solidify or require amendment of the tables in the Plan after receipt of census data or within the timeframe of the next six year update to the Plan.

Population: 1930-2000 and Percent of Change¹

Table IN-1

Year	Population	Percent of Change by Decade
1930	393	-
1940	404	3 %
1950	417	3 %
1960	433	4 %
1970	431	0 %
1980	476	10 %
1990	464	-3 %
2000	507	8 %

¹ Census data for years 1930 through 2,000: US Census Bureau.
Summarized By ARRO Consulting, Inc.

This chapter will provide general demographic information; however, some more specific demographics relative to an element are found in the Economic and Housing Elements, the Municipal Growth Element, and the Water Resources Element. In that way, specific text will address a particular element and the data reflected tables will be available in same section.

**Historical Population and Average Growth Rate per Decade
Keedysville, Washington County and Maryland
1970-2000**

Table IN – 2

<i>Year</i>	<i>Keedysville</i>	<i>% of Growth</i>	<i>Washington County</i>	<i>% of Growth</i>	<i>Maryland</i>	<i>% Of Growth</i>
1970	431	-	103,829	-	3,923,897	-
1980	476	10 %	113,086	9 %	4,216,933	7 %
1990	464	-03 %	121,393	7 %	4,780,753	13 %
2000	507	8 %	131,923	9 %	5,296,486	11 %

Reference: US Census Data; preparation by ARRO.

Table IN-2 compares the historical growth of Keedysville to Washington County and the State to better understand permanent population growth percentages.

Table IN-3 shows an almost explosive growth between April 2000 and July 1, 2007 at 68.7 percent. The July 1, 2000 number was a corrected number from the 2000 census. This dramatic change in population for Keedysville is as a result of several annexations of land for the construction of single family residential dwellings some which are still in the preconstruction

stage. It is expected that this growth will slow down significantly due to the recent failure in the housing market and the general economy.

Population Estimates in Keedysville and Neighboring Jurisdictions

April 1, 2000-2007

Table IN-3

Jurisdiction	July 1 2007	July 1 2006	July 1 2005	July 1 2004	July 1 2003	July 1 2002	July 1 2001	July 1 2000	April 1 2000	Change2007- 2000	Percent Change 2007- 2000
Keedysville	840	812	826	688	591	568	544	507	468	342	68.7 %
Boonsboro	3,379	3,326	3,053	3,060	2,919	2,881	2,880	2,885	2,888	491	17.0 %
Sharpsburg	662	663	671	672	673	679	684	689	691	-29	-4.2 %

Maryland Department of Planning, Planning data Services. Source: U.S. Census Bureau, Population Division.
Release date: July 10, 2008.3

It should be noted that Keedysville shares a water source in conjunction with Boonsboro; and, distributes their sewerage to the Antietam Water Reclamation Plant operated by Washington County. Available taps between the two communities may be a limiting factor for each community. An analysis of the distribution of taps will be presented in the Water Resources and Municipal Growth elements.

It is noteworthy that Keedysville is in close proximity of Boonsboro which is designated as a Town Growth Area and is growing steadily; Keedysville is designated as a municipality which has Rural Residential and Preservation designations on the County land around it and is growing steadily during this decade; however, the difference in growth patterns is that retail and commercial establishment that are being constructed in Boonsboro are considered destination commercial activities that have more of an impact due to the number of people that commercial activity will draw from outside their community. Keedysville's plan relative to commercial services is likely to be in the form of neighborhood services that will provide for the daily needs of their residents. Although population is growing, housing numbers are unavailable for the Town except from the 2000 census.

Resident Population Characteristics

It is common for a Comprehensive Plan to analyze the various characteristics of a community's population, such as age, sex and education. Such information can serve to provide support for many actions related to future planning of services such as parking, public facilities, and the number of homes that are needed to house population.

Population by Age, Sex, and Household size.¹

Table IN-4

Population	Keedysville	Percent
2000	507	-
Population by Sex	-	-
Male	247	49 %
Female	260	51 %
Population by Age	507	100 %
Under 5	39	8 %
5-19	119	24 %
20-54	263	53 %
55-64	37	07 %
65+	49	08 %
Keedysville Total	507	100 %
Median Age		
Average Household Size	2.80	-
¹ Except where otherwise noted, table based on original numbers of the 2000 Census. Average Household Size based census data from Keedysville. Summary by ARRO:		

As shown in Table IN-4, the population is fairly evenly divided between males and females. The population of school age children: generally ages 5-19, was 24 percent of the population in 2000.

This table does not have a break down in older population older than 65 years plus; however, with many people retiring earlier than 65, it is likely that there are a larger percentage of retirees than 8 percent living in Keedysville. The 55-64 age groups make up 7 percent of the population that may very well include retired persons. Upon publication of the 2010 census this table will need to be updated at the six year review period.

According to Socioeconomic Characteristics for Maryland's Municipalities and Jurisdictions, 2000, revised in 2003 by the Department of State Planning, the household size is 2.43 in Washington County. However, the Town believes that the 2.8 percent actual 2000 census data is more accurate than projections due to the large number of single family dwellings in the Town. An average household size of 2.80 will be used in the Water Resources and Municipal Growth Element analysis. This estimate should be recalculated when the 2010 census data is available since the available actual data is nine years old.

Educational levels in Keedysville are fairly comparable to Washington County as shown Table IN-5. Education for some citizens is a life long process which makes it important to have appropriate institutions to disseminate information. Library resources, provision of children and adult dance, music, or art, cultural, crafts or other educational opportunities that are available locally can create a better community and add to the business services that are located in Keedysville.

**Educational Attainment
Table IN-5**

Educational Attainment (highest level)	Keedysville Students	Keedysville Percent	Washington County Students	Washington County Percent
Population 25 years and over	285	100	90,371	100
Less than high school graduate	33	11.6	20,070	22.0
High School Graduate (or equivalency)	85	29.8	35,122	39.0
Some College	70	24.6	16,889	18.0
Associate Degree	38	13.3	5,066	6.0
Bachelor Degree	31	10.9	7,992	9.0
Graduate or Professional Degree	28	9.8	5,232	6.0
Percent high school graduate or higher	-	88.4	-	79.0
Percent bachelor's degree or higher	-	20.7	-	15.0

Source: U.S. 2000 Census; ARRO Consulting Inc.

Table IN-5 provides a general breakdown of levels of educational attainment of the overall population for Keedysville and Washington County for the year 2000. The important point that should be noted here is that the Town is well educated. Keedysville has a higher percentage of High School graduates or higher at eighty-eight percent to Washington County's seventy-nine percent. Those who held bachelor degrees or higher in Keedysville represent nearly twenty-one

percent of the population; whereas, the County's percentage was at fifteen percent of the population of students over twenty-five years old.

KEEDYSVILLE COMPREHENSIVE PLAN LAND USE

PAST AND PRESENT TRENDS

The Town is an incorporated municipality located in the South Central portion of Washington County and is situated to the west of Boonsboro and east of Sharpsburg; adjacent to the west of the Antietam Battlefield Overlay and Washington County; and to the south and north of Washington County properties.

At one time in its earlier history, Keedysville had a variety of industrial and commercial enterprises clustered along Main Street. Grist and flour mills were the most significant feature of the local economy and the Town's residential housing was primarily located along Main Street. As prosperous farmers continued to patronize local businesses, Keedysville continued to grow in the early twentieth century. Keedysville had a number of small commercial businesses, a newspaper, a hotel, and doctors' offices during this period, and the northern section of Town was developed. Commercial buildings in the older sections of Town received new storefronts during this period. The railroad ceased operation in Keedysville in 1953 and in the 1950s a post office was constructed on the corner of Coffman Farm Road and Main Street. Later in the twentieth century a bypass was constructed to carry traffic on Maryland Route 34 around Keedysville. Late twentieth century single family residential subdivisions had been constructed west of Keedysville between the Main Street and the bypass and along the eastern edge of Town. In 1993, a survey identified a historic district encompassing most of the structures fronting along Main Street and the district was listed on the National Register of Historic Places. (See Keedysville Historic District Map in Appendix A)

During the late 1990s, there was an increase of single family residential development with annexation of the subdivision known as Rockingham. In 1997, the existing Comprehensive Plan was approved. Since that time Stonecrest and Cannon Ridge were additional single family subdivisions that have been approved. An additional annexation of the Milburn property in 2003 resulted in the approval of a 61 single family residential development plan; however, construction has yet to be commenced.

Two Rural Legacy designated parcels have small portions of their acreage in Town with the majority of the property in the County adjacent to the southern Keedysville boundary. Rural Legacy properties are created when property owners make application to the County to designate their properties as such and receive funding from the Department of Natural Resources to do so. Both properties have conservation easements on them and are consistent

BOX: LU-1

The Town Growth Area Boundary is a Washington County Comprehensive Plan designation that encourages growth in those towns that accepted this designation,

The Rural Residential Area designation in the County Plan promotes lower densities in rural areas of the County.

Protected Lands are designations that includes Rural Legacy Easements, Agricultural Preservation Easements, and Permanent Protection areas on Antietam National Battlefield properties.

with the Washington County Comprehensive Plan. Approximately 11 acres are located in Town from the Burtner farm and about 11 acres are on the Flook farm. The Burtner property is a significant historic and Civil War site. The area was the scene of extensive troop activity throughout the Civil War including the Battle of Antietam and the site was used as a field hospital. The house was built in the 1780s and is listed in the Maryland Historic Sites inventory. The Flook farm was founded in 1737 and contains historic Mt. Hebron Road, the Flook historic stone house (1800), Felfoot Bridge (1850), and Mt. Hebron Church site and cemetery (1774). During the Civil War, the area was used by both the 5th and 9th Corps and signal towers and field hospitals were located on the property. Both of the properties have frontage on the Little Antietam Creek and are making environmental efforts to preserve the water quality.

The Town is shown on the County Comprehensive Plan as a Priority Funding Area, as are other municipalities in the State. Priority areas are expected to practice smart growth and wise use of their infrastructure and are eligible for grant's to fund infrastructure projects. A special quality of Keedysville is its close proximity to the Antietam National Battlefield. This major historical landmark has resulted in Keedysville and the County land around it to be designated in the 2005 Washington County Comprehensive Plan as a Rural Residential area; within a Special Program area; and locates Keedysville in close proximity to areas designated as a Permanent Protection area that is placed on the battlefield and on the Rural Legacy areas on their southern boundary.

The 1997 Keedysville Comprehensive Plan's existing Land Use Map depicts the Town of Keedysville as being a predominantly single family residential community. Many of the vacant parcels that were shown on that map are now areas built upon with single family dwelling units or having approvals or infrastructure on the parcels that are proposed for single family development. Some Public/Semi Public parcels are shown and a few commercially designated parcels are shown primarily along Main Street and on the Keedysville bypass road, also known as MD Route 34.

Some areas in town possess environmental or conservation features such as the 100-year flood plain of the Little Antietam Creek, steeply sloped areas, and a small area that is the potential habitat of the an endangered species identified by DNR. In addition, there are parcels that are considered public use due to a governmental use of the property.

The 2002 Washington County Comprehensive Plan showed Keedysville as an incorporated Town; however, multiple acres to the north, south, and west of Town are designated as Rural Residential with Rural Residential Cluster inclusions. As stated in the Introduction Chapter, there is approximately three miles between Keedysville's eastern boundary and the Town Growth Area boundary of Boonsboro which is the most likely area that will create development pressure that may threaten Keedysville's desire to remain a rural town. Areas to the north and east of the Town may be considered areas of future annexation and will be shown as possible future annexable areas on the Land Use Map in the Municipal Growth Element chapter. Decisions to annex are not taken lightly; however, some annexation may be

necessary. In any case, the Town's officials prefer to have any annexation applications come into the Town with a Suburban Residential zoning designation which has less density than other residential zoning in the Town.

There have been a number of changes to the town since approval of the 1997 Plan. This trend has continued because of the desire to have single family residential development in Town which is demonstrated by several housing developments that are in various stages of development occurring on land that was vacant in 1997. The annexed property located where Cannon Ridge subdivision was built now provides 86 single family homes to new residents. In September 2003 a property north of Maryland Route 34 was annexed into town for a single family residential development; however, due to the poor national economy the developer has asked to have his approved preliminary plan extended for a period of one year which was approved by the Planning Commission in early 2009. This trend in single family residential housing has been continuing since adoption of the last Comprehensive Plan and is expected to continue into this planning period.

EXISTING LAND USE

The 1997 Comprehensive Plan lists the following land uses on the Future Land Use Map: single family; two family, and multi- family residential; commercial; public/semi public; agricultural; vacant; conservation; stormwater management; sensitive areas; and potential annexation areas. After analysis of the existing land use classifications, it was determined that some nomenclature and characteristics of these land uses needed to be revamped since some are very specific and are generally not used for future land use designations such as Stormwater Management and Vacant land. In addition, some of the classifications do not correspond well with the current Zoning Ordinance. The update of this Comprehensive Plan will help to bring the two documents more in conformance with each other and will add additional land use classifications that may expand the Zoning Ordinance's designations some time in the future.

When creating Table LU-1, the land uses that correspond to the Zoning Ordinance are listed. Vacant lots and potential annexation areas will be discussed in the Municipal Growth Element relative to the future uses that may occur on them. Although there are approximately 22 acres of agricultural land in Town that are Rural Legacy areas, there is no additional agricultural activity in Town thereby making the Agricultural designation unnecessary. In addition, an agricultural classification is contradictory to the Smart Growth concept adopted by the State, County, and Town. However, the Rural Legacy area designation will protect the two small pieces of land that cross the southern boundary of the Town. The Conservation designation that will be shown on the Future Land Use map would include sensitive and environmental areas.

Table LU-1 shows the Town's land uses and their corresponding Zoning districts that are currently in the adopted Zoning Ordinance. The Residential, Commercial, and Mixed use zoning designations are compatible and may still be used within the Future Land Use Map.

Existing Zoning and Land Uses
Table LU-1

Land Use Type	Corresponding Zoning District
Residential: Low Density	Suburban Residential District (SR)
Residential: Medium Density	Town Residential District (TR)
Commercial: Neighborhood	Neighborhood Commercial (NC)
Traditional Neighborhood Design	Traditional Neighborhood Design (TND)

Table LU-2 contains the existing land use designations and the current zoning in Town and a brief definition of the function of each. After analysis of the existing zoning classifications, it was determined that the nomenclature and characteristics of the current zoning districts needed to be revamped to define density, intensity, and the general types of uses that are permitted in each district and the TND overlay zone. This change should be reflected in the Zoning Ordinance during the next up date of that ordinance.

Since the Town has some areas with small lots, the compatibility of uses is of importance. The Zoning Ordinance should be revised as the population grows and higher densities are requested for approval. Zoning regulations such as buffer yards, screening, impervious surface ratios, and landscaping requirements should be reevaluated to be sure different adjacent land uses with higher intensity are compatible. The Planning Commission's evaluation of compatibility and mitigation of any negative land use should take place during development review of future projects. Compatibility issues, also, can be addressed by such instruments as Town Ordinances that address noise issues, adoption of design guidelines which gives guidance concerning location and design of trash enclosures, street amenities, signage regulations, and other infrastructure.

**Land Uses Allowed in Existing Zoning Districts and 1997 Comprehensive Plan Designations
Table¹ LU- 2**

Zoning Classification	Definition
Residential : Low Density; Suburban Residential District (SR)	Intended to preserve and protect the primarily single-family detached residential character of the district and to keep these areas free from the land uses that are incompatible with and/or might adversely affect these single-family neighborhoods. Development is permitted at a moderate density. Maximum density is 2.4 dwelling units per acre.
Residential: Medium Density; Town Residential (TR)	Intended for continuation of the Town's downtown area which contains a mix of residential, commercial, and public service uses. It provides for development of a pleasant living environment with multiple housing types, parks, and other commercial low impact land uses that complement residential and services that are compatible with residential use and provide daily needs of the residents. Maximum density is 4.36 dwellings per acres which meets the Smart Growth requirement.
Commercial; Neighborhood Commercial District	Intended to provide establishment of commercial services, shopping, professional offices, civic buildings, general office uses, and other services that may be permitted in Town Residential

¹Table has been prepared using the 1997 Keedysville Comprehensive Plan and Zoning Ordinance.

In addition to the three land use designations that Keedysville currently uses, there are two overlay districts that are included in the Zoning Ordinance that should be included in this Comprehensive Plan. They are Traditional Neighborhood Design (TND) and National Historic Preservation District.

The Traditional Neighborhood Design Overlay (TND) may be placed on a property which is approved by the Planning Commission. It provides for more flexible standards in the development of a mixed-use project that may include a residential single family, multi-family, and limited neighborhood commercial much like the downtown district. The TND density of four units per acre and up to a maximum density of twelve units per acre can be modified by the Planning Commission based on the determination that the proposed development achieves excellence in site design, architecture, and other amenities.

The Keedysville Historic Overlay is a national designation which focuses on historic properties that are located along Main Street. Figure APA-4 in Appendix A shows this boundary. This designation is significant and shapes the character of the town and provides architectural design that should be considered when future development projects are reviewed and approved.

The Housing Element contains information relative to the Historic Structures that exist in Town and a brief history of the Town's historic district.

PROPOSED LAND USE CLASSIFICATIONS

The following Comprehensive Plan land use classifications shown on Table LU-3 should be utilized to formulate the next revision of the Zoning Ordinance. If these land use classifications were adopted, some text and district nomenclature would, also, need to be amended in the Zoning Ordinance to be in compliance with this adopted Comprehensive Plan. One major change from this and the 1997 Comprehensive Plan, is that there is a range of densities for Low and Medium density Residential in the proposed Comprehensive Plan. It is expected that as the Town increases in population, there may be higher density development in Town.

Although the Town may be annexing areas in the future, the cost of land will continue to rise and a single family homes may not be an option for all who live in the Town. Generally younger families and senior citizens will start with smaller living quarters and want smaller living quarters in later years, respectively.

BOX: LU-2

The American Planning Association defines an overlay district as: A special District or zone which addresses special land use circumstances or environmental safeguards and is super-imposed over the underlying zoning districts. Permitted uses in the underlying zoning district shall continue subject to compliance with the regulations of the overlay or district.

The Traditional Neighborhood Design may be applied to any property with review and approval of a master plan by the Planning Commission.

The Mayor and Council may from time to time amend the Historic district boundaries if they find it appropriate.

Future Land Use Classifications
Table LU-3

Land Use	Recommended Density	Recommended Uses
Neighborhood Commercial	Variable	Retail and office uses within or in close proximity to residential areas that provide residents pedestrian access to essential and convenience services needed on a daily basis.
Residential, Low Density	3.5 to 8 DU/AC	Single-family, detached, attached, and multi-family, and residential accessory uses. Neighborhood-serving retail and services provided that land uses are compatible with and do not adversely affect residential neighborhoods.
Residential, Medium Density	9 to 12 DU/AC	Single-family, detached, attached, and multi-family, and residential accessory uses. Neighborhood-serving retail and services provided that land uses are compatible with and do not adversely affect residential neighborhoods.
Residential , Traditional Neighborhood Design (TND)	Overlay District 4 to 12 DU/AC	The Planning Commission may modify the density of a TND based on such elements as excellence of design, excessive landscaping and open space, recreational land, and architectural design.
Recreation and Parkland	N/A	Lands and facilities generally owned and operated by the Town or other level of government for the purpose of recreation or public open space.
Conservation and Sensitive Areas	N/A	Publicly or Privately owned environmentally sensitive areas including steep slopes, non-tidal wetlands, floodplains, and endangered species.
Historic District Overlay	9-12 DU/AC	The Historic District follows the underlying zoning since it is an overlay district. In this case it will follow the Medium Density Residential Comprehensive Plan designation which would be equated to the Town Residential Zoning Classification.
Rural Legacy Designated / Agriculture	N/A	Land Uses will remain as they were at the time of placing the Rural Legacy easement on the property.

Prepared by ARRO Consulting, Inc.

The Proposed Land Use Map shows Keedysville as it is today with only few differences: additional County Land has been included to show future possible annexation areas and vacant land that has been annexed but has not yet commenced construction.

Proposed Land Use Classifications¹

Table LU-4

Land Use	Acreage	Percent
Neighborhood Commercial	6.37	1 %
Residential Low Density	392.28	73 %
Residential Medium Density	98.89	18 %
Parkland and Recreation	10.08	2 %
Conservation	11.37	2%
Rural Legacy/ Agricultural	20.08	4 %
Total Town Area	539.07	100 %
Historic Overlay District	96.77	18 %
Total Town Area	539.15	100 %

¹ The Right of Way for Md. Route 34 is not included in this calculation. Prepared by ARRO Consulting, Inc. from the Proposed Land Use Map.

Table LU-4 identifies the proposed land use classifications by land area.

FUTURE LAND USE CLASSIFICATIONS

Approximately 392 acres of Residential Low Density land is shown located throughout the Town. These areas are zoned Suburban Residential and include many single family homes on areas that have been annexed into the Town in the last 10 years. A large tract of land on the north side of Maryland Route 34 has a preliminary plan approval for 61 lots; but, has not started construction due to the poor economy. Residential Medium Density consists of approximately 99 acres and is primarily found along Main Street and consists of many homes that have contributed to the National Historic Preservation District designation that is overlaid along Main Street. This Comprehensive Plan designation equates to the Town Residential Zoning District. Town Commercial areas are somewhat limited and consist of 6.37 acres; however, the Boonsboro Town Growth Area that has shopping, restaurants, and services is less than three miles away. Some business services, and retail uses with little impact on residential neighborhoods are permitted by Special Exception in the Residential Districts. Since the little Antietam Creek runs through the center of Town and is adjacent to development, the Town is planning on adopting a buffer yard measured from the center of the stream to help to preserve water quality. It is expected that passive recreation could take place along this buffer when there are not flood events. Parkland and Recreation makes up approximately 10 acres which consists of the Town's park and ownership of part of the B & O railway alignment which may become more than a passive park.

In their efforts to plan land uses within their town, the Planning Commission and elected officials have realized that it is important to enhance the town by continuing to provide recreational opportunities to the citizens and tourists, ensure that there is a mix of residential housing types for their citizens of all ages, and approve necessary commercial services that will serve their population with their commercial establishments to meet their daily needs.

LAND USES ADJACENT TO KEEDYSVILLE

On the northeast and northwest boundary of Town lie parcels in Washington County where there has been some interest in annexation into the Town. The south/southeast boundary has the Rural Legacy designations and some existing residential communities. The south/southwest contains additional residential development and is in very close proximity to the National Antietam Battlefield Overlay.

During preparation of this Comprehensive Plan, the possibility of annexation of adjacent land areas was analyzed and it appears that there is interest from some adjacent property owners to request annexation some time in the future. Some of the properties are large and are solely owned; others are smaller lots owned by a number of different property owners.

LAND USE DEVELOPMENT PROCESS

Land use development regulations are generally thought to secure public safety, promote health and welfare of citizens, provide for adequate light and air and conservation of natural resources, facilitate adequate provisions of transportation, water, sewerage, recreation, landscaping, and conservation of natural resources. With adoption of a Comprehensive Plan, review of Land Development Ordinances should take place to insure that regulations are compatible with the goals and policies of the Comprehensive Plan. This Plan has a list of all policies and strategies in the Implementation chapter that will help guide the staff, public officials, and appropriate agencies and give direction as to the proper authority that is responsible for the completion of each task that is needed to carry out the Comprehensive Plan.

A summary of land use issues that were identified in the citizen survey, and preceded drafting of this Plan, is found in bolded text below with policy suggestions that could be implemented with adoption of this Plan.

❖ Enhance streetscape improvements.

A number of respondents of the citizen survey felt that attractive streetscape, lighting in streets, and beautification of the Town were attributes that they felt were very important or fairly important.

Several types of land use regulations can create a better streetscape, landscaping, and street lighting which would make Main Street and other areas in Town more attractive. It is important that as the Town grows that it continues its efforts to be aesthetically pleasing and vibrant. Since the State Highway Administration owns and maintains Main Street, better

known to SHA as 845A, the Town would need to request streetscape improvements and funding from them. It is noticeable that the sidewalks are in poor shape and should be repaired and that streetscape improvements need to be done. Unfortunately the economic situation has curtailed some of the projects in the SHA work program at this time. However, pedestrians are at risk walking on sidewalks that are in need of repair or in the street and such construction should be conducted concurrently with SHA improvements. The Town should request streetscape improvements to be sure they are considered when SHA is determining necessary improvements.

A Street Tree list identifies the requirements to determine the appropriate species of trees to maintain a tree-lined street without the potential conflict of underground utilities or root invasion of sidewalks and macadam. When approving development plans, the Planning Commission should require a variety of species in its street right of way to prevent decimation of trees during a tree blight or disease event or that would stand up to a wind or ice storm. Such a list could be added to the Zoning Ordinance and could, also, be used in planting of all public areas in the Town. Developers should be encouraged to follow the list on private land for the same reasons.

Other benefits from trees and landscaping are the uptake of surface runoff that is not captured by conventional storm water management. Under natural and undeveloped conditions, surface runoff can range from ten to thirty percent; however, a developed site can increase that percentage to fifty percent or more which may result in ponding of water, onsite flooding, erosion, and degradation of water quality entering the Little Antietam. Low Impact Development (LID) techniques can reduce such effects and can be a requirement of the Zoning Ordinance and final site plan approval.

❖ **Historic District.**

The National Historic Preservation District was an attribute that the survey indicated was very important.

Design guidelines have been prepared in the Community Facilities Chapter to enable developers to be aware of what the Town would like to see when reviewing development plans in the Historic District and to allow the Planning Commission to use them to review projects or to solidify some or all of them by amending the Zoning Ordinance to require design standards, if desired. The guidelines apply to site design and building architecture so they may be used to encourage appropriate design.

❖ **Encourage retail services that will add viability to the downtown area but not impact the neighborhood. Do not over develop the Town; preserve the character and charm of our family friendly small town. Although additional commercial services were mentioned in the survey by respondents, the response was mixed and appeared to be in favor of smaller retail shops.**

The Comprehensive Plan needs to demonstrate through its goals, policies, and strategies, the importance of a balance between the provision of services for the citizens of the town and the importance of retaining the charm which are goals that are not contrary to each other. Mixed use can be very compatible if the correct regulations are in the Zoning Ordinance and there is adequate review of non-residential projects. Buffering, screening, requirement of off-street parking and the like can mitigate low impact uses among residential development. Parking for commercial businesses is a concern due to the competition for parking at this time and may render certain sites in Town not useable for Commercial establishments since a use may not be able to provide off-street parking required by the Zoning Ordinance for a particular business.

LAND USE GOALS

1. Continue to maintain and improve the quality of life for all residents of Keedysville and insure that future growth reflects the goals, policies, and desires of its citizens.
2. Make adequate provisions for appropriate distribution of residential, commercial, and recreational land uses with a focus on preserving the Town's small town character, while maintaining and enhancing the quality of the existing residential neighborhoods.
3. Manage growth so that it keeps pace with public infrastructure and provide the necessary infrastructure for low to medium density residential, commercial, and office uses in suitable areas.
4. Provide cultural, historical, recreational and environmental opportunities in Town by encouraging historic preservation, and supporting the library and other cultural events.
5. Review design guidelines for new development, infill on vacant lots, and adaptive reuse projects that will complement and enhance Keedysville's charm and historic community.
6. Provide for efficient use of land, ensure safeguards for environmentally sensitive areas, and promote high quality development and rehabilitation through the use of flexible and innovative development controls, and streamlined site plan review.
7. Encourage citizen participation in the land use planning decisions.
8. Encourage and incorporate Green building promoted by Leadership in Energy and Environmental Design (LEED) and Low Impact Development (LID) techniques in future development decisions and promote enhancing streetscapes whenever possible.
9. Support a variety of housing types.
10. Encourage the County to participate establishing Rails to Trails alignment on the B & O abandoned rail line for additional recreation in Town.
11. Continue to provide streamlined development review and provide land use regulations that provide for developers to finance any impacts to the community as a result of the new development. Proffers should be documented in development agreements with the Town. Revision to the Zoning Ordinance will be necessary to accomplish new regulations.

POLICIES AND IMPLEMENTATION STRATEGIES

- Policy LU.1:** Promote new or redevelopment that incorporates environmental resources as site amenities. This can be incorporated in the Zoning Ordinance as a low percentage of Stormwater Management (SWM) and be increased if it proves beneficial to the Town.
- Policy LU.2:** Require new or redevelopment projects to provide handicap accessible access on pedestrian walkways and public sidewalks.
- Policy LU.3:** A Town Tree list should be prepared and adopted so that the appropriate species of Street Trees and landscaping for public and private projects would be used which may provide a cost savings to the Town. Appropriate street trees and landscaping should be added to the Town's gateways.
- Policy LU.4:** Provide incentives for adaptive reuse of historic structures and incentives to preserve or document historic structures in Town rather than demolish them.
- Policy LU.5:** Review and amend the Development Regulations to expand and further define screening and buffer yard requirements when incompatible uses are adjacent to each other; and, to accommodate future increased density.
- Policy LU.6:** Continue to require Best Management Practices and low-impact development (LID) in site design techniques to minimize the impact of infrastructure on adjacent environmentally sensitive areas.
- Policy LU.7:** Avoid potential negative impacts on the built environment through site design with emphasis on facility access, building heights, scale, massing, and setbacks.
- Policy LU.8:** Require developers to partner with the Town to fund infrastructure improvements associated with their development and develop and approve developer agreements for all proffers made during the review and approval of final site plans or preliminary plats.
- Policy LU.9:** Reduce sign pollution by amending land use regulations to promote the use of monumental signs and avoid pole and temporary signs. Encourage residents to clear sidewalks of obstacles and vehicles that impede handicap accessibility.
- Policy LU.10:** Encourage new development and redevelopment to be compatible with the character of existing or already approved planned development in the neighborhood.

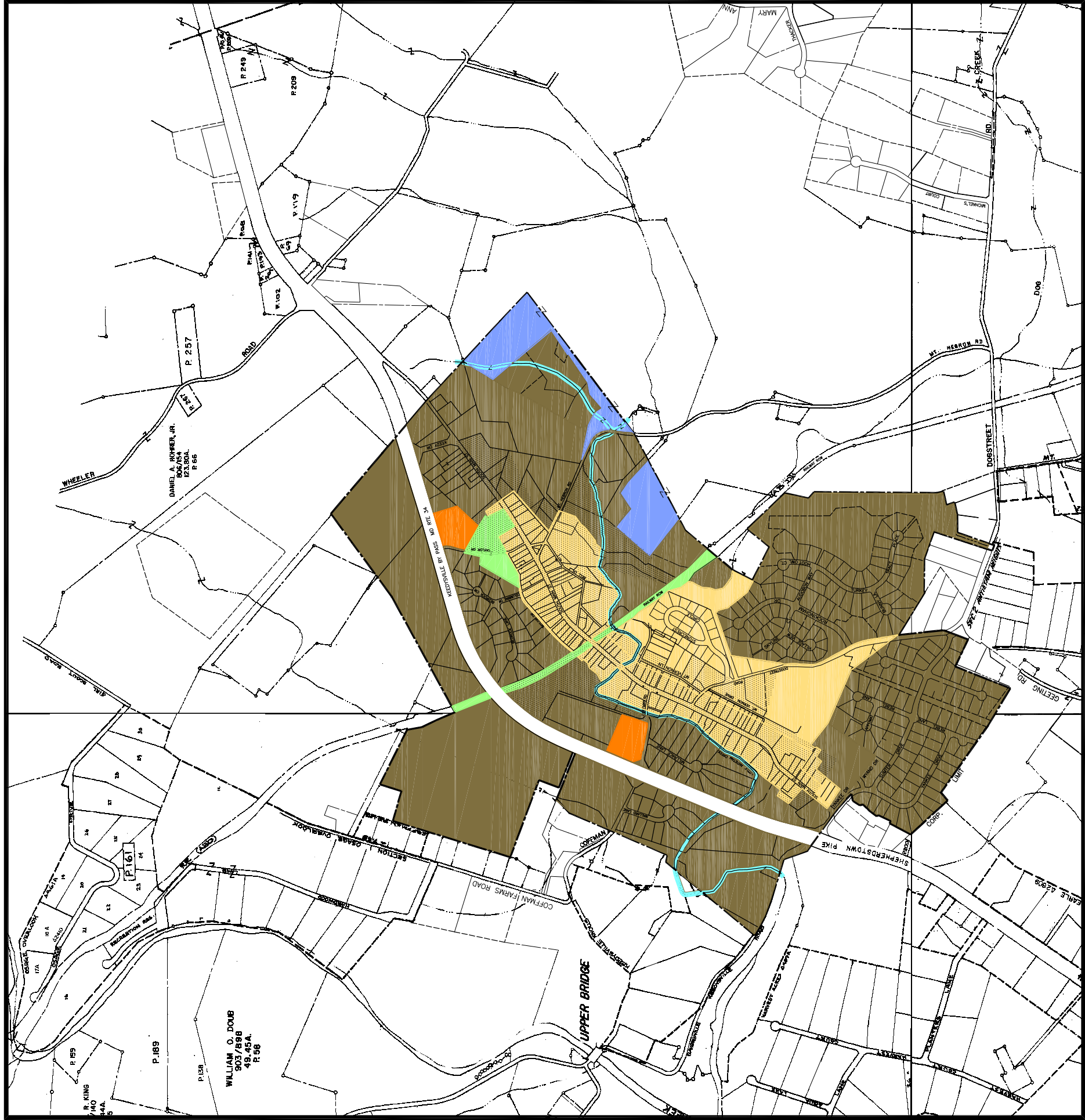
Policy LU.11: Avoid commercial traffic from traveling in Residential neighborhoods.

Policy LU.12: Prohibit inappropriate land uses in the well head protection overlay when established.

Policy LU.13: Practice good site design and protect environmental resources when approving new development.

Policy LU.14: Ensure that any increased impact or strain on Town infrastructure that is results from new development is financially shared by the developer of such development.

Policy LU.15: Establish fee in lieu of parking, parkland, and recreational facilities and resources required by new development in the Zoning Ordinance so that new development pays its fair share.



LEGEND

- EXISTING TOWN BOUNDARY
- HISTORIC DISTRICT
- COMMERCIAL
- PARKLAND
- CONSERVATION
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- AGRICULTURAL/RURAL LEGACY

Town of Keedysville FUTURE LAND USE MAP

SCALE IN FEET
0 300 600 1200 1800

LU-14

NOTE: THIS MAP WAS PREPARED FROM INFORMATION OBTAINED FROM A THIRD PARTY. NO SURVEY WAS PERFORMED. ARRO ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE PROPERTY LINES AND INFORMATION PROVIDED.

KEEDYSVILLE COMPREHENSIVE PLAN ENVIRONMENTAL ELEMENT

INTRODUCTION

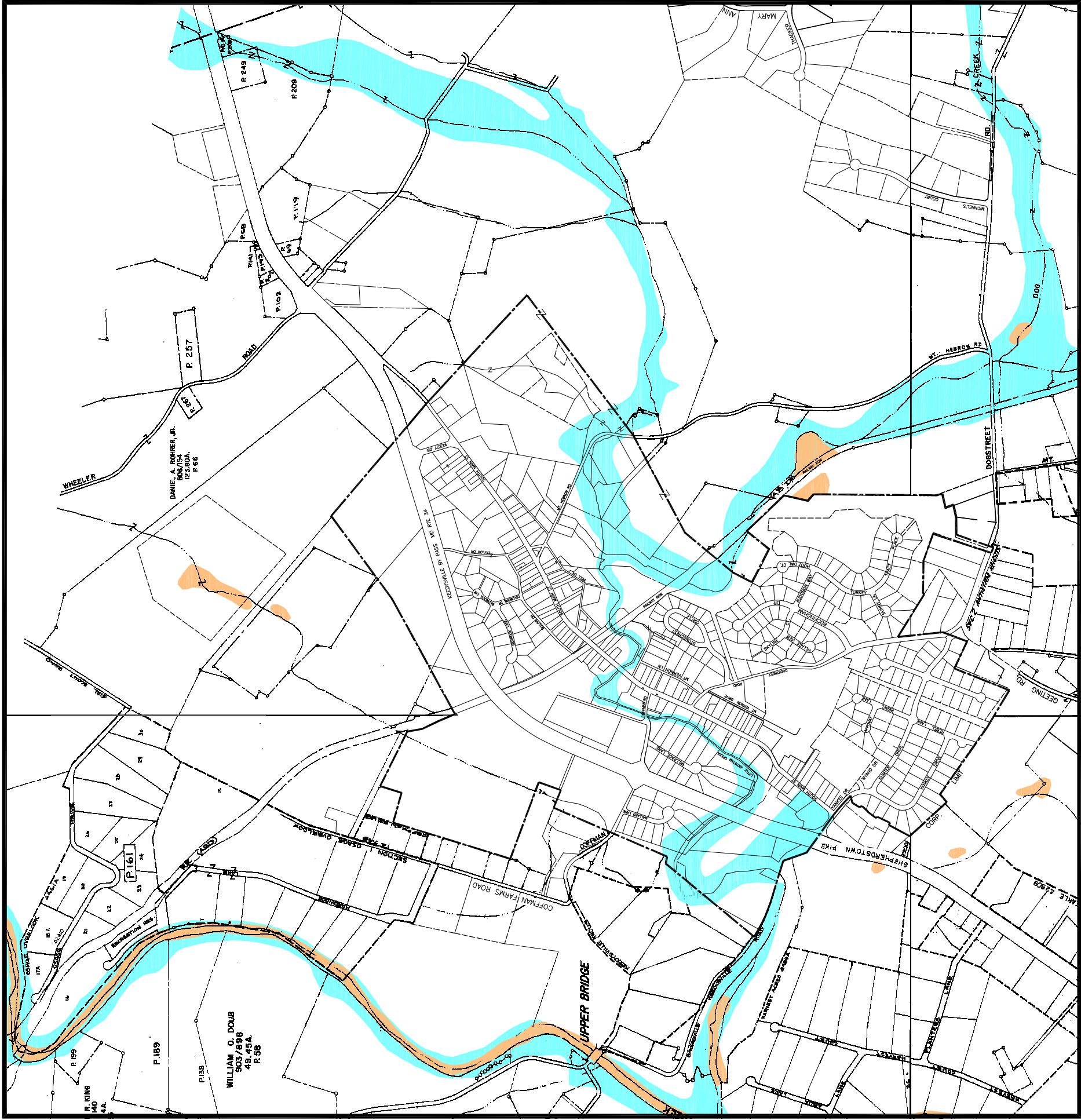
The Maryland Economic Growth Resource Protection and Planning Act of 1992 requires all comprehensive plans in the State to include a Sensitive Areas element that describes goals and policies that will protect streams and their buffers; the 100-year flood plain; habitats of threatened and endangered species; and steep slopes. These areas perform vital functions that can affect the Town's quality of life. Disturbance of natural and sensitive areas degrades or eliminates natural processes that provide clean air and water, wildlife habitat; and provides for stormwater management and flooding,

Keedysville is located in the Potomac River Basin and Antietam Creek watershed in the Hagerstown physiographic province. The Little Antietam Creek flows into the Antietam Creek approximately 2200 feet to the south west. After emptying into the Potomac River the flow continues into the Chesapeake Bay which is significant to the Town and to the State. Although water does have the ability to cleanse itself over distance, the cumulative effect of all pollutants is of concern in these water ways and the quality of life in the Bay.

Protection of this stream is important to the citizens of Keedysville, also, because the Little Antietam Creek provides recreational opportunities, habitat to animals, and beauty to the Town. Since there are some steep slopes along the banks, pollutants and sediment can easily make its way into the creek. Development along the banks and land that is in close proximity should be avoided to reduce sediment and erosion. In addition, periodically the creek over flows its banks and can cause flooding of properties especially if there is disturbance in the floodplain or adjacent nontidal wetlands. The floodplain that threatens a large part of town should be considered for parking areas and parkland, especially if any buildings constructed in this area cannot be flood proofed. A buffer zone should be placed adjacent to the banks of the stream and all sensitive areas; and, development plans should be in compliance with this buffer zone.

In addition, well head protection should be incorporated into the development regulations and land uses that may reduce the potential for pollutants in the zone of influence of the Town spring and Keedysville water supply. Once the zone of influence overlay is established, the Town may need to coordinate its efforts with the County if the overlay includes County properties. Protecting water quality is a goal that is achievable and should always be included in review and approval of development projects and any construction conducted in Town.

The soils that are located in Keedysville are those of the Hagerstown-Duffield-Urban and Hagerstown Silty Clay Loam soils that are associated with limestone or Karst topography. These soils are found through out Town; the difference between the two soil's series is the percentage of slope found with each series. Combs Silt Loam is a floodplain soil that occurs adjacent to and associated with the Little Antietam Creek.



LEGEND

- FLOODPLAIN
- WETLANDS

NOTE: THIS MAP WAS PREPARED FROM INFORMATION OBTAINED FROM A THIRD PARTY. NO SURVEY WAS PERFORMED. ARRO ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE PROPERTY LINES AND INFORMATION PROVIDED.

Town of Keedysville ENVIRONMENTAL AND SENSITIVE AREAS MAP

SCALE IN FEET
0 300 600 1200 1800

EN-1A

Streetscape improvements was one of the most requested items in the recent Town citizen survey that was completed in the autumn of 2008. Although, Main Street is a State owned and maintained roadway (845A), the Town should continue to pursue upgrading of the streetscape by applying to SHA for grants. Street trees have many environmental as well as aesthetic benefits. Trees are capable of up taking storm water, clean, and cool the environment. The Town should, also, adopt a street tree list that would be required to be followed for development or infrastructure improvements in the right of way or on public property. Private developers should be encouraged to use the tree list for their projects and to use a variety of vegetation to avoid mass destruction of vegetation during an outbreak of disease of a particular species. The Town should entertain adopting a Tree City program that encourages planting of street trees for their aesthetic and environmental benefit.

A recent letter from the Department of Natural Resources Wildlife and Heritage Service indicated that DNR's database had a record of one endangered species within the Town's limits. The Biggers' Cave Amphipod (*Stygobromus biggersi*) had been found when there was reduced flow to a large spring that feeds into Little Antietam Creek off of Spring Road on the east side of Town. The department has encouraged the Town to disallow any activities that might impact the catchment basin to this spring system, or to the spring itself, in order to reduce the likelihood of adverse impacts to this important native species.

Keedysville does have a number of existing policies and regulations that are designed to protect the environment and sensitive areas. When reviewing a development application, Town officials consult and apply regulations from their existing Forest Conservation, Stormwater Management and Flood Plain Management Ordinances that were approved by the State through adoption of Washington County Ordinances. Although the Town has minimal setbacks from the centerline of a perennial waterway, and intermittent stream, often there are nontidal wetlands associated with those water features. Therefore, the Town should consider identifying the areas where there are sensitive areas and increase the setbacks to increase the buffer area from the stream to adjacent development. As the Town grows, it will be more difficult to meet the challenge of providing green areas; however, doing so will provide a most appreciated sustainable community.

Future paths, trails, and observation areas of the natural environment and its wildlife would be of benefit to the Town and would provide additional recreational opportunities and attract environmentalists to the area. The Town owns a portion of the abandoned B & O railway right of way that runs from east to west that could be used for a recreation trail if there could be some agreement and grant funding to bridge the ravine that is exposed on the east side of Main Street along this railway right of way. The alignment of this potential rail trail is shown on Map 52: Special Project Areas of the County's 2002 Comprehensive Plan in Appendix A. It may be possible to work with the County and State to see if there is any grant funding that would help to support the construction of the bridge. Although a costly endeavor, if the County is interested in this recreational possibility as well, it may be feasible to enter in to a cooperative effort to make this a reality.

Many of the goals and policies that were featured in the 1997 Comprehensive Plan can be found in the 2009 Comprehensive Plan with new goals and policies that are in conjunction with newly

adopted State requirements and Washington County Comprehensive Plan since House Bill 1141 recommends that jurisdictions coordinate their efforts for all elements of the Plan.

ENVIRONMENTAL AND SENSITIVE AREAS GOALS

1. Establish a comprehensive environmental effort that encourages protection, preservation, and conservation of the Town's sensitive areas and ensures continuance of a healthy and pleasant place for current and future residents to live. Through education and interaction with nature, promote stewardship of the land and water as an ethic that guides public and private actions in Town.
2. Land use regulations must be updated to reflect the adoption of this Comprehensive Plan and minimize impacts to the natural environment. Well head protection should be included in development regulations.
3. Continue to practice land planning that focuses on good site design and public works operations that protect natural resources and minimizes detrimental effects to the environment.
4. Research and identify areas that flood and pose a threat to adjacent development and establish an appropriate buffer distance that will protect properties in future development.
5. Continue to encourage resource recovery and techniques to save water inside and outside the homes and encourage practices that reduce erosion in Keedysville. Provide educational information on the Town's web page.
6. Encourage regeneration of lost or damaged natural and man-made environmental features.
7. Pursue grants for funding environmentally sound public projects.
8. Forest Conservation should always be planted on a larger vacant tract of land to be developed especially if there are environmental features on the property. Establish a Tree City Program and a Town tree list.
9. Encourage the County to enter into a cooperative effort to acquire funding to enable use of the B & O rail right of way for a possible shared pathway.

POLICIES AND IMPLEMENTATION STRATEGIES

Policy EN.1: Encourage protection and minimize adverse impacts of public and privately owned wetlands and the 100 year floodplain, nontidal wetlands, and well heads.

Implementation Strategies

1. Identify areas that flood and pose a threat to adjacent development and establish a greater buffer from the stream bank than is in the current Zoning Ordinance.
2. Promote appreciation of the natural environment by capitalizing on the educational and recreational values and opportunities in the natural area at the north end of Town
3. Establish development regulations to protect well heads by establishing a zone of influence overlay which prohibits certain land uses that could result in pollution of the spring and the Town's water source. This action may include County and Town properties and coordination with the County Planning Department.

Policy EN.2: Encourage regeneration of lost or damaged natural and man-made environmental features.

Implementation Strategies

1. Establish a Tree City program to enhance streetscapes that provide shade and reduces stormwater. A tree list should be used that lists trees in public areas that are indigenous to the area, survives during storms, and does not break up concrete and macadam in the streetscape. Private land owners should be encouraged to use the tree lists for plantings during development review.
2. Establish a tree species list for planting within the Town public right of way and public lands so that trees are not of the type to damage side walks and species are mixed to avoid loss of major tree stands due to blight, disease or storm damage.
3. Identify properties within the 100 year flood plain and discourage any expansion of existing buildings that are flood prone and encourage land uses like parking lots with permeable paving surfaces and park land in these areas.
4. Protect steep slopes and require landscaping and trees to be part of the site planning process.
5. Identify sites available for tree planting and off-site mitigation.
6. Require forest conservation plantings to be placed on a parcel that is developing if the tract is vacant and over 40,000 square feet in size unless it is in the downtown area and there is impervious surface already on the parcel. Modifications and fee in lieu of forest conservation should only be used in areas where they are appropriate.

Policy EN.3: Promote and plan educational programs to foster and provide a greater public awareness of the importance for conserving and sustaining natural and man-made resources.

Implementation Strategies

1. Encourage citizens to use techniques to save water, properly dispose of pollutants, and to recycle household waste.
2. Establish a public education campaign for recycling solid waste and reduce the waste stream taken to the landfill.
3. Encourage voluntary cooperation by the Town's citizens, businesses, and landowners in conserving as much of the natural vegetation as is feasible.
4. Encourage and educate Town residents to voluntarily use rain barrels to collect water from their roof drains for their yards; and, to compost and mulch their own yard waste such as grass clipping, leaves, and twigs to reduce the waste stream and to improve the saturation rate in their yard.
5. When reviewing final site plans, consider the use of pervious surface materials for parking if there will not be much traffic or impact on the lot. This application is not appropriate for heavy parking usage.

Policy EN.4: Continue to maintain a sufficient and potable water supply for consumption and fire-protection. Coordinate efforts with the town of Boonsboro to maintain adequate water taps to support necessary future development.

Implementation Strategies

1. Continue meeting with the Town of Boonsboro relative to potable water issues.

Policy EN.5: Maintain a safe and efficient collection and treatment of sewerage, and continue to provide for efficient and innovative storm water management.

Implementation Strategies

1. During development review, establish pocket parks to provide passive recreation and bio-retention (rain gardens) to absorb, clean, and reduce storm water management.

Policy EN. 6: Coordinate implementation of new and existing environment protection programs and regulations in partnership with Washington County and the State.

Implementation Strategies

1. Encourage State Highway Administration to make planned public improvement to Main Street and to underground utility lines.

Policy EN.7: Resolve unavoidable competitions between economic and environmental policy through the use of flexible regulations and innovative development techniques.

Implementation Strategies

1. Periodically review updates to any Environmental regulations and update land use regulations for compliance.
2. Continue to improve and streamline development regulations.
3. Promote green building and low impact development.

Policy EN.8: Protect rare, threatened and endangered species.

Implementation Strategies

1. Establish standards in the development review process to require evaluation of the presence of rare, threatened and endangered species on development sites.

Policy EN.9: Evaluate and seek funding for the Town's storm management water facilities and provide for upgrades for the benefits of all citizens.

Implementation Strategies

1. Continue to eliminate or control storm water problems by enforcing the Town's storm water management ordinance and identify any innovative ways to reduce storm water.
2. Require storm filters in new and reconstructed parking lots to treat storm water.
3. Strive to reduce impervious cover and promote best practices for storm water management.
4. Incorporate Low Impact Development (LID) techniques into the Land Use Regulations.

KEEDYSVILLE COMPREHENSIVE PLAN MUNICIPAL GROWTH ELEMENT

INTRODUCTION

The Municipal Growth Element begins with past and future population and housing demographics to provide the data necessary for analysis of impacts to facilities in Keedysville or land areas adjacent to Town precipitated by population growth. It will help to analyze any shortages in housing, the need for higher density in residential districts that is compliant with smart growth principals in future years, and the probability of annexation of land outside of the Town boundaries. The demographics used in this chapter will be carried over to the Water Resources Element for analysis of water and sewerage facilities.

Although at times the chapter may seem repetitive of other elements in the Comprehensive Plan, it is intended to take sections from each element that pertains to forecasting municipal growth and the required services and place them in one chapter that can stand alone from the entire Comprehensive Plan. Additionally, the Municipal Growth Element should be a specific element that addresses growth connected with all elements that result in expansion and are impacted with increased population of the town and surrounding future annexable parcels.

PAST POPULATION

As shown in Table MG-1, Keedysville has shown a modest growth between 1930 and 2000 with the highest growth in the 1980s. The data in Table MG-1 is taken from actual census data. Percentage of change by decade is shown. All decades have the percent of change that is relatively modest; however, there has been an increase of seven percent between 1990 and 2000. This is the beginning of an increase of steady growth during the decade of the 2000s.

Population: 1930-2000 and Percent of Change¹
Table MG-1

Year	Population	Percent of Change by Decade
1930	393	-
1940	404	3 %
1950	417	3 %
1960	433	4 %
1970	431	0 %
1980	476	10 %
1990	464	-3 %
2000	507	8 %

¹ Census data for years 1930 through 2,000: US Census Bureau.
Summarized By ARRO Consulting, Inc.

FUTURE POPULATION AND HOUSING FORECASTING

This section includes trends that identify expected future yearly population projections, and assesses implications of expected future population trends for purposes related to accommodating community planning in the next twenty years. It places an emphasis on expected housing needs, water and sewer availability, and possible growth of community services.

As referenced in the Introduction chapter, Keedysville is a bedroom community that consists of residents who travel to work each day to jobs in Washington, Frederick, Montgomery, and other jurisdictions.

Population size serves as the benchmark for planning the physical needs of a community. It is one component for estimating overall land and facility needs. Analyzing the characteristics of the population assists the Mayor, Council, Planning Commission, and Board of Appeals in making informed decisions regarding the needs and service demands of the present population.

Although population projections are less than precise, they provide the basis for estimating housing and infrastructure impact and demand; and, an analysis of population relative to jobs and journey to work forecasting can be helpful to establish the need for businesses in town to serve the daily needs of residents. The population in Town is important to the types of services and retail establishments that can be supported in Keedysville and in areas in close proximity. The Municipal Element looks at these factors so as future population growth takes place, the appropriate infrastructure, services, and housing will be available to the Town.

Review of Census data for Keedysville and selected jurisdictions for comparison has helped to establish the growth rate for the Town. Keedysville had an average annual growth rate of approximately 9.8 percent between the years of 2000 and 2007.

**Estimated Population for Keedysville and Selected Jurisdictions
2000-2007
Table MG-2**

Jurisdiction	2007	2006	2005	2004	2003	2002	2001	2000	2000- 2007 Percent Change
Maryland ¹	5,618,344	5,602,017	5,573,163	5,537,662	5,494,136	5,433,822	5,374,956	5,310,916	6.1 %
Washington County	145,113	143,334	141,252	138,816	136,411	134,607	133,008	132,102	10.0 %
Keedysville ¹	840	812	826	688	591	568	544	507	68.7
Boonsboro	3,379	3,326	3,053	3,060	2,919	2,881	2,880	2,885	17.0 %
Sharpsburg	662	663	671	672	673	679	684	689	-4.2 %

¹ Prepared by the Maryland Department of Planning, Planning Data Services

² Sources: U.S. Census Bureau, Population Division. Release Date: July 10, 2008

It is likely that the growth the Town has experienced in the last ten years will not continue until the housing market and general state of the economy improves. The growth that the Town experienced in 2000 to 2007 is a result of annexation into the Town to build a single family subdivision that would have public water and sewer. In addition, there will be competition for water taps from Boonsboro due to the town's acceptance of being designated as a Town Growth area. The County's Adequate Facilities Ordinance may be a factor in limiting additional growth until services are provided.

**Washington County Historical and Projected Household Size
1980-2030
Table MG-3**

1980	1990	2000	2005	2010	2015	2020	2025	2030
2.70	2.53	2.46	2.43	2.43	2.41	2.38	2.36	2.34

Prepared by Maryland Department of Planning, Planning Data Services, December 2008.

For reference, Table MG-3 shows the most recent projections of household size for Washington County. This data is not available at a town level and would not be available until the next decennial census. Town officials believe that the 2.80 number represents the average household size in Keedysville. Therefore the Town's historical family size will be used instead of the projections shown in the County data for analysis in the Municipal Growth Element.

Table MG-4 shows population projected from 2000 to 2030. Projection in the year 2030 predicts a raise in population of 993 persons and 356 households. These numbers have been used for forecasting of the Community Facilities and Water Resources Element. Of course the national economy will affect population growth in the Town since there are not an abundance of jobs here and there is a higher cost to commute long distances to work. Many may be reluctant to invest in remodeling a home or a developer may want to wait to begin a project until the economy and the housing market improves.

**Projected Population and Household Projections
2000-2030
Table MG-4**

Year	Keedysville ¹ Population	Population Change	Households	Household Change Yearly
2000	507	-	204	-
2005	826	63 %	298	46 %
2010	1191	47%	430	44 %
2015	1287	8 %	468	9%
2020	1382	7%	508	8.5 %
2025	1439	4%	533	5 %
2030	1500	4 %	560	5 %

Prepared by ARRO Consulting, INC.

Population and household projections for 2010 are based on the historical growth rate from 2000 to 2007 and existing Town records of dwelling units. The 2007 population from Table MG-2 is 840 and the 2009 population is 1,124 based on Town records. The 2010 population of 1,191 is projected based on the 2000-2007 growth rate. Growth from 2010 to 2020 is based on the build out of 78 approved lots already in the pipeline as of 2009. Growth from 2020 and 2030 are based on a minimal 1 percent growth rate per year.

When looking at population and household projections, it should be recognized that projections for small towns with a relatively small number of residents often leads to a possibility of large percentage errors. In addition, fluctuating household size and vacancy rates, and uncertainty about group quarters population, often make the link between population and households difficult to determine several decades into the future. Numbers can be verified and corrected with publication of the 2010 census.

PAST GROWTH PATTERNS

At one time in its earlier history, Keedysville had a variety of industrial and commercial enterprises clustered along Main Street. Grist and flour mills were the most significant feature of the local economy and the Town's residential housing was primarily located along Main Street. As prosperous farmers continued to patronize local businesses, Keedysville continued to grow in the early twentieth century. Keedysville had a number of small commercial businesses, a newspaper, a hotel, and doctors' offices during this period, and the northern section of Town was developed. Commercial buildings in the older sections of Town received new storefronts during this period. The railroad ceased operation in Keedysville in 1953 and in the 1950s a post office was constructed on the corner of Coffman Farm Road and Main Street. Later in the twentieth

century a bypass was constructed to carry traffic on Maryland Route 34 around Keedysville. Late twentieth century single family residential subdivisions have been constructed north of Keedysville between the Main Street and the bypass and along the eastern edge of Town. In 1993, a survey identified a historic preservation district encompassing most of the structures fronting along Main Street and the district was listed on the National Register of Historic Places.

During the late 1990s, there was an increase of single family residential development with annexation of the subdivision known as Rockingham. In 1997, the existing Comprehensive Plan was approved. Since that time Stonecrest and Cannon Ridge were additional single family subdivisions that were approved. An additional annexation of the Milburn property in 2003 resulted in the approval of a 61 single family residential development. Two Rural Legacy designated parcels have small portions of their acreage in Town with the majority of the property in the County adjacent to the southern Keedysville boundary. Approximately 11 acres are located in Town from the Burtner farm and about 11 acres are from the Flook farm. Both properties have frontage on the Little Antietam Creek and have important historical significance.

The 1997 Comprehensive Plan's existing Land Use Map depicts the Town of Keedysville as being a predominantly single family residential community. Many of the vacant parcels that were shown on that map are now areas built upon with single family dwelling units or having approvals or infrastructure on the parcels that are proposed for single family development. Some Public/Semi Public parcels and a few commercially designated parcels are shown primarily along Main Street and on the Keedysville bypass road; also known as Maryland Route 34.

The 2005 Washington County Comprehensive Plan identified Keedysville as an incorporated Town; however, multiple acres to the north, south, and west of Town are designated as Rural Residential with Rural Residential Cluster inclusions. As stated in the Introduction Chapter, there is approximately three miles between Keedysville's eastern boundary and the Town Growth Area boundary of Boonsboro which is the most likely area that will create development pressure that may threaten Keedysville's rural, small town characteristics. Areas to the north and east of the Town may be considered areas of future annexation.

A special quality of Keedysville is its close proximity to the Antietam National Battlefield. This major historical landmark has resulted in Keedysville and the County land around it to be designated in the 2005 Comprehensive Plan as a Rural Residential area; within a Special Program area; and locates Keedysville in close proximity to areas designated as a Permanent Protection area that is placed on the battlefield and on the Rural Legacy areas on their southern boundary.

There have been a number of changes to the town since approval of the 1997 Plan. This trend has continued because of the desire to have single family residential development in Town which is demonstrated by several housing developments that are in various stages of development occurring on land that was deemed vacant in 1997. The annexed property located where Cannon Ridge subdivision was built now provides 86 single family homes to new residents.

In September 2003 a property north of Maryland Route 34 was annexed into town for a single family residential development; however, due to the poor national economy the developer has asked to have his approved preliminary plan extended for a period of one year which was approved by the Planning Commission in early 2009. This trend in single family residential housing has been continuing since adoption of the last Comprehensive Plan and is expected to continue into this planning period.

The State of Maryland has designated the town as a Priority Funding Area which is shown on the 2002 Washington County Comprehensive Map.

EXISTING AND FUTURE LAND USE

The 1997 Comprehensive Plan lists the following land uses on the Future Land Use Map.

Single Family Residential	Two Family Residential
Multi-family Residential	Commercial
Public/Semi Public	Agricultural
Vacant	Conservation
Stormwater Management	Sensitive Areas
Potential Annexation Areas	

After analysis of the existing land use classifications, it was determined that some nomenclature and characteristics of these land uses needed to be revamped since some are very specific and are generally not used for future land use designations such as Stormwater Management and Vacant land. In addition, some of the classifications do not correspond well with the Zoning Ordinance. The update of this Comprehensive Plan will help to bring the two documents more in conformance with each other and will add additional land use classifications that may expand the Zoning Ordinance's designations some time in the future.

When creating Table MG-5, the land uses that correspond to the Zoning Ordinance are listed. Although there are approximately 22 acres of agricultural land in Town that are protected by Rural Legacy easements, there is no additional agricultural activity in Town thereby making the Agricultural designation unnecessary. In addition, an agricultural classification is contradictory to the Smart Growth concept adopted by the State, County, and Town. However, the Rural Legacy area designation will protect the two small pieces of land that cross the southern boundary of the Town. The Conservation designation that will be shown on the Future Land Use map would include sensitive and environmental areas. Table MG-5 shows the Town's land uses and their corresponding Zoning districts currently adopted in the Zoning Ordinance. The Residential, Commercial, and Mixed use zoning designations are compatible and may still be used within the Proposed Land Use Map.

Existing Zoning and Land Uses
Table MG-5

Land Use Type	Corresponding Zoning District
Residential: Low Density	Suburban Residential District (SR)
Residential: Medium Density	Town Residential District (TR)
Commercial: Neighborhood	Neighborhood Commercial (NC)
Traditional Neighborhood Design	Traditional Neighborhood Design (TND)

Prepared by ARRO Consulting, Inc.

Table MG-6 contains the existing land use designations and the current zoning in Town and a brief definition of the function of each. After analysis of the existing zoning classifications, it was determined that the nomenclature and characteristics of the current zoning districts needed to be revamped to define density, intensity, and the general types of uses that are permitted in each district and the TND overlay zone. This change should be reflected in the Zoning Ordinance during the next up date of that ordinance.

Since the Town has some areas with small lots, the compatibility of uses is of importance. The Zoning Ordinance should be revised as the population grows and higher densities are requested for approval. Zoning regulations such as buffer yards, screening, impervious surface ratios, and landscaping requirements should be reevaluated to be sure different adjacent land uses with higher intensity can be compatible. The Planning Commission's evaluation of compatibility and mitigation of any negative land use should take place during development review of future projects.

Compatibility issues, also, can be addressed by such instruments as Town Ordinances that address noise issues, adoption of design guidelines which gives guidance concerning location and design of trash enclosures, street amenities, signage regulations, and other infrastructure.

Land Uses Allowed in Existing Zoning Districts and Comprehensive Plan Designations
Table¹ MG-6

Zoning Classification	Definition
Residential : Low Density; Suburban Residential District (SR)	Intended to preserve and protect the primarily single-family detached residential character of the district and to keep these areas free from the land uses that are incompatible with and/or might adversely affect these single-family neighborhoods. Development is permitted at a moderate density. Maximum density is 2.4 dwelling units per acre.
Residential: Medium Density; Town Residential (TR)	Intended for continuation of the Town's downtown area which contains a mix of residential, commercial, and public service uses. It provides for development of a pleasant living environment with multiple housing types, parks, and other commercial low impact land uses that complement residential and services that are compatible with residential use and provide daily needs of the residents. Maximum density is 4.36 dwellings per acres which meets the Smart Growth requirement.
Commercial; Neighborhood Commercial District	Intended to provide establishment of commercial services, shopping, professional offices, civic buildings, general office uses, and other services that may be permitted in Town Residential

¹Table has been prepared using the 1997 Keedysville Comprehensive Plan and Zoning Ordinance.

In addition to the three land use designations that Keedysville currently uses, there are two overlay districts that are included in the Zoning Ordinance that should be included in this Comprehensive Plan. They are Traditional Neighborhood Design (TND) and Historic District.

The Traditional Neighborhood Design Overlay (TND) may be placed on a property with approval of the Planning Commission. It provides for more flexible standards in the development of a mixed-use project that may include a residential single family, multi-family, and limited neighborhood commercial much like the downtown district. The TND density of four units per acre and up to a maximum density of twelve units per acre can be modified by the Planning Commission based on the determination that the proposed development achieves excellence in site design, architecture, and other amenities.

Table MG-7 identifies the proposed land use categories, recommended densities and uses. Table MG-8 provides the land use by area for the various land use categories.

Future Land Use Classifications
Table MG-7

Land Use	Recommended Density	Recommended Uses
Neighborhood Commercial	Variable	Retail and office uses within or in close proximity to residential areas that provide residents pedestrian access to essential and convenience services needed on a daily basis.
Residential, Low Density	3.5 to 8 DU/AC	Single-family, detached, attached, and multi-family, and residential accessory uses. Neighborhood-serving retail and services provided that land uses are compatible with and do not adversely affect residential neighborhoods.
Residential, Medium Density	9 to 12 DU/AC	Single-family, detached, attached, and multi-family, and residential accessory uses. Neighborhood-serving retail and services provided that land uses are compatible with and do not adversely affect residential neighborhoods.
Residential , Traditional Neighborhood Design (TND)	Overlay District 4 to 12 DU/AC	The Planning Commission may modify the density of a TND based on such elements as excellence of design, excessive landscaping and open space, recreational land, and architectural design.
Recreation and Parkland	N/A	Lands and facilities generally owned and operated by the Town or other level of government for the purpose of recreation or public open space.
Conservation and Sensitive Areas	N/A	Publicly or Privately owned environmentally sensitive areas including steep slopes, non-tidal wetlands, floodplains, and endangered species.
Historic District Overlay	9-12 DU/AC	The Historic District follows the underlying zoning since it is an overlay district. In this case it will follow the Medium Density Residential Comprehensive Plan designation which would be equated to the Town Residential Zoning Classification.
Rural Legacy Designated / Agriculture	N/A	Land Uses will remain as they were at the time of placing the Rural Legacy easement on the property.

Prepared by ARRO Consulting, Inc.

The Proposed Land Use Map shows Keedysville as it is today with only a few differences: additional land in adjacent Washington County has been included to show future possible annexation areas and vacant land that has been annexed; but, is not yet under construction.

Proposed Land Use Classifications¹
Table MG-8

Land Use	Acreage	Percent
Neighborhood Commercial	6.37	1 %
Residential Low Density	392.28	73 %
Residential Medium Density	98.89	18 %
Parkland and Recreation	10.08	2 %
Conservation	11.37	2%
Rural Legacy/ Agricultural	20.08	4 %
Total Town Area	539.07	100 %
Historic Overlay District	96.77	18 %
Total Town Area	539.15	100 %

¹ The Right of Way for Md. Route 34 is not included in this calculation. Prepared by ARRO Consulting, Inc. from the Proposed Land Use Map.

DEVELOPMENT CAPACITY ANALYSIS

Population/ Housing Analysis

The development capacity analysis is the basis for determining whether existing developable land will accommodate future population growth or whether redevelopment of parcels with higher density, development on existing vacant land, adaptive reuse of structures, or annexation is required. This is one function of the Municipal Growth Element that is mandated to appear in the Comprehensive Plan by State law. This analysis is important because it helps to determine if there is an adequate balance between land supply, demand, services, and infrastructure.

During preparation of this Comprehensive Plan, the possibility of annexation of adjacent land areas was analyzed and it appears that there is 68.88 acres of land that are in the process or have expressed interest in annexation in the past.

It is prudent for the Town to encourage infill development that can improve the quality of the historic part of Town. Infill development is in keeping with Smart Growth and is urged by the State as an efficient method of development because the infrastructure is already present at potential development sites. However, it is important when reviewing projects that infill development be designed to be attractive and compatible with the existing development in the community. Some small lots in Town may need to be consolidated. Incentives may be necessary

for redevelopment or adaptive reuse of existing structures to increase density in the later part of the planning period. In addition, the Town will need to acquire additional sewer and water taps to increase density.

Population projections show that between 2010 and 2030 an additional 309 residents will need housing which will require approximately 130 dwelling units. There are 78 single family dwelling units approved by the Town but have not been built upon and additional 52 dwelling units will be needed for the remaining population. Additional land for dwelling units are expected to occur in the Medium Density Residential land located in the vicinity of downtown which is located mostly along Main Street. Redevelopment of this land is not expected to occur until year 2020 due to the number of water taps available to the Town. The Maryland Department of the Environment has indicated that due to restrictions on withdrawal from the spring's aquifer, approximately 100 additional taps may be allowed for the Town use. This will not be sufficient to support the growth projected to 2030. An additional 37,210 GPD of water supply will be needed between 2009 and 2030. Restrictions on the water supply may be an impediment to the projected growth rate beyond year 2020 if additional water supply cannot be achieved. The Town may, also, be able to increase water supply by reducing the unaccounted water loss. Aside from a new 61 unit development planned on the opposite side of Maryland Route 34 and 21 undeveloped lots in existing Stonecrest subdivision, the Towns' future growth is expected to result from infill, redevelopment and higher densities. In addition there is a possibility of annexation, if additional water taps can be achieved to support additional development. Table MG-9 below clarifies future population and household projections in 5-year increments between 2000 and 2030.

**Development Capacity Analysis
Table MG-9**

Year	Population	Households	Projected from Infill/Redevelopment		Projected from approved lots within Town		Projected from Annexations		Acreage in Town (acres)	Remarks
			Population	Household	Population	Household	Population	Household		
2000	507	204	-	-	-	-	-	-	-	-
2005	826	298	0	0	319	94	0	0	539	
2010	1,191	430	0	0	365	132	0	0	539	
2015	1,287	468	0	0	96	38	0	0	539	
2020	1,382	508	0	0	95	40	0	0	539	
2025	1,439	533	0	0	0	0	57	25	551	R #1
2030	1,500	560	23	10	0	0	38	17	608	R #2

Table prepared by ARRO Consulting, Inc.

Remarks:

R #1 Annexation Area #1 – Maximum projected households based on 3.5 du/ac is 42 units.

R#2 Annexation Area #2 and #3 – Maximum projected households based on 3.5 du/ac is 200 units.

ANNEXATION

The Future Land Use Map shows 68.88 acres of land that has the potential of being annexed into the Town of Keedysville all of which would be required to come into the Town with a Suburban Residential Zoning Classification. The Low Density Residential land use classification equates to Suburban Residential zoning which is proposed to have a density of 3.5 to 8 DU per acre which would theoretically yield a minimum of 241 dwelling units on the 68.88 acres and a maximum of 551 dwellings units on the same area. Since the Town's density is currently 2.4 dwelling units per acre, it is expected that the lower yield would be more likely and desired by those who already reside in Town. In addition some of the acreage that may be interested in annexation into the Town has a single family residence already on the property; however, additional units would be possible because these 17 lots have a minimum of County lot size of 40,000 square feet. It is possible that failure of private wells could require a need for public water in the future on these 17 lots since their wells have failed during drought events. The Town should condition any annexation resolutions on being able to connect to the Town's public water and sewer lines with abandonment of private wells and septic systems. The 17 lots represent 51 acres of the 68.88 acres annexable area overall. Seventeen of the acres are vacant at this time. All of this property in conjunction with any infill or redevelopment will be adequate to accommodate the additional 52 dwelling units projected for future growth until year 2030.

NECESSARY PUBLIC SERVICES

Public School Analysis

Students from Keedysville attend Boonsboro Elementary, Boonsboro Middle School and Boonsboro High: all located on one main campus. The Town of Boonsboro is currently constructing a new sewer treatment plant that will increase their capacity and enable them to serve subdivisions that have been waiting for completion of the plant. This will place additional student capacity pressure on the Boonsboro schools although both subdivisions will have to meet requirements of the APFO. If the enrollment exceeds 100 percent of local rated capacity, (90 percent in the case of elementary schools) the schools may still be deemed adequate if an adopted redistricting plan results in less than 100 percent capacity for the upcoming school year. The County considers a school under capacity when all public elementary and secondary schools which will serve a proposed residential subdivision or residential development will accommodate the pupil yield from that residential subdivision or residential development without exceeding 100 percent or the rated capacity of a particular school.

**Boonsboro Elementary, Middle, and High Schools Enrollment
2008/2009**

Table MG-10

Schools	State Rated Capacity	Local Rated Capacity	August 2008 Enrollment
Boonsboro Elementary School	514	463	599
Boonsboro Middle School	872	872	766
Boonsboro High School	1,030	1,030	1,003

Washington County Public School Staff Interview October 2008 Prepared by ARRO Consulting, Inc.

Local rated capacity in Table MG-10 is calculated as ninety percent of the State rated capacity. As shown in the table, enrollment in August 2008 was over capacity at the elementary school by State and County standards. Although the middle and high schools were not over capacity they are close to being over capacity. Since there are significant space challenges in these schools, the situation is being remedied at present by using portable classrooms.

As Keedysville continues to grow and new residential units are constructed, the school populations will increase. Keedysville has adopted the Adequate Public Facilities Ordinance of Washington County. Pupil yields are forecasted using the proposed housing units to be built in the planning period and the values assigned for each type of housing as shown in Table MG-11 below that provides the pupil yield values by household type. Schools that become overcrowded would be considered for realignment.

Although public schools are controlled by the State and County, and the Town does not have the responsibility of providing schools, the Comprehensive Plan needs to evaluate the amount of growth in the Town in the years up to 2030. It has been determined that population in 2030 is expected to be approximately 1500 if the Town continues to grow at the forecasted rates. Table MG-11 shows that each household is estimated to have an average of .74 students for each single family dwelling, an average of .33 for each student in townhouses and .20 students for each multi-family dwelling. Keedysville has more single family dwellings than other types of dwellings; therefore the .74 pupil yield will be used in the Municipal Growth element to calculate expected numbers of students that the Town will contribute to the student population.

Pupil Yields by Household Type

Table MG-11

Household Type	Grades K-5	Grades 6-8	Grades 9-12	Totals
Single-family	.38	.16	.20	.74
Townhouse	.21	.05	.07	.33
Multi-Family	.09	.04	.07	.20

Data from Washington County Board of Education Interview October 2008.

Since approximately 91 percent of the existing dwelling units in Town are single family dwelling units, and there is a number of senior citizens living in Town, the additional 154 dwelling units

(from 2009 to 2030) yet to be constructed during the planning period will be calculated with a single family average of .74 which will yield 114 additional students over and above those that are attending Boonsboro schools today. The 114 additional students will be distributed at the rate of 59 to grades K-5; 25 to grades 6-8; and 30 to high school.

These enrollment projections indicate the elementary school and high school will reach or exceed capacity with the planning period if only considering Keedysville's contribution. The School Board has in fact anticipated the overcrowding and is currently building the new East City High School in 2011 and additions to the elementary school beginning in 2010. These improvements together with the possibility of redistricting, should alleviate the overcrowding of schools.

Keedysville Library Analysis

The collection in Keedysville Branch includes in excess of 3,100 items consisting of books, reading material, CDs, videos, and digital books which have been increased since the renovation of the library. There are two computer stations for the public to use. Until 2008, the library shared space with the Keedysville Town Hall; however, after the Town Hall was moved to Main Street, the library was able to occupy the entire 950 square feet of space. The expansion has doubled the space available for library activities and patrons. Using a service ratio of 1.65 persons per square foot, the Library should be able to serve approximately 1567 persons that would accommodate the Town through the twenty year planning period which forecasts having 1500 people in 2030. Since the Town's library is connected to the main library of Washington County and other libraries throughout the State, this library is equipped to serve a much greater population than is expected by 2030.

Stormwater Management Analysis

The Town currently enforces storm water management regulations for new or redevelopment using the State of Maryland 2000 Maryland Design guidelines and the 2007 revisions, due for adoption on or before May 4, 2010. In urban sub water sheds, such as Keedysville, American Forests recommend an overall twenty-five percent tree canopy and fifteen percent in commercial areas. Tree canopies intercept and absorb rainfall, filter pollutants, and reduce temperature at the ground which is important especially where heat islands are created due to asphalt and roof top absorption of the sun's rays. Encouraging planting of trees within the Town can have a beneficial effect and assist reducing rain water, providing a cooler environment, and reduce storm water. Keedysville is currently about twenty-percent impervious. Stormwater runoff from the Town drains to the Little Antietam Creek, a tributary of the Antietam Creek. Antietam Creek ultimately drains to the Potomac River and the Chesapeake Bay. There is not a current Total Maximum Daily Load (TMDL) allocation for nitrogen and phosphorous for the Antietam Creek or the area of the Potomac River at the point at which the Town's stormwater runoff drains; however, the Town recognizes the importance of minimizing nitrogen and phosphorous runoff to the waters of the Chesapeake Bay.

A summary of impervious and pervious urban land cover within the Little Antietam drainage basin is presented in Table MG-12. The percent impervious values for the Zoning categories below are based on the 2006 Total Maximum Daily Load Implementation Guidance for Local Governments. The typical single family lot in the Low Density Residential Land Use category is at least one-third of an acre to one-half of an acre or larger: one-half of an acre was used as a conservative value, as pervious urban area contributes larger quantities of nitrogen and phosphorous runoff. (See analysis in the following paragraphs.)

The typical single family lot in the Medium Density Residential Land Use category is approximately one-quarter of an acre and limited institutional and commercial uses are present in this Zoning District as well. However, non-residential uses generally maintain the same setbacks in this land use category and parking facilities are generally on the public street due to topography and the presence of the Town's historic district and built environment.

With Low Density Residential, a conservative assumption of one-half acre and exclusion of the non-residential uses was made in order to present a "worse case" scenario of potential nitrogen and phosphorous runoff quantities.

Current Land Cover
Table MG-12

Comprehensive Plan Land Use	Usage/Estimated Land Cover	Total Area in Acres	Pervious Area in Acres	Impervious Area in Acres
Commercial	Commercial/ 85 % Impervious	6.37	0.96	5.41
Low Density Residential	.50 Acre – Residential 25% Impervious	392.28	294.21	98.07
Medium Density Residential	.25 Acre- Residential 25% Impervious	98.89	64.28	34.61
Agricultural/ Rural Legacy Easement	Agricultural-Low Till/ Pervious	20.08	20.08	-
Conservation	Forest/Pervious	11.37	11.37	-
Parkland	Mixed Open/ Pervious	10.08	10.08	-
TOTAL AREA		539.07	400.98	138.09

Table prepared by ARRO Consulting Inc.

Nonpoint source nitrogen and phosphorous loading values based on land cover were determined based on the most recent (2007) Potomac River, Maryland watershed data in the Watershed Model Output Data available from the Chesapeake Bay Program. The total nitrogen and

phosphorous loading for each land use in the watershed were divided by the total acreage for each use, with the resultant values being the nitrogen and phosphorous loading in pounds per acre per year for each type of land use. Based on the Watershed Model Output Data classifications, land use within the Town of Keedysville is primarily "Pervious Urban" or "Impervious Urban", with proportions equivalent to the pervious and impervious percentages as shown in the preceding table. A small portion (approximately 8%) of the Town area is comprised of parkland, forest/nontidal wetland conservation, and rural legacy agricultural uses.

Table MG-13 summarizes projected nitrogen and phosphorous loading in the Little Antietam drainage basin based on the current and future loading values and land cover.

**Projected Point and Nonpoint Source Loading
Table MG-13**

YEAR	Non-Point Source N (lbs/yr)	Non-Point Source P (lbs/yr)	Point Source N (lbs/yr)	Point Source P (lbs/yr)	Total N (lbs/yr)	Total P (lbs/yr)
2000	4,354	440	1,429	238	5,783	678
2005	4,354	440	2,088	348	6,442	788
2010	4,354	440	3,013	502	7,367	942
2015	4,354	440	3,588	589	7,942	1,029
2020	4,354	440	4,081	680	8,435	1,120
*2025	4,912	499	4,423	737	9,335	1,236
*2030	4,912	499	4,793	799	9,705	1,298

* Impacts from annexation added in year 2025 and 2030.

The total projected loading to Little Antietam Creek in year 2030 from the Town is 9,705 lb/year of nitrogen and 1,298 lb/year of phosphorous. The projected population growth will occur as infill within residentially zoned area of Town. The infill and associated new infrastructure will result in a net increase in impervious cover, which based on the historical trends in the Watershed Model should decrease nitrogen and phosphorous loading. Thus, the values calculated above represent maximum nitrogen and phosphorous loading for the projected growth period; future development trends along with implementation of best management practices in stormwater design should help reduce the ultimate loadings to Little Antietam Creek from the current and future areas of the Town.

Police and Emergency Services Analysis

The Washington County Sheriff's Department located on Western Maryland Parkway in Hagerstown provides police services to the Town. Keedysville has contracted resident deputy

service from the Sheriff's Department along with other municipalities in the County. Although this contractual service is not full time and there isn't a station in Town, it is important to have a police presence in the community part time. As population increases, the Town and County should provide a location for a full time police officer. Using an accepted standard of 1.6 sworn police officers per 1000 people, the Town should have a full time police officer to serve its 881 people at the present time. In 2015 or when the Town reaches 1250 people, the Town should have two police officers to serve that population.

The Town's fire, emergency, and rescue services are provided by the First Hose Company of Boonsboro (Boonsboro Fire) and Sharpsburg Volunteer Fire Company, Boonsboro Area EMS and Sharpsburg Area EMS. Boonsboro Fire and EMS are primary coverage for addresses on North Main Street and side street addresses north of the railway bed in Town. Sharpsburg Fire and EMS primarily handle responses on South Main Street and addresses south of the railway bed. Along Shepherdstown Pike primary coverage is divided at Coffman Farms Road with Boonsboro Fire and EMS handling calls north of the intersection and Sharpsburg handling calls on Coffman Farms Road and south of the intersection.

On structure fires in Keedysville, Washington County's Standardized Dispatch Policies requires a minimal response of three fire stations. The north side of Town covered on this type of call by Boonsboro, Sharpsburg, and Rohrsville fire stations while the south side is covered by Sharpsburg, Boonsboro and Fairplay fire stations.

Based on the Insurance Services Office standard that projects the number of in service fire engines that would be required to protect a given area, Keedysville would only generate the need for one engine by 2030.

Parks and Recreation Analysis

The availability of land reserved by the public for recreational use, relaxation, and enjoyment of the outdoors will become increasingly important over the twenty year planning period.

Taylor Park, located along North Main Street, includes facilities for basketball, playground equipment for young children, a pavilion, picnic tables, concession stand and open space. The park was deeded to the Town by a previous mayor who is the grandson of Christian Keedy, for whom the town is named. In addition to Taylor Park, there is a ball park located in Town which consists of a softball diamond and auxiliary diamond.

In addition to the Town parks, two regional parks that are significant are: the C & O Canal Trail located in close proximity to the Town to the west along the Potomac River and the Appalachian Trail to the east and south along the Frederick County Line which may provide recreation opportunities for residents.

The National Recreation and Park Association suggest that for a park system, the minimum acreage should be 6.25 to 10.5 acres of developed open space per 1000 population. This varies from community to community; however, Keedysville meets the requirement now and will meet

it at 2030 at the lower end of the standard. There are two regional parks in the area and most of the development is single family which justifies the lower requirement. It is important to encourage the potential trails to Trails Park that the County also endorses.

Drinking Water Supply Assessment

Keedysville shares a water system with Boonsboro through a twelve inch line and master meter that connects the two towns. Keedysville filters water from a spring and disinfects with chlorine prior to pumping into the distribution system. The majority of the distribution system ranges in size from a four inch line to an eight inch line. The Town meters all of its customers. All properties in the municipal boundaries should be provided with potable water by connecting to existing water lines or by extending a water line to connect to the existing Town water lines. The presence of private wells in Town is discouraged and such wells must be abandoned. Eliminating or disallowing private wells minimizes the potential of cross connections within the Town potable water system.

Since the town treatment plant must be capable of pumping to Boonsboro's water storage tank, high pressures are experienced within Keedysville's distribution system. The high pressure in excess of 100 pounds per square inch (psi) has placed a strain on its older water lines and as a result a high leak rate has developed.

The Town currently has plans to replace the aging water main in Main Street and install a booster pump and 300,000-gallon storage tank to help mitigate this problem by year 2012. The Town's water filtration plant was constructed in 1998 and consists of two (2) diatomaceous earth filters, two (2) high service pumps, chlorine disinfection and a concrete clear well under the building. Raw water is pumped from the spring near the plant through the filters into the clear well. High service pumps distribute treated water into the distribution system. Each filter and high service pump is capable of treating and pumping 150 gallons per minute or 216,000 GPD. The current water use is 80,000 GPD or 197 GPD per dwelling unit. The Town's water storage is provided by the Town of Boonsboro's one million gallon in ground storage.

The state has indicated that due to restrictions on withdrawal from the spring's aquifer, approximately 100 additional taps will be allowed. This may not be sufficient to support the growth projected to 2030. An additional 37,210 GPD of water supply will be needed from 2009 to 2030. Restrictions on the water supply may be an impediment to the projected growth rate beyond year 2020 if additional water supply cannot be achieved as illustrated in Table MG-14. The Town may, also, be able to increase water supply by reducing the unaccounted water loss. Aside from a new 61 unit development planned on the opposite side of Maryland Route 34 and 21 undeveloped lots in existing Stonecrest subdivision, the Towns' future growth is expected to largely result from infill, redevelopment and higher densities. In addition there is a possibility of annexation, if additional taps can be achieved.

The projected population and water demand is shown in Table MG-14. Using the State's estimate of 250 GPD per dwelling, the projected year 2030 water demand is shown in Table

MG-14. The projected population as indicted in Table MG-14 is 1500 persons which is an increase of 993 persons spread over the timeframe from 2000 to 2030. The increase in households is 358 over this same period. It must be noted here as is stated elsewhere in the Comprehensive Plan, these projections will be effected somewhat by the slow down of the national and local economy and the dated material since the next census is only a year away; therefore, during the next six year update of the Plan, the projections should be revisited.

Water Demand Projections for 2030
Table MG-14

	2000	2005	2010	2015	2020	2025	2030	Supply or Treatment Capacity
Population	507	826	1,191	1,287	1,382	1,439	1,500	
Households	204	298	430	468	508	533	560	
Water Demand (GPD)	40,188	58,706	84,710	94,210	104,210	110,460	117,210	105,000 GPD

NOTE:

1. New Development beyond year 2010 is computed at 250 GPD/dwelling unit per MDE guidelines.
2. Water demand figures include 10% for non-residential consumption (10% of the EDUs represent non-residential demand) based on historial water billing rates.
3. Water supply capacity is based on an additional 100 taps @ 250 GPD/tap beyond the current 80,000 GPD existing use in the absence of a firm limit imposed by MDE.

The Town's existing potable water storage is provided by Boonsboro's one million gallon storage tank. Analyzing the sufficiency of the existing storage requires a judgment involving the quantity and duration of fire flow. Given the nature of development in town of residential, relatively small-scale multi-family and commercial, and the ability of the existing main to convey flow, a value of 1,500 GPM for two (2) hours were used. An analysis of the existing storage volume given the existing and 2030 projected population is provided in Table MG-15. Although the analysis illustrates existing storage is adequate, the Town is planning a new storage tank and booster pump station within the Town boundaries to be more self reliant and lower water pressures.

Water Storage Analysis
Table MG-15

YEAR	POP	1 EDU's	2 Average Daily Demand (GPD)	3 Equalizing Storage (GAL)	4 Fire Flow (GAL)	5 Emergency Reserve (GAL)	6 Required Storage (GAL)	7 Existing Storage (GAL)	8 Storage (GAL) Surplus (+)
2000	507	204	40,188	10,449	180,000	63,483	253,932	Town of Boonsboro 1,000,000	+746,068
2005	826	298	58,706	15,263	180,000	65,087	260,350	Town of Boonsboro 1,000,000	+739,650
2010	1,191	430	84,710	22,025	180,000	67,342	269,367	Town of Boonsboro 1,000,000	+730,633
2015	1,287	468	94,210	24,495	180,000	68,165	272,660	*300,000	+27,340
2020	1,382	508	104,210	27,095	180,000	69,032	276,127	*300,000	+23,873
2025	1,439	533	110,460	28,720	180,000	69,573	278,293	*300,000	+21,707
2030	1,500	560	117,210	30,475	180,000	70,158	280,633	*300,000	+19,367

*Keedysville's own 300,000 gallon storage tank expected on line by 2012.

Column 3 – Equalizing storage is 20% of maximum daily demand – Maximum daily demand is assumed at 1.3 x average daily demand.

Column 4 – Fire Flow at 2 hours duration (per AWWA Manual M31) at 1,500 GPM

Column 5 – Emergency Reserve is 25% of total storage.

Column 6 – Required Storage is Column 3 + 4 + 5

NOTE: Keedysville is interconnected to Boonsboro's water system for emergency

Wastewater Treatment

Keedysville is currently served by the Antietam Water Reclamation Facility which is operated by Washington County. The existing County treatment plant is permitted and designed to treat 163,000 gallons per day and currently treats an average daily flow of 113,000 GPD based on the average of the last three years. The County is currently planning on upgrading the existing plant with design now underway. The Town's sewer collection system consists of grinder pumps and low pressure sewers in the entire town except for Cannon Ridge East development which is served by gravity sewers. As a result of the low pressure sewer system, inflow and infiltration is minimal and is relatively consistent flows are achieved. There are no septic systems within the Town. The only central pump station is owned and maintained by the County along Maryland Route 34. The pump station receives 52,000 GPD on average and is currently at 89 percent capacity. The County has plans to increase the capacity in conjunction with a new 61 unit subdivision along MD. Rte. 34 with contributions by the developer. With 560 total dwellings projected for the planning period an additional 35,540 GPD will be generated from 2009 to 2030. The existing wastewater treatment plant does have sufficient capacity for the projected growth.

Table MG-16 summarizes existing and future projected sewage demand.

Sewer Demand Projections for 2030
Table MG-16

	2000	2005	2010	2015	2020	2025	2030	Supply or Treatment Capacity
Population	507	826	1,191	1,287	1,382	1,439	1,500	
Households	204	298	430	468	508	533	560	
Wastewater Demand (GPD)	26,112	38,144	55,040	64,540	74,540	80,790	87,540	102,000 GPD

NOTE:

1. New Development beyond year 2010 is computed at 250 GPD/dwelling unit per MDE guidelines.
2. Sewer demand figures include 10% for non-residential consumption (10% of the EDUs represent non-residential demand) based on historical water billing rates.
3. Wastewater treatment capacity is based on 163,000 GPD design and permit capacity at the wastewater treatment plant and 61,000 GPD existing use by the Town of Sharpsburg. Sharpsburg is not anticipated to receive substantial future growth.

FINANCING MECHANISM TO SUPPORT NECESSARY INFRASTRUCTURE

The national recession is being felt in Keedysville, as well as, Washington County and the region. Increased unemployment, decrease in property values, and loss of tax revenues will affect development of the Town and provision of infrastructure improvements that are needed.

During this poor economic time, the Town should be more inclined to have developers pay their way when developing within the Town, apply for grants that will help to pay for infrastructure improvements, and concentrate on development in the Town before encouraging annexation. There is an immediate need for repair of sidewalks and infrastructure on Main Street which is a State road that needs to be addressed by the State.

This Comprehensive Plan supports these and other goals, policies, and strategies. Effort should be made to amend the Town's development ordinances and policies, in a timely manner, and implement them as they are programmed in the Implementation section of the Plan.

ANNEXATION POLICIES/ COMPETITION OF TRANSITIONAL LAND USES

The Annexation process is provided for in Article 23 A of the Annotated Code of Maryland. Areas that are annexed must be contiguous to the municipal boundaries of Keedysville and cannot create an "enclave" of an unincorporated area. A Cost/Benefit analysis should be conducted before each petition for annexation is processed to determine the impact the annexation will have on the Town. The zoning of the land brought into the Town must be compatible with and logical to the surrounding area which can be a challenge since most of the adjacent parcels to the Town are protected by Rural Legacy, National Parkland that is

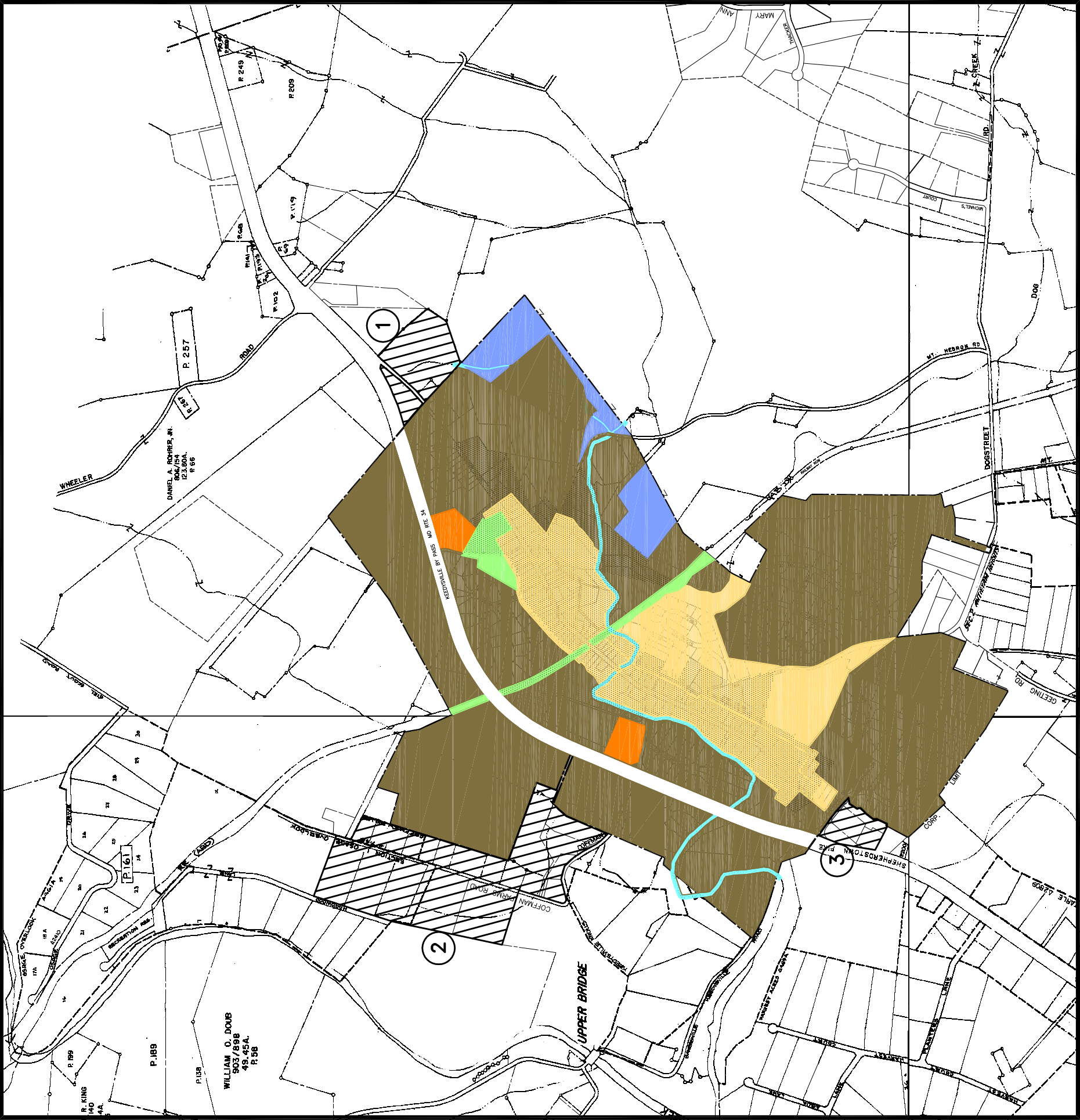
permanently protected, or designated as Rural Residential which is preserved by Washington County conservation zoning. (Maps delineating these areas may be found in Appendix A and throughout this Comprehensive Plan.)

Keedysville has a policy relative to annexation that has been consistently followed with any land that is brought into the municipal boundaries via annexation. All landowners that petition annexation of their property must bring the land into the Town under the Town's lowest density zoning which is Suburban Residential. This zoning district provides for suburban-type development in areas of similar existing development where natural features of the land and capacities of utility, street, or other service systems may require this type of development.

<i>Suburban Residential Zoning</i>	<i>Single Family Lot Size: 18,000 sq. ft</i>	<i>Two Family Lot Size: 10,000 sq. ft.</i>
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The potential annexable areas that are delineated on the Future Land Use Map are areas that have had failed wells during drought events that may need to annex to have the benefit of public water. The additional vacant potential annexable land is located to the East which is an area that will endure the development pressure of the Boonsboro Town Growth area, within three miles of the municipal boundaries, until 2020 when they may need to consider annexation due to population increase in the Town. The more immediate focus of Town officials in Keedysville, relative to future development in the municipality, is to concentrate on construction of 78 single family dwellings that are already in the pipeline and approved. In addition, redevelopment and adaptive reuse of existing structures in Town and development of the vacant lots are higher priority areas for growth rather than annexation.

The Town officials and their citizens believe it is very important to build their existing infrastructure, improve their streetscape, and develop Main Street and approved commercial sites with low impact services to serve their daily needs. They expect new development to meet their design guidelines and respect the historic character that has been in Keedysville since the late eighteenth century. They expect to retain their small town charm, a sustainable community, and quality of life they have always enjoyed.



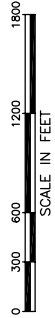
ANNEXATION AREA #1 = 12 ACRES
POTENTIAL UNITS @3.5 DU/AC = 42 UNITS
ANNEXATION AREA #2 = 51 ACRES
POTENTIAL UNITS @3.5 DU/AC = 178 UNITS
ANNEXATION AREA #3 = 6 ACRES
POTENTIAL UNITS @3.5 DU/AC = 21 UNITS

LEGEND

- EXISTING TOWN BOUNDARY
- HISTORIC DISTRICT
- COMMERCIAL
- PARKLAND
- CONSERVATION
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- AGRICULTURAL/RURAL LEGACY
- AREA OF POTENTIAL ANNEXATION AND GROWTH AREA

NOTE: THIS MAP WAS PREPARED FROM INFORMATION OBTAINED FROM A THIRD PARTY. NO SURVEY WAS PERFORMED. ARRO ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE PROPERTY LINES AND INFORMATION PROVIDED.

Town of Keedysville
POTENTIAL ANNEXATION AREAS



KEEDYSVILLE COMPREHENSIVE PLAN COMMUNITY FACILITIES

INTRODUCTION

Community services enrich the standard of living for citizens and provide convenience that people need to conduct a rich life style for themselves and their families. In addition to providing safety, convenience, education, entertainment and health benefits, these services can help to shape the character of a community. This chapter will discuss the following public services and provide goals, policies and implementation strategies for those services, as well as, providing the direction for good community design and strategies for sustainability; and, regulations that are conducive for good design and are developer friendly.

- Fire, Rescue, and Police Emergency Services
- Public Schools
- Senior Services
- County Library
- Parks and Recreational
- Solid Waste Management
- Community Design

Box CF-1

Public Safety should be an effective coordination of efforts and services between state and local government and a means to protect the health, safety, and welfare of that community.

FIRE AND RESCUE

The Town's fire, emergency, and rescue services are provided by the First Hose Company of Boonsboro (Boonsboro Fire) and Sharpsburg Volunteer Fire Company, Boonsboro Area EMS and Sharpsburg Area EMS. Boonsboro Fire and EMS are primary coverage for addresses on North Main Street and side street addresses north of the railway bed in Town. Sharpsburg Fire and EMS primarily handle responses on South Main Street and addresses south of the railway bed. Along Shepherdstown Pike primary coverage is divided at Coffman Farms Road with Boonsboro Fire and EMS handling calls north of the intersection and Sharpsburg handling calls on Coffman Farms Road and south of the intersection.

On structure fires in Keedysville, Washington County's Standardized Dispatch Policies requires a minimal response of three fire stations. The north side of Town is covered on this type of call by Boonsboro, Sharpsburg, and Rohrsersville fire stations while the south side is covered by Sharpsburg, Boonsboro and Fairplay fire stations.

Funding for the fire department is received from Town, County, and State funding and funding from the County gaming proceeds. They rely on fund raising events and local donations. Revenue sources are becoming harder to find and without more governmental intervention, service may be compromised in the future.

Many communities request review from fire and rescues service providers in the development review process. In order to have efficiency and quick turn around times during an emergency, participation in the Planning Process during subdivision or final site plan review could prevent

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design issues that may impede rescue services. Fire company review concerns generally develop in several areas: accessibility, proper turn around radius, water supply, building construction/fire spread, education, and funding.

- Accessibility: Electric wires prevent safe deployment of ladders for rescue and fire suppression. Radius should be wide enough to respond quickly. Alleys should be wide enough if access is impeded in the front of the site. Dangerous sidewalks add additional hazards to responders in emergencies.
- Water supply: Adequate flows and pressure are necessary and hydrant testing and maintenance needs to be done periodically.
- Building construction/fire spread: Older structures in town have little or no separation between structures. Early detection, fire control, and quick response are imperative to catching incidents while they are still manageable and not out of control. A resident sprinkler ordinance may help protect properties and lives.
- Open burning is responsible for a number of fires: regulate open burning.
- Public education of the residents in regards to safety would help save lives. Signage, website posting, and community events can go a long way to improve safety, especially in a bedroom community like Keedysville.

As population and the need to provide services to Keedysville grows, additional demand will be put on existing services. Toward the end of planning period there may need to be additional services for the Keedysville area. A developer funded fire station or dedication of the land for a station would be of great benefit to ensure the level of coverage of service that now exists.

POLICE AND EMERGENCY SERVICES

The Washington County Sheriff's Department located on Western Maryland Parkway in Hagerstown provides police services to the Town. Keedysville has contracted resident deputy services from the Sheriff's Department along with other municipalities in the County.

Although this contractual service is not full time and there is not a station in Town, it is important to have a police presence in the community part time. As population increases, the Town and County should provide a location for a full time police officer. In addition, it would be beneficial to have new development projects reviewed by the police since proper placement of lighting and the location of landscaping, pedestrian walkways, and bicycle paths can provide a greater degree of safety to the residents.

PUBLIC SAFETY GOALS

1. Support any plans for expansion of public safety services and facilities to coincide with projected population growth towards the later years of the planning period.
2. Promote a public awareness program relative to fire, police, and other safety issues that are occurring in town and prevention plans for certain types of crime.
3. Prepare and routinely update any Town emergency disaster plans. Publicize the process.

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4. Support and assist police, fire, and emergency crews that service the Town's existing and growing population.
5. Ensure coordination of services between state and local government and between individual jurisdictions in developing effective public safety programs.

POLICIES AND IMPLEMENTATION STRATEGIES

Policy CF.1: Work with the Fire Department to determine what types of obstacles impede their service within the Town.

Implementation Strategies:

1. Encourage the fire and rescue service providers to review development plans during an early stage in the development process, especially with large projects.
2. Support any efforts to have electric lines put underground.
3. Continue to prohibit open burning in Town.
4. Continue to test fire hydrants on a regular basis, especially when new construction that may affect pressure in water lines is being reviewed during the development process.

Policy CF.2: Encourage fire related public awareness to the citizens by providing education programs for children and the community.

Policy CF.3: Consider adopting an ordinance to require having fire suppression on all new or redeveloped properties.

Policy CF.4: Support your local public safety organizations.

Policy CS.5: Provide statistics of crimes that are occurring in Town and report any sex offenders to the public periodically. Make public awareness a priority.

Policy CS.6: Work closely with the Emergency Service organizations to identify and preserve sites for future public service expansion.

Policy CS.7: Establish a neighborhood watch program and fund signage and publications necessary to publish it.

Policy CS.8: Ensure that private developers bear their fair share of the burden of providing public facilities and services to the residents or users of their projects or when their development has decreased the level of service for a specific facility.

PUBLIC SCHOOLS

Washington County public schools operate and maintain the schools attended by the Town's residents. The Board of Education updates its own School Facilities Master Plan annually and submits it to the Maryland Department of Planning. Annual updates include ten year enrollment projections and facility needs for new construction and renovations/additions based on projections. Facility forecasting considers housing starts, water and sewer availability, facility needs, available monies to fund projects and birth rates. Major planned construction projects that affect school children in Keedysville are the East City High School which is slated for construction in 2011 with a design build timeframe of five years to completion; and, an addition to the Boonsboro elementary school planned to start construction in 2010. Although these projects have been considered, projects move in and out of the Board of Educations' Capital Improvement Program and may be affected by housing starts and financial projections.

According to Washington County School Facilities' staff, in 2002 Washington County Public Schools experienced a slight annual increase in student enrollment that was not anticipated. This was due to migration into the County from surrounding counties attracted to more affordable housing in Washington County. Prior to 2002 average student enrollment growth in the County was slightly below one percent annually. In 2006 the student enrollment increased by 3.5 percent over the previous year. However, in 2005, the County's Adequate Public Facilities Ordinance (APFO) set a local-rated capacity of ninety percent as a new requirement for elementary schools since many elementary schools are at or above the local rated capacity. This action and the reduction of housing starts in 2007 to 2009 have slowed growth in students in the County schools. The current market conditions and continued failure of the housing market slowed student enrollment to less than one percent again. It is expected that the student enrollment will stay at about one or two percent range for the next five years due to birth rates and housing that was built earlier. A more encouraging economy could change this forecast if it turns around in the next few years.

Students from Keedysville attend elementary school at Boonsboro Elementary, middle school at Boonsboro Middle School and high school at Boonsboro High: all located on one main campus. The Town of Boonsboro is currently constructing a new sewer treatment plant that will increase their capacity and enable them to serve subdivisions that have been waiting for completion of the plant. This will place additional student capacity pressure on the Boonsboro schools although both subdivisions will have to meet requirements of the APFO.

If the enrollment exceeds 100 percent of local rated capacity, (90 percent in the case of elementary schools) the schools may still be deemed adequate if an adopted redistricting plan results in less than 100 percent capacity for the upcoming school year. The County considers a school under capacity when all public elementary and secondary schools which will serve a proposed residential subdivision or residential development will accommodate the pupil yield from that residential subdivision or residential development without exceeding 100 percent or the rated capacity of a particular school.

**Boonsboro Elementary, Middle, and High Schools Enrollment
2008/2009**

Table CF-1

Schools	State Rated Capacity	Local Rated Capacity	August 2008 Enrollment
Boonsboro Elementary School	514	463	599
Boonsboro Middle School	872	872	766
Boonsboro High School	1,030	1,030	1,003

Washington County Public School Staff Interview October 2008 Prepared by ARRO Consulting, Inc.

Local rated capacity in Table CF-1 is calculated as ninety percent of the State rated capacity for elementary schools. As shown in the table, enrollment in August 2008 was over capacity at the elementary school by State and County standards. Although the middle and high schools were not over capacity they are close. Since there are significant space challenges in these schools, the situation is being remedied presently by using portable classrooms.

As Keedysville continues to grow and new residential units are constructed, the school populations will increase. Although Keedysville does not have an Adequate Public Facilities Ordinance, Washington County Board of Education does use a yield factor for students that is associated with each type of dwelling unit that is occupied over and above the existing number of households that are in a community. Values are assigned for each type of housing as shown in Table CF-2 below that provides the pupil yield values by household type. Schools that become overcrowded would be considered for realignment. The information below will be utilized in the Municipal Growth Element to forecast the number of school children that may attend Washington County Public Schools in future years.

Although public schools are controlled by the State and County and the Town does not have the responsibility of providing schools, the Comprehensive Plan needs to examine the amount of growth in the Town in the years up to 2030. It has been determined that population in 2030 is expected to be approximately 1500 if the Town continues to grow at the forecasted rates. Table CF-2 shows that each household is estimated to have an average of .74 students for each single family dwelling, an average of .33 for each student in townhouses and .20 students for each multi-family dwelling. Keedysville has more single family dwellings than other types of dwellings; therefore the .74 pupil yield will be used in the Municipal Growth element to calculate expected numbers of students that the Town will contribute to the student population.

Pupil Yields by Household Type

Table CF-2

Household Type	Grades K-5	Grades 6-8	Grades 9-12	Totals
Single-family	.38	.16	.20	.74
Townhouse	.21	.05	.07	.33
Multi-Family	.09	.04	.07	.20

Data from Washington County Board of Education Interview October 2008.

Keedysville Branch Library

The Washington County Free Library operates a system of libraries in the County. The central library which will soon be undergoing a major renovation by 2010 is located in Hagerstown; however Keedysville has its own branch in Taylor Park that serves its citizens. The library was recently renovated and is open three days a week and has several activities that are listed on their web site. Since the Branch shares an on-line catalog with the Washington County system, Keedysville customers may order items from other libraries throughout the County and State that may be delivered to this branch which provide more reading materials they can be stocked on the library's shelves.

The collection in Keedysville Branch includes in excess of 3,100 items consisting of books, reading material, CDs, videos, and digital books which have been increased since the renovation of the library. There are two computer stations for the public to use. The library sponsors programs for adults, students, and children in the community throughout the year and has a summer program. Until 2008, the library shared space with the Keedysville Town Hall; however, after the Town Hall was moved to Main Street, the library was able to occupy the entire 950 square feet square feet of space. The expansion has doubled the space available for library activities and patrons. The staff provides a valuable service to the Town and citizens in Keedysville.



Keedysville Public Library

Using a service ratio of 1.65 persons per square foot, the Library should be able to serve approximately 1567 persons that would accommodate the Town through the twenty year planning period. Since the Town's library is connected to the main library of Washington County and other libraries throughout the State, this library is equipped to serve a much greater population than is expected by 2030.

LIBRARY GOALS

1. Support the Keedysville Branch of the Washington County Library.

POLICIES AND IMPLEMENTATION STRATEGIES

Policy CF.9: Support the library and identify needs and funding to support those needs.

SOLID WASTE MANAGEMENT

The objective of solid waste management is to provide a safe and environmentally healthy way to remove household trash and putridables from citizens' homes and to reduce the amount of solid waste that goes into the landfill. Since land filling is increasingly becoming more expensive and construction of new landfills are costly, environmentally unsound, and opposed by most citizens that are located near a proposed site, it is prudent and economical to landfill less and recycle more.

In 1988, the Maryland Recycling Act authorized Maryland Department of the Environment (MDE) to reduce the solid waste in Maryland through management, education and regulation. Although the Town has programs for picking up yard wastes, recyclables, and house hold trash, it is taken to Washington County Landfill to be disposed of in the proper manner. Residents can also transfer additional wastes to the Kaetzel Transfer station. The 40 West Landfill located on US Route 40 west of Hagerstown accepts all normal municipal waste. Not all of the solid waste stream is landfilled; but is instead collected and taken to the appropriate markets where it is recycled. Recycling, composting, and reuse of household items are encouraged to preserve landfill space.

There is a collection area for recyclables at Kaetzel Road off Route 67 south of Boonsboro. Bins are available for steel and aluminum cans, multi colored glass bottles and jars, plastic bottles, and newspapers.

SOLID WASTE MANAGEMENT GOALS

1. Encourage citizens to dispose of solid waste, wastewater, and hazardous waste in a safe and environmentally sound manner.
2. Promote conservation of energy, water, and materials that can be reused or recycled.
3. Shred yard waste to provide less yard debris in the waste stream.

POLICIES AND IMPLEMENTATION STRATEGIES

**Policy CF.10: Continue to encourage residents to recycle, and reuse household items.
Shred yard waste to reduce the waste stream and provide mulch for yards.**

Policy CF.11: Continue to dispose of yard waste if not mulched; save water by using soaker hoses for gardens, and rain barrels to collect rain water to water yards.

COMMUNITY DESIGN

One of the repetitive comments that appeared in the Comprehensive Plan Citizen Survey was that citizens of the Town wanted to see a more desirable street scape. An attractive environment for residents and tourists is an important element of the community. The aesthetics and design of

the buildings makes the difference between just developing land or designing it to replicate the historic fabric and charm of the Town. Compatibility of new structures with the surrounding structures as far as scale, massing, setbacks, and character is important to development of Keedysville. Additional infrastructure improvements mentioned by respondents were street lights, burying utility lines, adding more flowers and trees in Town, and providing additional open space. Although this may difficult to do in the built environment immediately, goals should be reviewed over the twenty year planning period and when there is a public or private project that is adaptively reusing a building, redeveloping a site, or new development, these goals and policies may guide the elected officials with decisions on approval of these projects to be inclusive of these policies and implementation strategies.

The purpose of design guidelines is to establish high quality development and design as a priority to guide and accomplish future development and redevelopment. These guidelines will enable the Planning Commission to draft specific regulations to review development plans consistently and fairly while helping to meet the goals of the community. These guidelines address public and private building design, site design, and streetscape improvements and signage; provide a direction for all areas of the Town to develop or redevelop in an integrated manner; and, are intended to achieve architectural styles and the spacing, massing, style, articulation, height, and materials that are present in existing historic structures and that have been acknowledged by the State and federal guidelines that resulted in a historic designation of many properties on Main Street and that is desired by the Town citizens.

The overall design philosophy is to provide goals, policies, and strategies to be used when planning, reviewing and approving new construction and redevelopment projects while recognizing that there is a distinction between major construction and minor construction projects. Guidelines for new site development and infrastructure are expected to be followed more closely than redevelopment occurring in the built environment that many need some modifications to preserve historic or architectural elements during development review.

Goals, policies, and strategies within this section may be implemented by the Town's official with necessary revisions of existing ordinances or when making land use decisions during the planning period.

COMMUNITY DESIGN GOALS

1. Continue to reinforce the small town character and the historic heritage and architectural style of Keedysville and its historic district by establishing high quality design guidelines to be followed during review of new development and redevelopment and adaptive reuse of proposed sites and buildings and associated infrastructure.
2. Improve the streetscape and the ambiance of Main Street and other areas in the Town. Apply for SHA grants to improve Main Street.
3. Encourage development that is compatible with height, scale, massing, setbacks, and the character of neighborhoods where it is proposed.

4. Encourage development to occur on vacant and under utilized properties before annexing additional land.
5. Provide a “sense of community” by continuing Town functions; expanding pedestrian walkways, bicycle paths, increased recreational opportunities; providing education programs that help homeowners with such functions as conservation of energy, resource recovery, on site storm water control and water saving methods and the like.
6. Explore the benefits of Green Building and revise the Zoning Ordinance to include appropriate regulations to achieve this goal especially in public buildings.
7. Build upon the Town’s development review process by encouraging fair and predictable standards that result in development plans that reflect and complement the character of existing architectural design of historic buildings and structures.
8. Accomplish the Town’s vision for future development and viability while protecting environmental features and maintaining the historic district and the residential character of the Town.
9. Continue to improve the streetscapes, parking areas, and support and seek funding for a bicycle and pedestrian shared use path to recreational areas in Town and to and along the abandoned railway right of way.

POLICIES AND IMPLEMENTATION STRATEGIES

Policy CF.12: Define, identify, retain, and preserve the historic buildings in the Historic District.

Policy CF.13: Identify the physical characteristics and qualities that need to be strengthened to revise and/or expand the existing Zoning Ordinance with design guidelines relative to proper height, scale, articulation, massing, setbacks, and elements of design that the Town is trying to achieve.

Policy CF.14: When planting replacement trees and landscaping in the Town use appropriate species that will uptake water, will not raise sidewalks, be invasive, and will provide shade.

Policy CF.15: Streetlights, trash receptacles, street furniture, and in ground planters should be encouraged; however, a design for future placement of these structures should be adopted and placed in standard details so that development in Town will be compatible as the Town continues to develop.

Policy CF.16: Amend the Zoning Ordinance to include design guidelines that contains elements of the historic fabric of Keedysville as guidelines to maintain the historic district and require new development or major development to be compatible with the existing community character.

Policy CF.17: New building design should be integrated into the overall design of the historical features of existing buildings in Town. Encourage design elements

that have historically appeared in Keedysville to complement the design and make it compatible with adjacent development: but, do not to replicate the design.

Policy CF.18: Infill development should be compatible architecturally and meet the set backs, height, and style of the adjacent development, if historical in character.

Policy CF.19: Design of major additions of historical structures should be supported with appropriate historical, pictorial, or physical documentation before approval or any demolition takes place.

Policy CF.20: Encourage a shared public-private partnership in promoting and achieving high quality development and design especially in downtown. Explore the possibility of providing incentives to encourage the use of design guidelines in proposed plans.

Policy CF.21: Review design guidelines concepts and study application of the same before revising the Zoning Ordinance and establishing specific requirements that must be well written and clearly understandable.

Policy CF.22: Building heights should not be permitted that exceed the maximum height dictated by the Zoning Ordinance. The Zoning Ordinance should be amended to include a list of criteria that is required to be met if it is necessary to consider a variance from height requirements.

Policy CF.23: Loading areas, mechanical equipment, and dumpsters should be screened and should not be visible from the public right of way. Walls, fences, and vegetative screening should be used to obscure or mitigate the line of sight from public view, if possible.

Policy CF.24: Exhaust fans, and roof mounted equipment should be screened from the public right of way and adjacent properties. Commercial antennas and satellite dishes should be integrated within or close to the top of the building.

Policy CF.25: Include Low Impact Development (LID) techniques, rain gardens, and vegetation to uptake and help to collect storm water during construction of new facilities. Require storm filters in new and reconstructed parking lots to treat storm water adhering to the 2000 and 2007 versions of MDE's Stormwater Management Design Guidelines.

Policy CF.26: Support and seek funding for bicycle and pedestrian shared use paths as component of recreational activities planned and an alternative transportation option in the Town.

Policy CF.27: Encourage the use of monument signage and discourage paper, plastic, balloons, and other types of temporary signs.

Policy CF.28: Cross walks should have a change in paving material from the street, such as brick or stamped concrete, to make drivers aware of the crossings.

Policy CF.29: Appoint a committee to study the concept of constructing a phased shared use path system in the Town. Recommendations should include alignment of paths, crossings, materials and widths, identifying the necessary right of way for paths, destinations, and safety features. New development should incorporate a shared path into their design.

PARKS AND RECREATION

The availability of land reserved by the public for recreational use, relaxation, and enjoyment of the outdoors will become increasingly important over the twenty year planning period. Recreational facilities of a local nature should be planned, to the greatest extent possible, in conjunction with existing facilities so that they may complement each other in function, thus avoiding costly and wasteful duplication of facilities. All facilities must be accessible to the handicapped and senior citizens. Goals provided in this chapter are intended to assure that there is appropriate land available for open space and recreational uses which is an integral part of the community and quality of life.

Washington County's Comprehensive Plan's Special Program Area Map (see Appendix A: APA-9) portrays a potential rail trail alignment that includes the B & O right of way that is partially owned by the Town and partially by the State. Although there has been much controversy over the use of this right of way, the County Comprehensive Plan was approved with this designation. The proposed rail trail alignment would provide a connection to other on-street and off-street shared bicycle and pedestrian paths south of Keedysville to US Route 340 and north to Hagerstown. Although this may seem unlikely at the present time, this Plan covers a twenty year planning period. Establishing this right of way at this time may make it feasible to start to acquire incremental portions until all of the right of way is secured. Having a recreational opportunity such as this would substantially benefit the citizens of Keedysville.

Taylor Park, located along North Main Street, includes facilities for basketball, playground equipment for young children, a pavilion, picnic tables, concession stand and open space. The park was deeded to the Town by a previous mayor who is the grandson of Christian Keedy, for whom the town is named. In addition to Taylor Park, there is a ball park located in Town which consists of a softball diamond and auxiliary diamond.

In addition to the Town parks, two regional parks that are significant are: the C & O Canal Trail located in close proximity to the Town to the west along the Potomac River and the Appalachian

Trail to the east and south along the Frederick County Line which may provide recreational opportunities for residents.

PARKS AND RECREATIONAL GOALS

1. New medium to high density residential developments should include pocket parks and other recreation amenities for their residents. Development requirements should include contributions or dedication of public parkland for the Town's planned or existing public parks system as provided for in the Town's Zoning Ordinance.
2. Town officials should work cooperatively with Washington County to establish a connected network of hiking and bicycle routes on the B & O abandoned rail road right of way.
3. Preserve land with severe development and environmental constraints for open space areas for passive recreational use.
4. Prepare a Parks and Recreation Plan that assesses all existing parks and recreational opportunities in Town and plan for activities based on need and the forecasted growth of the community.

POLICIES AND IMPLEMENTATION STRATEGIES

Policy CF.30: Increase the amount of active open space and public recreation amenities by requiring developers' contribution or construction of public park facilities as part of the impact of adding new residences to the Town.

Policy CF.31: Amend the Zoning Ordinance to provide for dedication of public parkland to the Town which would be required by new residential development for recreational purposes. Adopt standards relative to size, amount of land that may be in the floodplain or nontidal wetlands, and fees in lieu of parkland if a development does not have appropriate parkland for public purposes.

Implementation Strategies

1. Review the Zoning Ordinance relative to parkland, floodplain, and nontidal wetland regulations that may be associated with providing park land in the Town.
2. Amend the Zoning Ordinance to provide for regulations for the provision of parkland or a fee in lieu or parkland policy for new residential developments that will burden the park's system.
3. Establish a committee to work on a Park's Plan that will be coordinated with population growth in the Town. A Park's Plan would designate locations for new parks as well as expansion of existing parks. The Park's Plan should provide an assessment of existing resources and needs of new equipment to serve the growing population.

4. Establish regulations for lighting, landscaping requirements, and parking for new or expanded park areas.

Policy CF.32: Ensure that there are multiple activities and programs for all residents and tourists that visit the Town.

Implementation Strategies

1. Provide an assessment of recreational needs in the community and forecast the amount of park and recreational facilities will be necessary based on the National Recreation and Park Association standards.
2. During the update of the Zoning Ordinance incorporate the National Recreation and Park Association's standards and create requirements for new or redevelopment of residential site to provide parkland based on the number of units in the development.
3. Identify sites for small pocket parks.
4. Develop passive park amenities or features in lieu of landscaping or part of the landscaping requirement in downtown developments. Amend the Zoning Ordinance to add this provision.

SENIOR SERVICES

The Southeastern Senior Site located on Mount Vernon Drive provides a full range of services and programs to the growing population of older citizens that reside in the Town. The Washington County Commission on Aging provides assistance at this facility by providing many essential and recreational services and activities. Events that are conducted on a daily basis consists of providing informational programs, physical and social activities, and serving meals. This facility provides support and empowers seniors to enjoy their community while taking care of their daily needs.

KEEDYSVILLE COMPREHENSIVE PLAN HOUSING ELEMENT

INTRODUCTION

The 1997 Comprehensive Plan describes Keedysville as having 464 persons living in town in 174 households of which 134 were family units. Housing at that time was primarily owner occupied and home ownership was the majority pattern in the Town. Over all there weren't many vacant housing units in Town. The Plan notes that there are many older homes in the community that reflect the historic character of Keedysville and the importance of preserving the overall condition of the housing stock. The major housing goal of the 1997 Plan was providing opportunities for the development of safe and affordable housing options for its residents.

The 1997 Comprehensive Plan established the following housing goals and objectives:

- encourage the availability of a variety of housing types that can meet the needs of various age groups, family sizes, and income capabilities;
- create incentives, a review process, and oversight regarding all residential development to meet the highest standards of site design, and enforce standards for site layout and building construction including conformity with recognized building codes;
- designate land for appropriate locations for various residential types and densities to increase the variety of housing choices available within the community;
- renovate, rehabilitate, and maintain homes and other structures to preserve and enhance property values and protect the tax base of the community; and
- provide incentives for preservation of the Town's historic architecture.

All of these goals appear to have been addressed since the time of the adoption of the 1997 Plan and will continue within this Comprehensive Plan. Washington County's adopted Comprehensive Plan encourages quality housing for all residents as an important goal when planning a sustainable community. It recognizes that the housing market fluctuates over time as new housing enters the market place; family size increases and decreases; and resident's social and economic status changes. These are all factors that make a choice of affordable housing necessary.

The County and the Town both have maintained a large home ownership ratio to rental units in the past. Based on the 2000 US Census, Keedysville has a ninety-one percent majority of owner occupied home ownership which has increased since 2000 with the construction of new single family housing units in Rockingham and Cannon Ridge subdivisions. In comparison, home ownership rates in Washington County as a whole are approximately sixty-six percent in owner occupied properties.

The 2009 Comprehensive Plan notes that there are now additional neighborhoods added to the housing in Keedysville that have been built on land that has been annexed since 1997. Although there has been more aggressive growth from 1997 to 2007, growth in housing has slowed due to

the poor national economic climate in the last eighteen months. Housing starts have moderated to a more traditional growth pattern although 78 single family dwelling units are in the pipeline.

Keedysville has just over four hundred households and approximately 1124 residents now living in its municipal boundaries. Town officials expect previously approved dwelling units will provide for growth in population up until 2020. Housing unit availability after that time is dependent upon a limited amount of additional land being annexed, an increase of density as a result of redevelopment in the Moderate Density land designated on the Comprehensive Land Use map, and availability of water taps. This expectation is supported by the limited number of water taps that are available to the Town during the next twenty year planning period and the desire to maintain their historic, rural residential character while making improvements in infrastructure to serve the Town's existing population and housing. Keedysville is already meeting most of the objectives of Smart Growth as referenced in Box H-1.

This Plan provides guidance to meet all objectives to achieve a sustainable and smart growth community with its adoption and implementation. Proposed densities in the Comprehensive Plan will need to be in place in the next ten years. Although the Town is designated as a Priority Funding area, its growth is somewhat limited as a result of conservation and preservation easements and limited water taps.

The Medium Density Residential district provides the opportunity for mixed use with services and low impact retail to continue to be provided and expanded in future years. Since the Medium Density Residential district is mainly this same area, designated as Keedysville's historic district, when accommodating new growth, emphasis should be placed on the importance of preservation of existing housing stock, especially the historic homes that remind residents of the character of their community. (See page APA-4 in Appendix A for a copy of the Maryland Historical Trust's Keedysville Historic District Map.)

Keedysville's Historic District

In 1999 a national historic district was established on properties in Keedysville primarily along Main Street. Properties were delineated and boundaries created based on a series of alleys that originally ran along the back of the properties:

Box H-1

Smart Neighborhoods

- ❖ **Transportation choice and walk-ability.**
- ❖ **Community interaction and civic life.**
- ❖ **Efficient use of land.**
- ❖ **Supports regional environmental goals, reduced land consumption, improved regional air and water quality.**
- ❖ **Planned open space integral to the community.**
- ❖ **Efficient use of infrastructure.**
- ❖ **Synergistic effect of mixed use, in which residential and commercial uses support each other and contribute to long term vitality.**
- ❖ **Enhances and complements existing community.**
- ❖ **Linked to adjacent communities.**
- ❖ **Range of housing types and densities**
- ❖ **Interconnected streets designed to balance the needs of all users, with sidewalks, and on street parking.**
- ❖ **Compact design.**

many which are regularly used today. The district is significant for its role in the settlement of the Town which contributed to the development of early settlement in Western Maryland. The district includes properties associated with the abandoned B & O railroad right of way that bisects the center of Town and that includes support structures for a timber trestle across the Little Antietam Creek. The railroad reflects the history of the Town's growth with the establishment of Jacob Hess' mill along the Creek in 1768. The loss of the rail road in 1953 started a less prosperous period then previous years when the railroad line was active.

Fortunately, Maryland Route 34 bypasses the Town on the northwest limiting the amount of traffic that travels through the historic district which helps to maintain the integrity of structures along Main Street. The architectural styles along Main Street range from rustic stone or log construction of a Germanic vernacular influence to brick and log structures of a Greek revival architectural style. During the second half of the 19th century there was an addition of Italianate architectural influence on buildings with some High Victorian Gothic influences.

Design guidelines have been proposed in the Community Facilities chapter to help protect the historic resources in Town that may be threatened by new development. Of course, regulations that would solidify the guidelines would require amendment of the Zoning Ordinance. The survey conducted during the fall of 2008 indicated that the some citizens would be in support of such action.

In addition, the Washington County Comprehensive Plan emphasizes the importance of the benefits of historic structures which when rehabilitated lessens the need for building new dwelling units on virgin land and reduces sprawl and additional infrastructure. Adaptive reuse of structures in existing neighborhoods may provide more open space in the community. Improvement of historic and existing properties increases property values and provides greater revenue in taxes.

Housing Demographics

Housing growth in Keedysville historically was moderate. Based on some of the projects that are in the pipe line or have been proposed to the Planning Commission by various property owners, it is possible that many of the housing units projected will be built midway through the Planning period. It is important to acknowledge that the uncertainty in the National economy may provide much slower development of the Town than forecasted.

Number of Households and Household Change 2000-2030
Table H-1

<i>Year</i>	<i>Households</i>	<i>Household Change Yearly</i>
2000	204	-
2005	298	46 %
2010	430	44 %
2015	468	9 %
2020	508	8.5 %
2025	533	5%
2030	560	5 %

Maryland State Planning Projections Data, Actual Town Data. Complied & Forecasted By ARRO Consulting, INC.

Table H-1 shows that based on previous growth, there will be approximately 560 total dwelling units available in 2030. This number is based on 204 dwelling units in 2000 that were occupied.

Housing Units Status, 2000
Table H-2

Housing Status	Units
Occupied	190
Owner Occupied	174
Renter Occupied	17
Vacant	14
Total Units	204

2000 Census Data summarized by ARRO.

Table H-2 indicates that there were 14 dwelling units in 2000 which were unoccupied either because they were up for sale, due to development of two major developments in the Town or for other reasons.

Owner Occupied Housing Units by Householder's Age, 2000
Table H-3

Age	Number	Percent
15-24 years	0	0
25-34 years	30	16%
35-44 years	45	24 %
45-54 years	48	25 %
55-64 years	22	11 %
65-74 years	40	21%
75-84 years	5	3 %
85 year and older	0	0
Occupied Housing Units	190	100 %

Reference: 2000 US Census Bureau

Table H-3 depicts owner occupied housing units by age. Notice that householders over 65 make up approximately 24 percent of owner occupied householders. An additional 11percent of owner occupied householders are 55 years old. If the next census replicates these numbers, there will be approximately 35 percent of all owner occupied householders that are approaching retirement or already retired. A 1992 study by Association of Retired Persons (AARP) states that 84 percent of the elderly would like to stay in their home; and 80 percent would prefer to live in a neighborhood with people of all ages. This is significant in that Keedysville will not only have to provide housing for this segment of the population, but will have to have services and shopping for them as well. Public transit will be more important if services are not located within the Town.

HOUSING GOALS

1. Encourage the construction of housing for all age groups and income levels.
2. Support preservation of historic dwellings and buildings located in Town.
3. When considering new routes, support County Transit service to serve the Town.
4. Review existing design guidelines and standards for compliance with land use policies and implementation strategies in land use ordinances, if necessary.
5. Improve the availability of housing stock for the elderly and disabled individuals.

POLICIES AND IMPLEMENTATION STRATEGIES

Policy H.1: Promote the availability of an adequate housing supply for current and future residents.

Implementation Strategies

1. Encourage a mix of dwelling types that are affordable to all citizens.
2. Encourage higher density dwelling units in Medium Residential district when merited by population increase.
3. Balance additional housing stock development with the preservation and conservation easements as dictated in the County Comprehensive Plan and to preserve Keedysville's Historic Preservation district and Rural Legacy designated properties.

Policy H.2: Promote the development of a mix of housing that is commensurate with the range of incomes for all citizens.

Policy H.3: Support housing for the elderly and individuals that are disabled.

Implementation Strategies

1. Encourage new buildings to have features that could be adapted to accommodate elderly or the disabled.
2. Encourage developers of new or rehabilitated dwellings to be adaptable to accommodate the elderly or those who are disabled.

Policy H.4: Encourage the rehabilitation or adaptive reuse of substandard housing through public and private actions and grants.

Policy H.5: Support and encourage Historic Preservation.

Implementation Strategies

1. Promote the presence of the historic structures in Town, and provide incentives to encourage the use of the design guidelines in the Community Facilities chapter of this Comprehensive Plan.
2. Consider appointing a Historic District Commission as provided for in the Zoning Ordinance or amend that section to reference use of design guidelines for historic structures that the Planning Commission may use when encouraging good design for projects in the historic district.

Policy H.6: Support and encourage Home Based Businesses; however, uses should be compatible with the character of the neighborhoods in which they are located.

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**

Travel Time To Work	Number of Workers	Percent of Workers
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
Time Leaving for Work		
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

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

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 Policies 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

KEEDYSVILLE COMPREHENSIVE PLAN TRANSPORTATION

INTRODUCTION

The Transportation Element of the Keedysville Comprehensive Plan includes the classification of the streets, characteristics of all modes of transportation that exists in town, discussion relative to the issues involving movement in the community, and goals, policies, and implementation strategies to accomplish expanded and efficient multi-modal transportation. This chapter is part of a policy document rather than a particular transportation plan so there will be no specific projects or changes in traffic movement that are mandated in this narrative. It will discuss various options of movement throughout the community: automobile, public bus transit, bicycle, and pedestrians. It will, also, address the major roadways that connect Keedysville to other towns, parts of the County, and region and will include the functional classification of roadways from the latest adopted Washington County Comprehensive Plan.

Street Classification

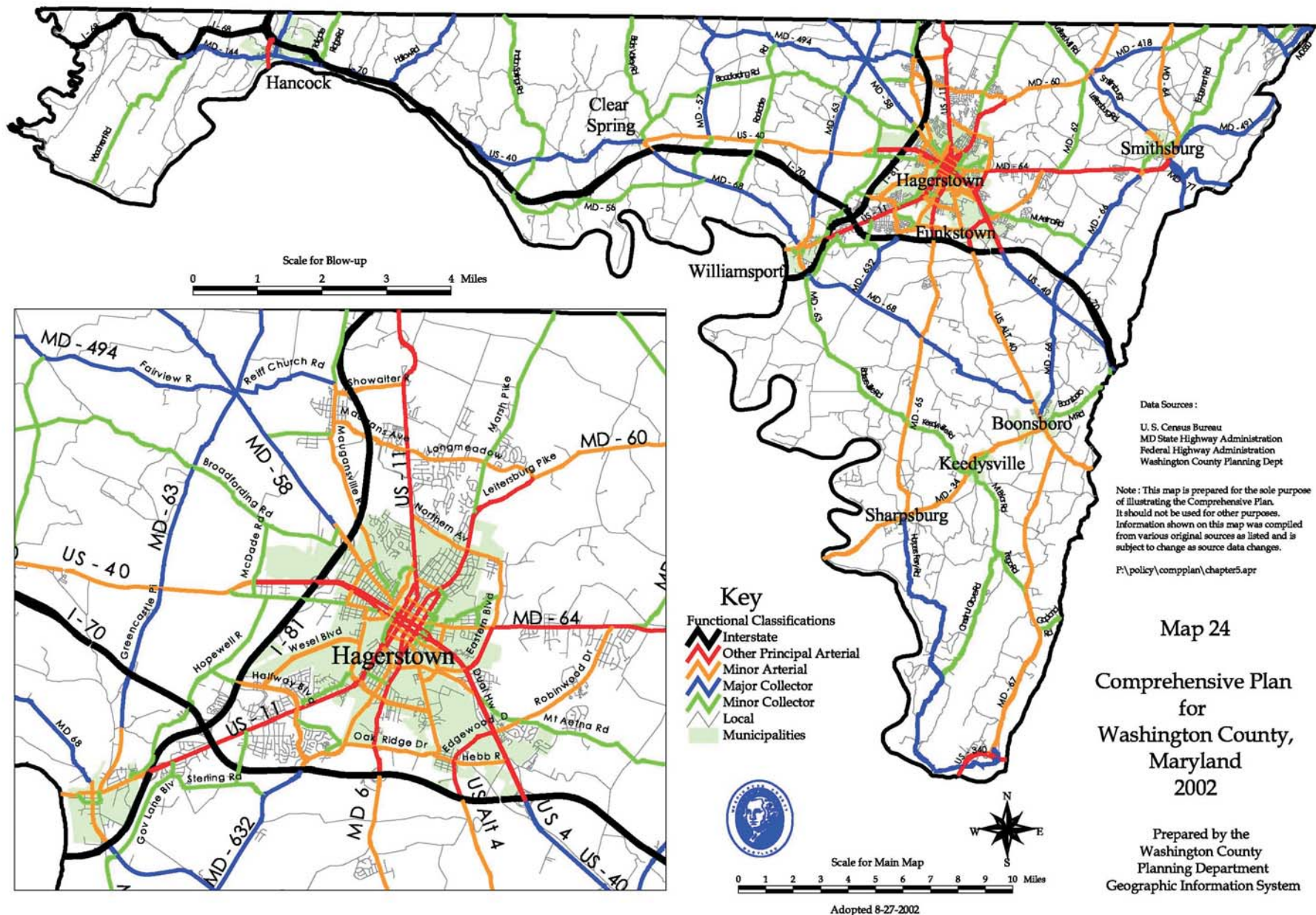
Street classification maps are adopted as part of the Comprehensive Plan as are the goals, policies, and implementation strategies. Washington County's Transportation map (page T-1A) shows the network of roadways that are used by residents of the Town after leaving Keedysville. Streets in Keedysville are owned and maintained by the Town and classified as local streets, except for Main Street (MD 845 A) which is classified as a minor collector and is owned and maintained by the State.

Interstate Routes 70 and 81 provide an excellent transportation network to Washington County and the region with other parts of the State, West Virginia and Pennsylvania. Maryland Routes 66, a major collector, and Maryland Routes 67 and Alternate Route 40, minor arterials, connect to the interstate system and provide access from Keedysville to other communities, shopping, and multiple employment opportunities. The principal vehicular access to this transportation network from Keedysville is Maryland Route 34, a minor arterial, which enables the Town's residents to enjoy a rural quiet lifestyle within commuting distance to employment centers. Route 34 is the east/west connection to Boonsboro and Sharpsburg and bypasses the outskirts of Town which takes major traffic off Main Street. The Town should take an active role in protecting the safety of MD 34 by limiting access points, buffering for residential areas, and limiting commercial development. Highway Plan Standards are defined in the Functional Classification Systems Table on page APA-3 in Appendix A.

Past Comprehensive Plan Recommendations

The 1997 Comprehensive Plan's transportation objective was to establish and maintain a transportation network that safely and efficiently circulates people, goods, and services around the community. Transportation policies cited were:

Functional Road Classifications



- The transportation system plan will address all modes of travel and shall be consistent with local, neighboring, county, and state land use policies and transportation planning.
- Transit issues and needs of the community for public transportation services should be studied and monitored periodically with appropriate actions being taken to meet the needs of the community.
- New development shall be planned to include streets, parking, and access to the existing traffic patterns to avoid inefficient circulation and enhance the safety and convenience of residents.
- The Town will participate in any available county or region-wide transit service program for those who cannot drive or who do not own automobiles. Of special concern are programs which provide transportation for senior citizens.

These are all valid policies and are consistent with the goals of the municipal element which encourages jurisdictional cooperation when planning future infrastructure. However, some policies relative to transportation are not able to be supported, currently, due to the rural nature of the town and a lack of ridership for public transportation. The growth in population and the future development of the Town Growth area of Boonsboro to the east may make it economical for public transportation to be provided by County Commuter transit service to both communities; however, there is not service at this time to Keedysville.

Although there is MARC rail service in nearby Brunswick; park and ride facilities for commuters to car pool; and commercial air transportation at the Hagerstown Regional Airport; transportation by car is the only way to access those services currently. However, the Washington County 2002 Comprehensive Plan does consider a long term improvement to rural areas for bus transit which specifically names service to Boonsboro and Sharpsburg which could include service to Keedysville. Also, senior transit services are provided on a limited basis by the Southeastern Senior Center on Mount Vernon Drive.

Needs and Proposed Facilities

Although Route 34 relieves much of the traffic in Town, a substantial number of trips per day travel on Main Street, Dogstreet Road and Coffman Farm Road to get to Route 34. South Main Street (845A) had an average daily trip count (ADT) of 752 in 2008. Traffic counts for Route 34 in 2008 were 4850 ADT measured .20 of a mile east of Maryland 65 and 6840 ADT measured at .10 of a mile west of US 40 in Boonsboro. It is noteworthy that the ADT for Main Street has decreased from the 2003 number by 323 ADT in 2008.

Main Street is considered to be a constrained street since it has a 50 foot right of way that is narrower than the 60 feet characteristic of a minor collector; and, buildings that are close to the street which is typical of a historic town. In order to maintain proper setbacks in the Zoning Ordinance when reviewing and approving development plans, proposed street rights of way should be described and standard details should be prepared for normal and constrained streets, sidewalks, street trees, and street lights that are either existing or planned.

This analysis and preparation should, also, be done to determine the feasibility of pedestrian and bicycle paths being constructed through the Town. Balancing pedestrian and vehicular traffic policies to determine the optimal balance is needed before construction of street scape improvements takes place. In addition, providing parking on the street is necessary since there is not parking on many sites. Since some of the narrow sidewalks are in need of repair or on some roads nonexistent, vehicular speed can create an unsafe situation for pedestrians and bicyclists.

The topography and built environment on Main Street makes major widening of the street unlikely; however, infrastructure improvements could be made to improve safety for pedestrians. Sidewalks, curbs or a striped pedestrian/bicycle shared path should be placed within the right of way on Dogstreet and Coffman Farm Road. However, Coffman Farm Road, Dogstreet, and Mount Hebron Road are all County roads and improvements would need to be requested from the County. The community should monitor traffic in the area and request financial and technical assistance for Main Street improvements from the State Highway Administration (SHA) to address safety, parking and traffic volume concerns.

Shared Use Path System

A path for pedestrians and bicyclists (hereafter referred to a shared use plan) can provide short distance transportation and lowers parking requirements provided in the Zoning Ordinance, in addition to providing recreational benefits for the Town's residents. A shared path system is preferred over a separate bicycle path and pedestrian path due to the limited space that is available in an already built environment.

Planning bicycle paths and pedestrian walkways generally requires a fair amount of planning; may require acquisition of land; and, needs the support and commitment of public officials. Some communities elect to establish a bicycle and pedestrian advisory committee that would study and recommend efficient and safe routes to the elected officials. The design and feasibility of a shared path throughout Town should be considered in the long term plans of the Town and is dependent on funding and a need to connect the Town with services. Paths on Main Street do not appear to be feasible; however, the abandoned railway right of way is an option that is shared by the County as represented in their 2002 Comprehensive Plan bicycle path plan. The use of the alignment of the abandoned rail road right of way may be an excellent option to connect Maryland Route 34 with a center of Town where parking is available; however, this option would require coordination with the County and the State.

Streets in Town that are designated as confined roadways may not be able to incorporate a standard shared path in the roadway design detail due to lack of space; however, well maintained concrete or asphalt sidewalks should be available to pedestrians in these areas. Shared pathways and sidewalks should be handicap accessible and merchants or residents should be encouraged to maintain a five foot pathway in front of their properties for those who are physically challenged.

The Zoning Ordinance would need to be amended to provide text to require dedication of land and construction of a shared path in new development. Actual design of a shared path should be placed in the Town's standard details. Proper warning devices for intersections and roadways and the appropriate distance for crossings should be included. Appropriate signage, striping, and traffic calming should be considered for streets that maintain a bicycle and pedestrian path that shares the road with vehicular traffic. Although the construction of a shared path in Town is a timely process that would most likely require securing a grant; and, the need to be planned and designated in the Town's Capital Improvement Program, the project could be phased and would provide many benefits to residents and tourists.

The Washington County Bicycle Route Map, page APA-7 found in Appendix A, depicts the existing bicycle routes to Keedysville. Although there is an existing route from Sharpsburg to Keedysville on the shoulders of Maryland Route 34, the path continues south on Mt. Briar Road and does not continue to Boonsboro which is used by pedestrians and bicyclists.

Off-Street Parking

Off-street parking is on private land and should be encouraged and paved with a dust free pavement. The lack of off-street parking on Main Street results in parking on the street and on the sidewalks which leaves little room for pedestrians to walk.

Public Transit

Currently there are no transit services serving Boonsboro, Keedysville or Sharpsburg, although there has been discussion on a route that would provide service to all three towns if the proposed route was looped. The number of trips proposed for this route should be discussed if such a proposal occurs since the lapsed time between routes would discourage riders if it were too long. As commercial services become more plentiful in Boonsboro, due to its designation as a Town Growth area, bus services may be necessary for those who do not maintain vehicles such as senior citizens.

Parking

Parking appears to be at a premium in the area of Town classified as Medium Density Residential and zoned Town Residential. Narrower right of way on Main Street results in residents parking on sidewalks. Although there is a partial alley system in Town, it does not serve all of Main Street. Any review of commercial applications for use permits along Main Street should continue to require dedicated parking off site or a written arrangement for off site parking before approval. Shared parking requirements should be re-defined in the Zoning Ordinance to implement this goal.

TRANSPORTATION GOALS

1. Develop a balanced, efficient, and equitable transportation system that provides a range of transportation options that reinforces the livability and sustainable neighborhoods in Town.
2. The transportation system should support a strong and diverse economy and provide parking areas for those shops and services in Town.
3. Minimize the number of low occupant vehicular trips by supporting any efforts to extend public transportation via a County Commuter route to Keedysville, Boonsboro, and Sharpsburg.
4. Support and seek funding for bicycle and pedestrian shared use paths as a component of the recreational and transportation activities planned for the Town.
5. Provide traffic calming on streets that are considered unsafe due to lack of sidewalks or vehicular speed.

POLICIES AND IMPLEMENTATION STRATEGIES

Policy T.1: Coordinate with state and federal agencies, local governments, and providers of transportation services when planning and funding transportation links and services.

Implementation Strategies

1. Coordinate funding and development of transportation projects with public and private investment and in combination with other jurisdictions, if possible.
2. Support striping and signage along Maryland Route 34 between Keedysville east to Boonsboro to provide alternate short range transportation and recreational opportunities for citizens and tourists.
3. Amend the Zoning Ordinance to provide parking criteria that solidifies shared parking in the Town Residential zoning district and explore shared parking when two land uses operate at the different times.
4. Discourage commercial truck traffic routes through residential neighborhoods.
5. Design and construct well lighted and safe parking areas that are compatible with adjacent residential areas.
6. Provide handicap accessible parking areas and bicycle rack parking in areas of Town that can support bicycle routes, if established.
7. Encourage bioretention areas for storm water management and pervious paving in new parking areas when at all possible.
8. Coordinate new entrance locations planned for new development along MD 34 with SHA to protect the safety of MD 34.

Policy T.2: Educate Citizens on the Transportation Goals, Policies, and Implementation Strategies.

Implementation Strategies

1. Provide information on the web site and at Town Hall if bicycle paths and County Commuter service becomes available in future years.

Policy T.3: Provide Street classification designations and descriptions in the Town's Standard Details and Specifications. Describe streets, confined streets, bicycle pedestrians paths and other transportation related improvements.

Implementation Strategies

1. Provide standard details and specifications for all types of motor vehicles, transit, bicycle, and pedestrian, for each street classification. Include sidewalks, street lights, and street trees that are in conformance with this Plan.

Policy T.4: Support a bicycle and pedestrian path.

Implementation Strategies

1. Make development of a shared path plan a Town effort with coordination from the County; establish a mechanism to ensure coordination.
2. Develop a bicycle and pedestrian program that focuses on safe, direct routes that serve all neighborhoods.
3. Promote bicycling and walking and encourage safe travel habits.
4. Safe and convenient bicycle parking should be provided along routes to link nearby shopping, residential communities, park lands and other activity centers.

Policy T.5: Amend the Zoning Ordinance to include the option of traffic calming devices, when necessary, and add selected measures to the Town's Standard Details and Specifications.

Implementation Strategies

1. Consider traffic calming measures in areas where there are safety issues or hazard due to vehicular/pedestrian conflicts and consult the proper authorities before making decisions.

Policy T.6: Support Public Transit.

Implementation Strategies

1. Support and encourage public transit services to provide transportation opportunities for the seniors who live in Town.

Policy T.7: Improve parking, sidewalks, streets for pedestrian/vehicular safety.

Implementation Strategies

1. Support improvements to Main Street by repairing or installing sidewalks, curb, parking and streetscape and apply for grant assistance from the State Highway Administration utilizing funding from the Community Safety and Enhancement Program and/or Streetscape Program.
2. Implement shared bicycle/pedestrian paths through Town where feasible.
3. Install or repair sidewalks through Town to create a safe and continuous path system.
4. Require new development assess transportation impacts, provide a well connected street network including pedestrian and bicycle facilities and connect with adjacent neighborhoods.

KEEDYSVILLE COMPREHENSIVE PLAN WATER RESOURCES ELEMENT

INTRODUCTION

Keedysville lies within southern Washington County Maryland within the Antietam Creek watershed. Although it is surrounded by lands in Washington County, it is in close proximity to Boonsboro and Sharpsburg Maryland. Each of these Towns share some infrastructure and facilities with each other.

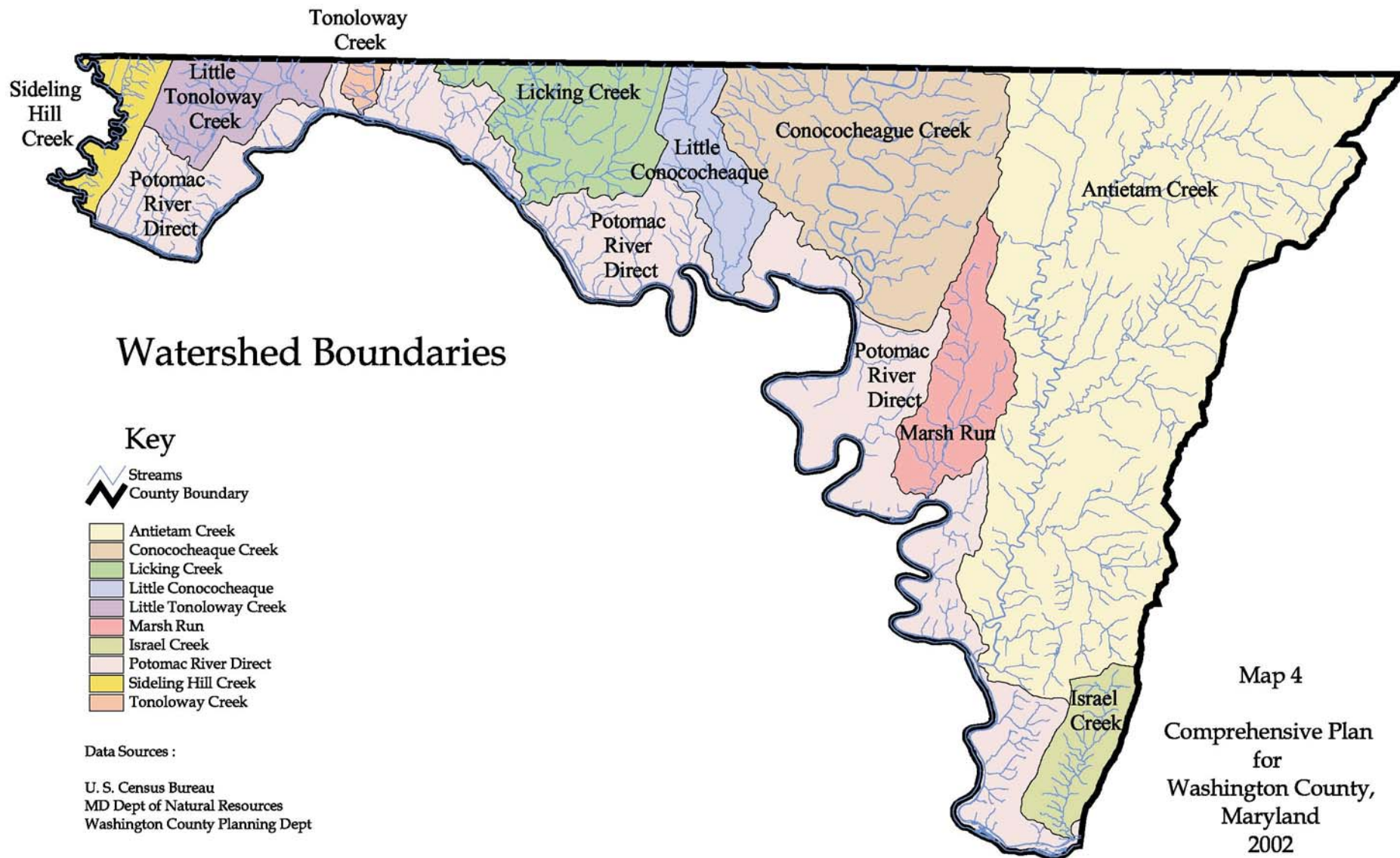
The Towns of Keedysville and Boonsboro are partners in a regional water system. An advisory board, comprised of members of the two towns and chaired by an impartial advisor, provides oversight and guidance on matters involving water system issues affecting the towns. The Advisory Board, however, has no power to compel either Town to take action nor does it operate the water system. Operation and control of each Town's water system is performed by each Town.

The two towns share a water system via a 12 inch water main that connects the two systems. A master water meter near Keedysville measures flow from both towns. Keedysville currently relies on Boonsboro to provide water storage. Boonsboro maintains a one million gallon water storage tank while Keedysville possesses no storage within its system. Keedysville is currently planning to install its own 300,000-gallon storage tank and booster pump station and replace the existing aged water main on Main Street by 2012. These improvements will allow the Town to reduce pressure within the Town's water system and rely on its own storage for emergencies.

Both towns own and maintain their own raw water supplies and water treatment facilities. Boonsboro's personnel operate both water treatment plants. Keedysville owns and maintains its own water distribution system.

The two towns in 1958 entered into an agreement to share water and establish reimbursement criteria for Keedysville. In 1998, the original agreement was amended as a result of a major water system upgrade. The upgrade included the construction of a new water filtration plant in each town, a new 12 inch water main connecting the towns, and water meters for all customers in Keedysville and Boonsboro. The amended agreement in 1998 established the Advisory Board, established cost sharing, operation responsibilities and responsibilities for project administration of the grant and loans needed to finance the project.

The Town of Keedysville's raw water source consists of a large spring near Hebron Road. The yield of the spring has been estimated in past studies to provide between one and two million gallons per day during non-drought years. As a result of the potential for contamination from surface water, in 1998 Maryland Department of Environment (MDE) mandated that the spring be filtered. Diatomaceous earth filters were installed in 1998. MDE has determined that the Town can only withdraw a limited amount from the spring or approximately 100 taps for new development due to drought conditions, the impact on reliability, and the reserve from the aquifer for other users in the zone of influence. Since water is shared by both Towns, Boonsboro could share any excess with Keedysville and vice versa provided both Towns agree and the existing water appropriation permit limits are not exceeded.



There are currently only three (3) private wells operating within the Town located in the eastern part of the Town near Mt. Hebron Road. These wells are planned to be eliminated by 2012 with connection to public water.

The Town's sewage treatment is provided by the Antietam Water Reclamation Facility which serves the towns of Keedysville and Sharpsburg. The treatment plant is owned and operated by Washington County. The plant has a design capacity of 163,000 gallons per day and currently treats an average of 113,000 gallons per day (GPD). The Town of Keedysville's sewage collection system consists of grinder pumps and low pressure sewer lines. All flow is conveyed to the County's central pump station on Maryland Route 34 that is currently operating at 89 percent capacity. As a result of both Sharpsburg and Keedysville's collection system consisting of low pressure sewers and grinder pumps, inflow and infiltration into the sewer system is minimal with flows remaining relatively consistent except for diurnal fluctuations. Keedysville has no septic systems within its sewer system.

With respect to Stormwater Management (SWM), the Town has adopted and enforces Maryland's 2000 Stormwater Management Design regulations and has adopted Washington County's Forest Conservation ordinance by Resolution. The Town is expected to adopt the new Maryland Department of the Environment's 2007 revisions to the Stormwater Management Guidelines by May 4, 2010. Except for the two Rural Legacy parcels that cross the municipality's boundaries, there is no agricultural activity in Town.

The Water Resources Mandate of House Bill 1141

Due to water quality concerns and shell fish decline in the Chesapeake Bay, House Bill 1141 was approved by the Maryland Legislature and signed by the Governor in 2006 which resulted in a mandate to provide a Water Resources Element in all future Comprehensive Plans. The purpose of this element is to analyze long-term water needs and supplies for the land uses in Keedysville, to analyze the sewerage and stormwater generated in the community, and to provide goals, policies, and strategies for conservation, pollution reduction, and water quality degradation in the Town during the planning period. Efforts to make Keedysville a more sustainable community will require participation from the public and private sector with assistance from the citizens in the community.

Box WR-1

The Purpose of the Water Resource Element (WRE) is to ensure that future municipal comprehensive plans take into account the opportunities and limitations presented by local and regional water resources. The WRE planning process will assist local governments in protecting public health, safety, and welfare; in meeting State Smart Growth policies; and in protecting Maryland's land and water resources.

Current Statistics and Future Projections

Keedysville is currently (2009) home to 1124 residents and 406 households, which are projected to grow to a population of 1500 residents and 560 households by 2030.

Future growth will result from infill development or redevelopment within the current municipal boundaries and by annexation of land from Washington County. Keedysville population has increased substantially by annexing property to the north and the south of the center of Town since the last Comprehensive Plan was adopted. Some projects have been approved that will provide additional housing; but, are on hold due to the poor national economy.

Table WR-1 below provides the 2030 population and household figures.

Population and Household Projections for 2030

Table WR-1

	Population		Households		Population Change	Household Change
	2000	2030	2000	2030		
Keedysville	507	1500	202	560	196%	177%

Drinking Water Supply Assessment

Keedysville shares a water system with Boonsboro through a twelve inch line and master meter that connects the two towns. Keedysville filters water from a spring and disinfects with chlorine prior to pumping into the distribution system. The majority of the distribution system ranges in size from a four inch line to an eight inch line. The Town meters all of its customers. Since the town treatment plant must be capable of pumping to Boonsboro's water storage tank, high pressures are experienced within Keedysville's distribution system. The high pressure in excess of 100 pounds per square inch (psi) has placed a strain on its older water lines and as a result a high leak rate has developed. The Town currently has plans to replace the aging water main in Main Street and install a booster pump and storage tank to help mitigate this problem.

The Town's water filtration plant was constructed in 1998 and consists of two (2) diatomaceous earth filters, two (2) high service pumps, chlorine disinfection and a concrete clear well under the building. Raw water is pumped from the spring near the plant through the filters into the clear well. High service pumps distribute treated water into the distribution system. Each filter and high service pump is capable of treating and pumping 150 gallons per minute or 216,000 GPD. The current water use is 80,000 GPD or 197 GPD per dwelling unit. The Town's water storage is provided by the Town of Boonsboro's one million gallon in ground storage.

The state has indicated that due to restrictions on withdrawal from the spring's aquifer, approximately 100 additional taps will be allowed. This may not be sufficient to support the growth projected to 2030. An additional 37,210 GPD of water supply will be needed between 2009 and 2030. Restrictions on the water supply may be an impediment to the projected growth rate beyond year 2020 if additional water supply cannot be achieved. The Town may consider increasing the available water supply by reducing the unaccounted water loss and/or requiring future developers to develop and provide a new well source to the Town. Aside from a new 61 unit development planned on the opposite side of Maryland Route 34 and 21 undeveloped lots in existing Stonecrest subdivision, the Towns' future growth is expected to largely result from infill, redevelopment and higher densities. In addition there is a possibility of annexation, if additional taps can be achieved.

The projected population is shown in Table WR-1. Using the State's estimate of 250 GPD per dwelling, the projected year 2030 water demand is shown in Table WR-2. The projected population as indicated in Table WR-1 is 1,500 persons which is an increase of 993 persons spread over the timeframe from 2000 to 2030. The increase in households is 358 over this same period. It must be noted here as is stated elsewhere in the Comprehensive Plan, these projections will be effected somewhat by the slow down of the national and local economy and the dated material since the next census is only a year away; therefore, during the next six year update of the Plan, the projections should be revisited. Given the projected water demand, the available water supply will be exhausted by year 2020 unless additional resources can be found or efforts to reduce unaccounted for water are successful in making up the difference.

In order to protect the existing spring in town from potential impacts, a well head protection plan should be developed by the Town. The plan would identify the area of influence and prohibit certain development from occurring within the zone of influence that could potentially contaminate the source.

Table WR-2 below provides the projected water demand for the year 2030.

**Table WR-2
Water Demand Projections for 2030**

	2000	2005	2010	2015	2020	2025	2030	Supply or Treatment Capacity
Population	507	826	1,191	1,287	1,382	1,439	1,500	
Households	204	298	430	468	508	533	560	
Water Demand (GPD)	40,188	58,706	84,710	94,210	104,210	110,460	117,210	105,000 GPD

NOTE:

1. New Development beyond year 2010 is computed at 250 GPD/dwelling unit per MDE guidelines.
2. Water demand figures include 10% for non-residential consumption (10% of the EDUs represent non-residential demand) based on historical water billing rates.
3. Water supply capacity is based on an additional 100 taps @ 250 GPD/tap beyond the current 80,000 GPD existing use in the absence of a firm limit imposed by MDE.

As stated previously the Town's unaccounted for water is water that is produced but not yet billed. To better manage unaccounted for water, the Town should establish a detailed tracking program to closely monitor each category of unaccounted for water. Using the list of sources identified, the Town should estimate the amount of water lost by each source on a monthly basis. Table WRE-3 identifies methods the Town can use to estimate the amount of water lost by each source. In some cases, more than one method of estimating water loss has been identified.

Once the amount of unaccounted for water has been estimated for each month, each category should then be evaluated to determine methods of reducing or eliminating unmetered uses. If the volume of unaccounted for water continues to exceed 10%, a more detailed study of the Town's unaccounted for water would be warranted. A detailed unaccounted for water study may include a leak detection study of the distribution system.

Methods for Estimated Unaccounted for Water Usage
Table WR-3

Source	Method(s)
Hydrant Flushing	<ol style="list-style-type: none"> 1. Record the amount of time each hydrant is open and use pilot tube to estimate flow rate. The total volume of water used during the hydrant flushing is the product of the flow rate and the flushing time. 2. Estimate volume used during hydrant flushing by reading the system meter prior to and after flushing procedure. This method is less accurate than No. 1 above and should only be used during low demand periods.
Unmetered Filling of Swimming Pools	<ol style="list-style-type: none"> 1. Place a meter on the line used to fill the pool. 2. Calculate the volume of water the pool can hold. The pool owner should contact the Town each time the pool is filled as well as when additional water is used to “top-off” the pool.
Water Main Breaks	<ol style="list-style-type: none"> 1. Determine the amount of water lost by reading the amount of increased flow at the system meter during the period of break.
Sewer Main Cleaning	<ol style="list-style-type: none"> 1. Determine volume of water stored in the sewer cleaning truck and keep track of the number of times the truck is filled.
Broken or Uncalibrated Meters	<ol style="list-style-type: none"> 1. Replace or repair all broken meters. Begin a meter calibrating program and calibrate a certain percentage of meters each year.
Fire Protection	<ol style="list-style-type: none"> 1. Have the fire department notify the Town after each period of water usage. The fire department should be able to inform the Town of the length of time during which water was used. The total volume of water can be estimated by reading the amount of increased flow at the system meter during the period of water usage.
Testing of Newly-constructed Water Mains	<ol style="list-style-type: none"> 1. Calculate the volume of water the new water main can hold. Require the contractor/developer to notify the Town each time they fill a water main.
Cleaning of Wastewater Pumping Station	<ol style="list-style-type: none"> 1. Estimate the flow rate of the cleaning device and keep track of the amount of time it is in use.
Unmetered Connections	<ol style="list-style-type: none"> 1. Place meters on these services. 2. Estimate usage based upon the number of people within each household.

The Town's existing potable water storage is provided by Boonsboro's one million gallon storage tank. Analyzing the sufficiency of the existing storage requires a judgment involving the quantity and duration of fire flow. Given the nature of development in town of residential, relatively small-scale multi-family and commercial, and the ability of the existing main to convey flow, a value of 1,500 GPM for two (2) hours were used. An analysis of the existing storage volume given the existing and 2030 projected population is provided in Table WR-4. Although the analysis illustrates existing storage is adequate, the Town is planning a new storage tank and booster pump station within the Town boundaries to be more self reliant and reduce water pressure in Town.

Keedysville Water Storage Analysis
Table WR-4

YEAR	POP	1 EDU's	2 Average Daily Demand (GPD)	3 Equalizing Storage (GAL)	4 Fire Flow (GAL)	5 Emergency Reserve (GAL)	6 Required Storage (GAL)	7 Existing Storage (GAL)	8 Storage (GAL) Surplus (+)
2000	507	204	40,188	10,449	180,000	63,483	253,932	Town of Boonsboro 1,000,000	+746,068
2005	826	298	58,706	15,263	180,000	65,087	260,350	Town of Boonsboro 1,000,000	+739,650
2010	1,191	430	84,710	22,025	180,000	67,342	269,367	Town of Boonsboro 1,000,000	+730,633
2015	1,287	468	94,210	24,495	180,000	68,165	272,660	*300,000	+27,340
2020	1,382	508	104,210	27,095	180,000	69,032	276,127	*300,000	+23,873
2025	1,439	533	110,460	28,720	180,000	69,573	278,293	*300,000	+21,707
2030	1,500	560	117,210	30,475	180,000	70,158	280,633	*300,000	+19,367

*Keedysville's own 300,000 gallon storage tank expected on line by 2012.

Column 3 – Equalizing storage is 20% of maximum daily demand – Maximum daily demand is assumed at 1.3 x average daily demand.

Column 4 – Fire Flow at 2 hours duration (per AWWA Manual M31) at 1,500 GPM

Column 5 – Emergency Reserve is 25% of total storage.

Column 6 – Required Storage is Column 3 + 4 + 5

NOTE: Keedysville is interconnected to Boonsboro's water system for emergency use.

Wastewater Treatment Assessment

Keedysville is currently served by the Antietam Water Reclamation Facility which is operated by Washington County. The existing County treatment plant is designed and permitted to treat 163,000 gallons per day and currently treats an average daily flow of 113,000 GPD based on the average of the last three years. The County is currently planning on upgrading the existing plant by adding screening capability to the headworks and other minor maintenance items by year 2014/2015. No expansion of the plant will be necessary to accommodate the Town's growth to year 2030. The Town's sewer collection system consists of grinder pumps and low pressure sewers in the entire town except for Cannon Ridge East development which is served by gravity sewers. As a result of the low pressure sewer system, inflow and infiltration is minimal and is

relatively consistent flows are achieved. There are no septic systems within the Town. The only central pump station is owned and maintained by the County along Maryland Route 34. The pump station receives 52,000 GPD on average and is currently at 89 percent capacity. The County has plans to increase the capacity in conjunction with a new 61 unit subdivision along MD. Rte. 34 with contributions by the developer. With 560 total dwellings projected for the planning period an additional 35,540 GPD will be generated between 2009 and 2030. The existing wastewater treatment plant with a reserve capacity of 50,000 GPD does have sufficient capacity for the projected growth as shown in Table WR-5.

The Town currently discharges treated wastewater to the Antietam Creek under NPDES Permit #03-DP-2354 via the County's Antietam Water Reclamation Facility. This discharge is sufficient to accommodate the Town's projected growth through 2030. Stormwater management for future development will be accommodated on each individual site and comply with the MDE's 2007 stormwater guidelines that will go into effect on May 4, 2010.

Table WR-5 summarizes existing and future projected sewage demand.

Sewer Demand Projections for 2030
Table WR-5

	2000	2005	2010	2015	2020	2025	2030	Supply or Treatment Capacity
Population	507	826	1,191	1,287	1,382	1,439	1,500	
Households	204	298	430	468	508	533	560	
Wastewater Demand (GPD)	26,112	38,144	55,040	64,540	74,540	80,790	87,540	102,000 GPD

NOTE:

1. New Development beyond year 2010 is computed at 250 GPD/dwelling unit per MDE guidelines.
2. Sewer demand figures include 10% for non-residential consumption (10% of the EDUs represent non-residential demand) based on historical water billing rates.
3. Wastewater treatment capacity is based on 163,000 GPD design and permit capacity at the wastewater treatment plant and 61,000 GPD existing use by the Town of Sharpsburg. Sharpsburg is not anticipated to receive substantial future growth.

Stormwater Management Assessment

The Town currently enforces storm water management regulations for new or redevelopment using the State of Maryland 2000 Maryland Design guidelines and the new 2007 revisions by MDE. In urban sub water sheds, such as Keedysville, American Forests recommend an overall twenty-five percent tree canopy and fifteen percent in commercial areas. Tree canopies intercept and absorb rainfall, filter pollutants, and reduce temperature at the ground which is important especially where heat islands are created due to asphalt and roof top absorption of the sun's rays. Encouraging planting of trees within the Town can have a beneficial effect and assist reducing rain water, providing a cooler environment, and reduce storm water.

Keedysville is currently about twenty-percent impervious. Maintaining impervious surfaces to less than twenty-five percent can achieve certain goals such as reducing non-point source nutrient loads. In order to accommodate growth and lower pollutant loads the following goals, policies, and strategies at the end of the chapter are offered.

Stormwater runoff from the Town of Keedysville drains to the Little Antietam Creek, a tributary of the Antietam Creek. Antietam Creek ultimately drains to the Potomac River and the Chesapeake Bay. There is no current Total Maximum Daily Load (TMDL) allocation for nitrogen and phosphorous for the Antietam Creek or the area of the Potomac River at the point at which the Town's stormwater runoff drains; however, the Town recognizes the importance of minimizing nitrogen and phosphorous runoff to the waters of the Chesapeake Bay. Since TMDLs have not yet been established, the suitability of the receiving waters cannot be adequately addressed at this time.

A summary of impervious and pervious urban land cover by drainage area is presented below. The percent impervious values for the Zoning categories below are based on the 2006 Total Maximum Daily Load Implementation Guidance for Local Governments. The typical single family lot in the Low Density Residential Land Use category is at least one-third of an acre and one-half of an acre or larger: one-half of an acre was used as a conservative value, as pervious urban area contributes larger quantities of nitrogen and phosphorous runoff. (See analysis in the following paragraphs.)

The typical single family lot in the Medium Density Residential Land Use category is approximately one-quarter of an acre and limited institutional and commercial uses are present in this Zoning District as well. However, non-residential uses generally maintain the same setbacks in this land use category and parking facilities are generally on the public street due to topography and the presence of the Town's historic district and built environment.

In the Low Density Residential, a conservative assumption of one-half acre and exclusion of the non-residential uses was made in order to present a "worse case" scenario of potential nitrogen and phosphorous runoff quantities.

New development would predominantly involve construction of residential development on existing lots of record, infill lots or in annexation areas. In annexed areas, the future development options are limited to those allowed in low density residential zones. This will provide the least intense use and provide the least amount of impervious area.

Table WR-6 Current Land Cover depicts the Comprehensive Plan Land Use classifications, current land use cover, and the amount of pervious and impervious areas that would effect each area.

**Keedysville's Current Land Cover
Table WR-6**

Comprehensive Plan Land Use	Usage/Estimated Land Cover	Total Area (Acres)	Pervious Area (Acres)	Impervious Area (Acres)
Commercial	Commercial/ 85 % Impervious	6.37	0.96	5.41
Low Density Residential	.50 Acre- Residential: 25 Percent Impervious	392.28	294.21	98.07
Medium Density Residential	.25 Acre- Residential 35 Percent Impervious	98.89	64.28	34.61
Agricultural / Rural Legacy Easement	Agricultural – Low Till/ Pervious	20.08	20.08	-
Conservation	Forest/Pervious	11.37	11.37	-
Parkland	Mixed Open / Pervious	10.08	10.08	-
TOTAL AREA		539.07	400.98	138.09

Table Prepared by ARRO Consulting, Inc.

Nonpoint source nitrogen and phosphorous loading values based on land cover were determined based on the most recent (2007) Potomac River, Maryland watershed data in the Watershed Model Output Data available from the Chesapeake Bay Program. The total nitrogen and phosphorous loading for each land use in the watershed were divided by the total acreage for each use, with the resultant values being the nitrogen and phosphorous loading in pounds per acre per year for each type of land use. Based on the Watershed Model Output Data classifications, land use within the Town of Keedysville is primarily "Pervious Urban" or "Impervious Urban", with proportions equivalent to the pervious and impervious percentages as shown in the preceding table. A small portion (approximately 8%) of the Town area is comprised of parkland, forest/nontidal wetland conservation, and rural legacy agricultural uses.

Table WR-7 Current Nonpoint Source Loading, summarizes current nitrogen and phosphorous loading by drainage area based on the previously determined loading values and land cover.

The total current non-point source loading to Little Antietam Creek from the Town is 4,354.22 lb/year of nitrogen and 440.66 lb/year of phosphorous. The projected population growth will occur as infill or annexations within residentially zoned area of Town. The infill and associated new infrastructure will result in a net increase in impervious cover, which based on the historical trends in the Watershed Model should decrease nitrogen and phosphorous loading. Thus, the values calculated above represent maximum nitrogen and phosphorous loading for the projected

growth period; future development trends along with implementation of best management practices in stormwater design in accordance with the MDE's 2000 and 2007 Design Manual should reduce the ultimate loadings to Little Antietam Creek from the current and future areas of the Town.

**Current Nonpoint Source Loading
Table WR-7**

Cover	area (acres)	average nitrogen loading (lbs/acre year)	average phosphorous loading (lbs/acre year)	nitrogen loading (lbs/year)	phosphorus Loading (lbs/year)
Pervious Urban	359.45	8.60	1.00	3091.27	359.45
Impervious Urban	138.09	6.66	0.41	919.68	56.62
Mixed Open	10.08	4.62	0.58	46.57	5.85
Agricultural- Low Till	20.08	14.00	0.89	281.12	18.51
Forest	11.37	1.37	0.02	15.58	0.23
Total Loading				4354.22	440.66

Prepared by ARRO Consulting, Inc.

The potential annexations areas will add additional areas to the Town, as shown in the following table WR-8.

**Land Cover for Future Annexations
Table WR-8**

Land Use	Usage/Estimated Land Cover	Drainage Area	Total Area (Acres)	Pervious Area (Acres)	Impervious Area (Acres)
Low Density Residential	0.50 acre res. 25 % impervious	Little Antietam	68.88	51.66	17.22

Table WR-9 below identifies the non-point source nutrient loadings from the future annexation areas.

**Non-Point Source Loading
From Future Annexations
Table WR-9**

Cover	Drainage Area	Area (Acres)	Average Nitrogen Loading (lbs/acre/yr)	Average Phosphorus Loading (lbs/acre/yr)	Nitrogen Loading (lbs/yr)	Phosphorus (lbs/yr)
Pervious Urban	Little Antietam	51.66	8.6	1.00	444.28	51.66
Impervious Urban	Little Antietam	17.22	6.6	.041	113.65	7.06
TOTAL NON-POINT LOADING					557.93	58.72

The Town currently discharges treated wastewater to Antietam Creek under NPDES Permit #03-DP-2354, effective March 1, 2005 and expiring on February 28, 2010, via the Antietam Water Reclamation Facility. Projected future point-source discharge quantities and nutrient loadings from the Town are tabulated below. Projected nutrient loadings are based on the Maryland Tributary Strategy Statewide Implementation Plan Point Source Strategy (18 mg/l total nitrogen and 3 mg/l total phosphorous for plants without ENR upgrades and under 0.5 MGD) and population and wastewater flow projections from the Town as developed previously in this Plan.

**Current/Projected Point Source Loading
Table WR-10**

YEAR	Wastewater Flow (GPD)	Nitrogen (lbs/year)	Phosphorous (lbs/year)
2000	26,112	1,429	238
2005	38,144	2,088	348
2010	55,040	3,013	502
2015	64,540	3,588	589
2020	74,540	4,081	680
2025	80,790	4,423	737
2030	87,540	4,793	799

The following table presents projections of combined non-point and point source loading for the entire planning period. The most conservative assumption for non-point loading has been adopted, that nitrogen and phosphorous loading will not be decreased by increases in impervious area; as discussed above, actual non-point loading is likely to be lower, but it is difficult to quantify the amount of impervious increase to due to infill development.

**Projected Total Non-Point and Point Source Loading
Table WRE-11**

YEAR	Non-Point Source N (lbs/yr)	Non-Point Source P (lbs/yr)	Point Source N (lbs/yr)	Point Source P (lbs/yr)	Total N (lbs/yr)	Total P (lbs/yr)
2000	4,354	440	1,429	238	5,783	678
2005	4,354	440	2,088	348	6,442	788
2010	4,354	440	3,013	502	7,367	942
2015	4,354	440	3,588	589	7,942	1,029
2020	4,354	440	4,081	680	8,435	1,120
*2025	4,912	499	4,423	737	9,335	1,236
*2030	4,912	499	4,793	799	9,705	1,298

* Impacts from annexation added in year 2025 and 2030.

WATER RESOURCES GOALS

1. To ensure the quality of water and protect the public health, safety, and welfare of its citizens.
2. To protect Keedysville and the States' land and water resources and meet Smart Growth policies.
3. To participate with other jurisdictions to preserve and improve the conditions of the Chesapeake Bay, its marshes, and other waters of the State.
4. To minimize nutrient runoff and erosion and practice Best Management Practices to reduce impacts from development.

POLICY AND IMPLEMENTATION STRATEGIES

Policy WR.1: In order to minimize nutrient runoff and erosion, Best Management Practices including environmental site design to the maximum extent possible as required by the 2007 State stormwater design guidelines to reduce impacts from development is recommended to be completed. Such techniques include the following implementation strategies.

Implementation Strategies

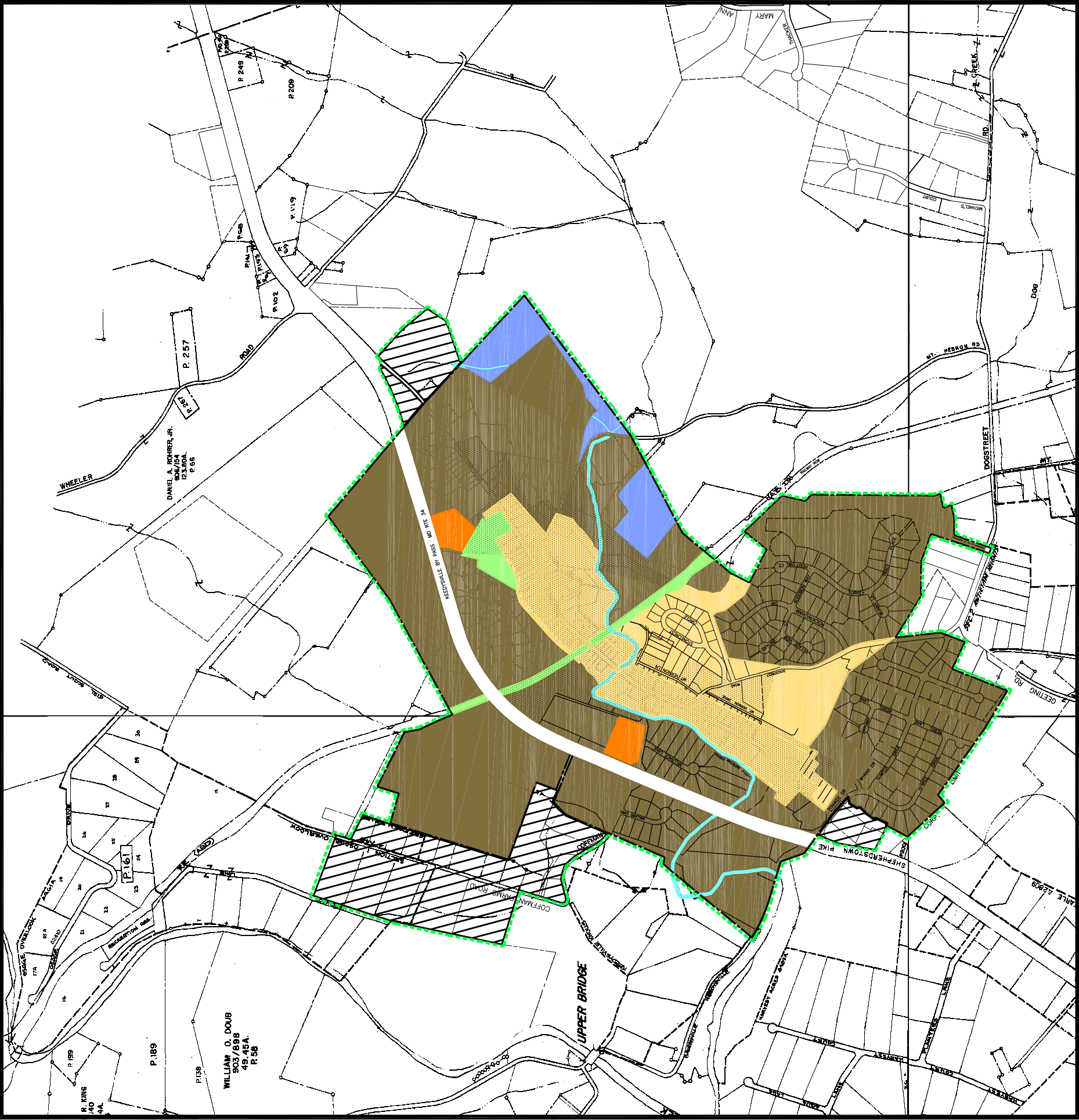
1. Minimizing disturbance by clustering development and preserving open space.
2. Vegetative filter strips and other multi-functional landscape areas.
3. Utilizing roof top storage.
4. Develop bioretention or microbioretention facilities in appropriate places such as parking lots.
5. Use drywells onsite.

6. Encourage the planting of street trees and landscaping to reduce temperature and enhance nutrient reduction.
7. Use infiltration trenches and rain gardens.
8. Limit overall impervious surfaces to twenty-five percent or less.
9. Rainwater harvesting.

Policy WR.2: Major capital and operational improvements that address long-range needs for public water and sewer must be utilized.

Implementation Strategies

1. Add Backflow Preventers to individual water services for existing customers to prevent potential contamination of the water supply.
2. Develop a system for allocating and monitoring sewer and water taps.
3. Since there is a limited amount of taps available to Keedysville, the Town should consider a Sunshine Policy where the taps must be used in a certain time period or they must be placed back into the tap pool to be available for other applicants.
4. Replace aging water line along Main Street to reduce leaks.
5. Add additional water sources and water treatment capacity.
6. Expand the existing wastewater treatment plant by year 2020.
7. Reduce unaccounted for water loss through reducing pressures, monitoring, and leak detection.
8. Initiate a wellhead protection plan to identify the spring recharge area and implement land use controls to prohibit certain potential contaminants from development activity.

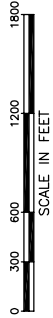


LEGEND

- EXISTING TOWN BOUNDARY
- HISTORIC DISTRICT
- COMMERCIAL
- PARKLAND
- CONSERVATION
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- AGRICULTURAL/RURAL LEGACY
- AREA OF POTENTIAL ANNEXATION AND GROWTH AREA
- WATER AND SEWER SERVICE AREA

NOTE: THIS MAP WAS PREPARED FROM INFORMATION OBTAINED FROM A THIRD PARTY. NO SURVEY WAS PERFORMED. ARRO ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE PROPERTY LINES AND INFORMATION PROVIDED.

Town of Keedysville WATER & SEWER SERVICE AREAS



WR-14

KEEDYSVILLE COMPREHENSIVE PLAN IMPLEMENTATION

INTRODUCTION

There are several sections of the Comprehensive Plan that have implementation goals, policies, and strategies. To avoid the past idea of a Comprehensive Plan being placed on a shelf to pick up dust, a Plan Implementation section has been included. Not only will all goals, policies, and strategies be placed in a logical order, the Planning Commission may make recommendations to the Mayor and Council relative to what priority the specific actions should have. Determinants of prioritization may be, but are not limited to: budget, grant availability, logical sequence of accomplishing one priority before the other, and timing of the needed action. Certainly there are other reasons to assign one priority before the other; however, these will surface at the time of prioritization.

There should be three levels of priorities. The first is Priority 1: those items that are short term and/or critical; Priority 2: those items that should be done within the approximately the next ten years; and Priority 3: those items that should be completed by the end of the planning period in 2030. However, it is recognized that the priorities may change with the six year update of the Comprehensive Plan or when funds become available via grants. On going projects or tasks will be designated as OG rather than Priority 1, 2, or 3.

Obviously, the highest priorities will be completed first. In addition, each priority will be the responsibility of an appropriate agency, staff, jurisdiction, or several entities and assigned as such. Some tasks will require a partnership between different entities; however, the main entity listed will direct and manage the project and assure completion. Some tasks are dependent on other tasks to be done first: before they can be completed. This is true with phasing of infrastructure goals, policies, and strategies.

Following are abbreviations that will be placed in the column next to a priority that represents the entity that is responsible for completing the priority. In some cases, two or three entities may be placed in the box, if there are partnerships to complete a task. Additions may be made to this list as the need arises; however, any major change in this or any other section of the Comprehensive Plan should receive approval of the Mayor and Council after the appropriate public hearings.

CIP	Capital Improvements Program
DA	Developer/Applicant
DPW	Department of Public Works
MDE	Maryland Department of the Environment
FIN	Keedysville Treasurer
GD	Grant Dependent
KAT	Keedysville Attorney
KE	Keedysville Engineer
KMC	Keedysville Mayor and Council
KPC	Keedysville Planning Commission
MD	State of Maryland
OG	Project On-Going
POL	Police
SHA	State Highway Administration

TB	Town of Boonsboro (includes Fire and Rescue Companies)
TS	Town of Sharpsburg (includes Fire and Rescue Companies)
WCC	Washington County Commissioners
WCE	Washington County Economic Development.
WPC	Washington County Planning
WCPS	Washington County Public Schools
WCT	Washington County Tourism
WWRF	Washington County Antietam Water Reclamation Facility

Policy and Implementation Strategy		Priority	Responsibility
<i>Land Use</i>			
LU.1	Promote new or redevelopment that incorporates environmental resources as site amenities. This can be incorporated in the Zoning Ordinance as a low percentage of SWM and be increased if it proves beneficial to the Town.	OG	KPC
LU.2	Require new or redevelopment projects to provide handicap accessible access on pedestrian walkways and public sidewalks.	1 OG	KPC
LU.3	A Town Tree list should be prepared and adopted so that the appropriate species of Street Trees and landscaping for public and private projects would be used which may provide a cost savings to the Town. Appropriate street trees and landscaping should be added to the Town's gateways.	1	KPC
LU.4	Provide incentives for adaptive reuse of historic structures and incentives to preserve or document historic structures in Town rather than demolish them.	3 OG	KPC
LU.5	Review and amend the Development Regulations to expand and further define screening and buffer yard requirements when incompatible uses are adjacent to each other; and, to accommodate future increased density.	3 OG	KPC/KMC
LU.6	Continue to require Best Management Practices and Low-Impact Development (LID) in site design techniques to minimize the impact of infrastructure on adjacent environmentally sensitive areas.	2 OG	KPC
LU.7	Avoid potential negative impacts on the built environment through site design with emphasis on facility access, building heights, scale, massing, and setbacks.	3 OG	KPC
LU.8	Require developers to partner with the Town to fund infrastructure improvements associated with their development and develop and approve developer agreements for all proffers made during the review and approval of final site plans.	1 OG	KPC
LU.9	Reduce sign pollution by amending land use regulations to promote the use of monumental signs and avoid pole and temporary signs. Encourage residents to clear sidewalks of obstacles and vehicles that impede handicap accessibility.	OG	KPC
LU.10	Encourage new development and redevelopment to be compatible with the character of existing or already approved planned development in the neighborhood.	1 OG	KPC
LU.11	Avoid commercial traffic from traveling in Residential neighborhoods.	OG	KPC
LU.12	Prohibit inappropriate land uses in the well head protection overlay when established.	1 OG	KPC
LU.13	Practice good site design and protect environmental resources when approving new development.	OG	KPC

Policy and Implementation Strategy		Priority	Responsibility
LU.14	Ensure that any increased impact or strain on Town infrastructure that is results from new development is financially shared by the developer of such development.	1 OG	KPC
LU.15	Establish fee in lieu of parking, parkland, and recreational facilities and resources required by new development in the Zoning Ordinance so that new development pays its fair share.	1 OG	KPC/KMC
Environmental			
EN.1	Encourage protection and minimize adverse impacts of public and privately owned wetlands and the 100 year floodplain, nontidal wetlands, and well heads.	OG	KPC
	<i>1. Identify areas that flood and pose a threat to adjacent development and establish a greater buffer from the steam bank than is in the current Zoning Ordinance.</i>	2 OG	KPC
	<i>2. Promote appreciation of the natural environment by capitalizing on the educational and recreational values and opportunities in the natural area at the north end of Town.</i>	OG	KPC
	<i>3. Establish development regulations to protect well heads by establishing a zone of influence overlay which prohibits certain land uses that could result in pollution of the spring and the Town's water source. This action may include County and Town properties and coordination with the County Planning Department.</i>	1 OG	KPC
EN.2	Encourage regeneration of lost or damaged natural and man-made environmental features.	OG	KPC
	<i>1. Establish a Tree City program to enhance streetscapes that provide shade and reduces stormwater. A tree list should be used that lists trees in public areas that are indigenous to the area, survives during storms, and does not break up concrete and macadam in the streetscape. Private land owners should be encouraged to use the tree lists for plantings during development review.</i>	3	KPC
	<i>2. Establish a tree species list for planting within the Town public right of way and public lands so that trees are not of the type to damage side walks and species are mixed to avoid loss of major tree stands due to blight, disease or storm damage.</i>	1	KPC
	<i>3. Identify properties within the 100 year flood plain and discourage any expansion of existing buildings that are flood prone and encourage land uses like parking lots with permeable paving surfaces and park land in these areas.</i>	1	KPC
	<i>4. Protect steep slopes and require landscaping and trees to be part of the site planning process.</i>	OG	KPC
	<i>5. Identify sites available for tree planting and off-site mitigation.</i>	OG	KPC
	<i>6. Require forest conservation plantings to be placed on a parcel that is developing if the tract is vacant and over 40,000 square feet in size unless it is in the downtown area and there is impervious surface already on the parcel. Modifications and fee in lieu of forest conservation should only be used in areas where they are appropriate.</i>	OG	KPC
EN.3	Promote and plan educational programs to foster and provide a greater public awareness of the importance for conserving and sustaining natural and man-made resources.	OG	KPC

Policy and Implementation Strategy		Priority	Responsibility
	<i>1. Encourage citizens to use techniques to save water, properly dispose of pollutants, and to recycle household waste.</i>	OG	KMC
	<i>2. Establish a public education campaign for recycling solid waste and reduce the waste stream taken to the landfill.</i>	OG	KPC
	<i>3. Encourage voluntary cooperation by the Town's citizens, businesses, and landowners in conserving as much of the natural vegetation as is feasible.</i>	OG	KPC/KMC
	<i>4. Encourage and educate Town residents to voluntarily use rain barrels to collect water from their roof drains for their yards; and, to compost and mulch their own yard waste such as grass clipping, leaves, and twigs to reduce the waste stream and to improve the saturation rate in their yard.</i>	OG	KPC/KMC
	<i>5. When reviewing final site plans, consider the use of pervious surface materials for parking if there will not be much traffic or impact on the lot. This application is not appropriate for heavy parking usage.</i>	2 OG	KPC/KMC
EN.4	Continue to maintain a sufficient and potable water supply for consumption and fire-protection. Coordinate efforts with the town of Boonsboro to maintain adequate water taps to support necessary future development.	1 OG	KMC/TB
	<i>1. Continue meeting with the Town of Boonsboro relative to potable water issues.</i>	1 OG	KMC/TB
EN.5	Maintain a safe and efficient collection and treatment of sewerage, and continue to provide for efficient and innovative storm water management.	OG	KMC/WWRF
	<i>1. During development review, establish pocket parks to provide passive recreation and bio-retention (rain gardens) to absorb, clean, and reduce storm water management.</i>	2 OG	KPC
EN. 6	Coordinate implementation of new and existing environment protection programs and regulations in partnership with Washington County and the State.	OG	KPC
	<i>1. Encourage State Highway Administration to make planned public improvement to Main Street and to underground utility lines.</i>	1	KMC/SHA
EN.7	Resolve unavoidable competitions between economic and environmental policy through the use of flexible regulations and innovative development techniques.	2 OG	KPC
	<i>1. Periodically review updates to any Environmental regulations and update land use regulations for compliance.</i>	OG	KPC/KMC
	<i>2. Continue to improve and streamline development regulations.</i>	OG	KPC/KMC
	<i>3. Promote green building and low impact development.</i>	2/OG	KPC/KMC
EN.8	Protect rare, threatened and endangered species.	OG	KPC/MDE
	<i>1. Establish standards in the development review process to require evaluation of the presence of rare, threatened and endangered species on development sites.</i>	OG	KPC/MDE
EN.9	Evaluate and seek funding for the Town's storm management water facilities and provide for upgrades for the benefits of all citizens.	1	KMC/SHA
	<i>1. Continue to eliminate or control storm water problems by enforcing the Town's storm water management ordinance and identify any innovative ways to reduce storm water.</i>	OG	KPC

Policy and Implementation Strategy		Priority	Responsibility
	2. Require storm filters in new and reconstructed parking lots to treat storm water.	1 OG	KPC/KMC
	3. Strive to reduce impervious cover and promote best practices for storm water management.	OG	KPC
	4. Incorporate Low Impact Development (LID) techniques into the Land Use Regulations.	2 OG	KPC/KMC
Community Facilities			
CF.1	Work with the Fire Department to determine what types of obstacles impede their service within the Town.	1	KPC/KMC/ TB/TS
	<i>1. Encourage the fire and rescue service providers to review development plans during an early stage in the development process, especially with large projects.</i>	1 OG	KMC
	<i>2. Support any efforts to have electric lines put underground.</i>	3	KMC
	<i>3. Continue to prohibit open burning in Town.</i>	OG	KMC
	<i>4. Continue to test fire hydrants on a regular basis, especially when new construction that may affect pressure in water lines is being reviewed during the development process.</i>	1	KMC
CF.2	Encourage fire related public awareness to the citizens by providing education programs for children and the community.	OG	KMC
CF.3	Consider adopting an ordinance to require having fire suppression on all new or redeveloped properties.	3	KMC
CF.4	Support your local public safety organizations.	1	KMC
CF.5	Provide statistics of crimes that are occurring in Town and report any sex offenders to the public periodically. Make public awareness a priority.	1	POL/KMC
CF.6	Work closely with the Emergency Service organizations to identify and preserve sites for future public service expansion.	3	KMC/TB/TS
CF.7	Establish a neighborhood watch program and fund signage and publications necessary to publish it.	3	KMC/TB/TS
CF.8	Ensure that private developers bear their fair share of the burden of providing public facilities and services to the residents or users of their projects or when their development has decreased the level of service for a specific facility.	1 OG	KPC/KMC
CF.9	Support the library and identify needs and funding to support those needs.	1 OG	KMC
CF.10	Continue to encourage residents to recycle, and reuse household items. Shred yard waste to reduce the waste stream and provide mulch for yards.	3 OG	KMC
CF.11	Continue to dispose of yard waste if not mulched; save water by using soaker hoses for gardens, and rain barrels to collect rain water to water yards.	3 OG	KMC
CF.12	Define, identify, retain, and preserve the historic buildings in the Historic District.	1 OG	KMC
CF.13	Identify the physical characteristics and qualities that need to be strengthened to revise and/or expand the existing Zoning Ordinance with design guidelines relative to proper height, scale, articulation, massing, setbacks, and elements of design that the Town is trying to achieve.	3	KPC/KMC

Policy and Implementation Strategy		Priority	Responsibility
CF.14	When planting replacement trees and landscaping in the Town use appropriate species that will uptake water, will not raise sidewalks, be invasive, and will provide shade.	1	KPC/KMC
CF.15	Streetlights, trash receptacles, street furniture, and in ground planters should be encouraged; however, a design for future placement of these structures should be adopted and placed in standard details so that development in Town will be compatible as the Town continues to develop.	3	KPC/KMC
CF.16	Amend the Zoning Ordinance to include design guidelines that contains elements of the historic fabric of Keedysville as guidelines to maintain the historic district and require new development or major development to be compatible with the existing community character.	1	KPC
CF.17	New building design should be integrated into the overall design of the historical features of existing buildings in Town. Encourage design elements that have historically appeared in Keedysville to complement the design and make it compatible with adjacent development: but, do not to replicate the design.	1	KPC
CF.18	Infill development should be compatible architecturally and meet the set backs, height, and style of the adjacent development, if historical in character.	1	KPC
CF.19	Design of major additions of historical structures should be supported with appropriate historical, pictorial, or physical documentation before approval or any demolition takes place.	1	KPC
CF.20	Encourage a shared public-private partnership in promoting and achieving high quality development and design especially in downtown. Explore the possibility of providing incentives to encourage the use of design guidelines in proposed plans.	3	KPC/DA
CF.21	Review design guidelines concepts and study application of the same before revising the Zoning Ordinance and establishing specific requirements that must be well written and clearly understandable.	3	KPC
CF.22	Building heights should not be permitted that exceed the maximum height dictated by the Zoning Ordinance. The Zoning Ordinance should be amended to include a list of criteria that is required to be met if it is necessary to consider a variance from height requirements.	1	KPC
CF.23	Loading areas, mechanical equipment, and dumpsters should be screened and should not be visible from the public right of way. Walls, fences, and vegetative screening should be used to obscure or mitigate the line of sight from public view, if possible.	3	KPC
CF.24	Exhaust fans, and roof mounted equipment should be screened from the public right of way and adjacent properties. Commercial antennas and satellite dishes should be integrated within or close to the top of the building.	1	KPC

Policy and Implementation Strategy		Priority	Responsibility
CF.25	Include Low Impact Development (LID) techniques, rain gardens, and vegetation to uptake and help to collect storm water during construction of new facilities. Require storm filters in new and reconstructed parking lots to treat storm water.	3	KPC
CF.26	Support and seek funding for bicycle and pedestrian shared use paths as a component of recreational activities planned and an alternative transportation option in the Town.	3	KMC/MD
CF.27	Encourage the use of monument signage and discourage paper, plastic, balloons, and other types of temporary signs.	1	KPC
CF.28	Cross walks should have a change in paving material from the street, such as brick or stamped concrete, to make drivers aware of the crossings.	3	KMC
CF.29	Appoint a committee to study the concept of constructing a phased share use path system in the Town. Recommendations should include alignment of paths, crossings, materials and widths, identifying the necessary right of way for paths, destinations, and safety features. New development should incorporate a shared path into their design.	3	KMC
CF.30	Increase the amount of active open space and public recreation amenities by requiring developers' contribution or construction of public park facilities as part of the impact of adding new residences to the Town.	2	KPC/DA
CF.31	Amend the Zoning Ordinance to provide for dedication of public parkland to the Town which would be required by new residential development for recreational purposes. Adopt standards relative to size, amount of land that may be in the floodplain or nontidal wetlands, and fees in lieu of parkland if a development does not have appropriate parkland for public purposes.	2	KPC
	<i>1. Review the Zoning Ordinance relative to parkland, floodplain, and nontidal wetland regulations that may be associated with providing park land in the Town.</i>	3	KPC
	<i>2. Amend the Zoning Ordinance to provide for regulations for the provision of parkland or a fee in lieu or parkland policy for new residential developments that will burden the park's system.</i>	3	KPC
	<i>3. Establish a committee to work on a Park's Plan that will be coordinated with population growth in the Town. A Park's Plan would designate locations for new parks as well as expansion of existing parks. The Park's Plan should provide an assessment of existing resources and needs of new equipment to serve the growing population.</i>	3	KPC/KMC
	<i>4. Establish regulations for lighting, landscaping requirements, and parking for new or expanded park areas.</i>	3	KPC
CF.32	Ensure that there are multiple activities and programs for all residents and tourists that visit the Town.	3	KMC

Policy and Implementation Strategy		Priority	Responsibility
	<i>1. Provide an assessment of recreational needs in the community and forecast the amount of park and recreational facilities will be necessary based on the National Recreation and Park Association standards.</i>	3	KPC/KMC
	<i>2. During the update of the Zoning Ordinance incorporate the National Recreation and Park Association's standards and create requirements for new or redevelopment of residential site to provide parkland based on the number of units in the development.</i>	3	KPC
	<i>3. Identify sites for small pocket parks.</i>	3	KPC
	<i>4. Develop passive park amenities or features in lieu of landscaping or part of the landscaping requirement in downtown developments. Amend the Zoning Ordinance to add this provision.</i>	3	KPC
Housing			
H.1	Promote the availability of an adequate housing supply for current and future residents.	3	KPC/KMC
	<i>1. Encourage a mix of dwelling types that are affordable to all citizens.</i>	3	KPC
	<i>2. Encourage higher density dwelling units in Medium Residential district when merited by population increase.</i>	3	KPC
	<i>3. Balance additional housing stock development with the preservation and conservation easements as dictated in the County Comprehensive Plan and to preserve Keedysville's Historic Preservation district and Rural Legacy designated properties.</i>	2	KPC/KMC
H.2	Promote the development of a mix of housing that is commensurate with the range of incomes for all citizens.	3	KPC/KMC
H.3	Support housing for the elderly and individuals that are disabled.	1	KMC
	<i>1. Encourage new buildings to have features that could be adapted to accommodate elderly or the disabled.</i>	1	KPC/KMC
	<i>2. Encourage developers of new or rehabilitated dwellings to be adaptable to accommodate the elderly or those who are disabled.</i>	1	KPC/KMC
H.4	Encourage the rehabilitation or adaptive reuse of substandard housing through public and private actions and grants.	2	KMC
H.5	Support and encourage Historic Preservation.	1	KPC/KMC
	<i>1. Promote the presence of the historic structures in Town, and provide incentives to encourage the use of the design guidelines in the Community Facilities chapter of this Comprehensive Plan.</i>	2	KPC
	<i>2. Consider appointing a Historic District Commission as provided for in the Zoning Ordinance or amend that section to reference use of design guidelines for historic structures that the Planning Commission may use when encouraging good design for projects in the historic district.</i>	3	KMC

Policy and Implementation Strategy		Priority	Responsibility
H.6	Support and encourage Home Based Businesses; however, uses should be compatible with the character of the neighborhoods that they are located in.	2	KMC
<i>Economic</i>			
EC.1	Promote a diversified economic mix of uses in Town.	1	KMC
	<i>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.</i>	1	KMC
	<i>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.</i>	1	KMC/WCC
	<i>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.</i>	1	KMC
EC.2	Encourage car pooling by supporting Park and Ride lots in South County.	2	KMC/SHA
EC.3	Encourage infill development before considering annexation of additional land.	2	KMC
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.	2	KMC
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.	2	KPC/KMC
EC.6	Encourage and assist the private sector in obtaining State funding for neighborhood business revitalization projects that further the objectives of this Plan.	2	KMC/DA
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.	1	KMC
EC.8	Revisit and reaffirm the Home Occupation regulations to be sure that businesses will not be operated that negatively impact residential neighborhoods.	1	KPC/KMC
	<i>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.</i>	2	KPC
EC.9	Continue to develop a strong public participation program in government decision-making.	1	KMC

Policy and Implementation Strategy		Priority	Responsibility
EC.10	Continue to provide adequate notice for public hearing and provide information on the issues that will be discussed at the public hearings.	1	KMC
EC.11	Explore opportunities to secure grant monies to fund infrastructure and recreational projects.	1	KMC
Transportation			
T.1	Coordinate with state and federal agencies, local governments, and providers of transportation services when planning and funding transportation links and services.	3	KMC
	<i>1. Coordinate funding and development of transportation projects with public and private investment and in combination with other jurisdictions, if possible.</i>	3	KMC/DA
	<i>2. Support striping and signage along Maryland Route 34 between Keedysville east to Boonsboro to provide alternate short range transportation and recreational opportunities for citizens and tourists.</i>	3	KMC
	<i>3. Amend the Zoning Ordinance to provide parking criteria that solidifies shared parking in the Town Residential zoning district and explore shared parking when two land uses operate at the different times.</i>	3	KPC
	<i>4. Discourage commercial truck traffic routes through residential neighborhoods.</i>	1	KPC
	<i>5. Design and construct well lighted and safe parking areas that are compatible with adjacent residential areas.</i>	2	KPC/KMC/DA
	<i>6. Provide handicap accessible parking areas and bicycle rack parking in areas of Town that can support bicycle routes, if established.</i>	2	KPC/KMC/DA
	<i>7. Encourage bioretention areas for storm water management and pervious paving in new parking areas when at all possible.</i>	2	KPC
	<i>8. Coordinate new entrances onto Rt. 34.</i>	1	KPC/SHA
T.2	Educate Citizens on the Transportation Goals, Policies, and Implementation Strategies.	3	KPC/KMC
	<i>1. Provide information on the web site and at Town Hall if bicycle paths and County Commuter service becomes available in future years.</i>	1	KMC
T.3	Provide Street classification designations and descriptions in the Town's Standard Details and Specifications. Describe streets, confined streets, bicycle pedestrian paths and other transportation related improvements.	2	KPC/KMC/KE
	<i>1. Provide standard details and specifications for all types of motor vehicles, transit, bicycle, and pedestrian, for each street classification. Include sidewalks, street lights, and street trees that are in conformance with this Plan.</i>	2	KPC/KMC/KE
T.4	Support a bicycle and pedestrian path.		
	<i>1. Make development of a shared path plan a Town effort with coordination from the County; establish a mechanism to ensure coordination.</i>	2	KPC/WPC

Policy and Implementation Strategy		Priority	Responsibility
	<i>2. Develop a bicycle and pedestrian program that focuses on safe, direct routes that serve all neighborhoods.</i>	2	KPC/KMC
	<i>3. Promote bicycling and walking and encourage safe travel habits.</i>	1	KPC/KMC
	<i>4. Safe and convenient bicycle parking should be provided along routes to nearby link shopping, residential communities, park lands and other activity centers.</i>	2	KPC/KMC
T.5	Amend the Zoning Ordinance to include the option of traffic calming devices, when necessary, and add selected measures to the Town's Standard Details and Specifications.	1	KPC
	<i>1. Consider traffic calming measures in areas where there are safety issues or hazard due to vehicular/pedestrian conflicts and consult the proper authorities before making decisions.</i>	1	KPC/KMC
T.6	Support Public Transit.		
	<i>1. Support and encourage public transit services to provide transportation opportunities for the seniors who live in Town.</i>	1	KMC
T.7	Improve parking, sidewalks, streets for pedestrian/vehicular safety.	1	KMC
	<i>1. Support improvements to Main Street by repairing or installing sidewalks, curb, parking and streetscape and apply for grant assistance from the State Highway Administration utilizing funding from the Community Safety and Enhancement Program and/or Streetscape Program.</i>	1	KMC
	<i>2. Implement shared bicycle/pedestrian paths through Town where feasible.</i>	1	KMC
	<i>3. Install or repair sidewalks through Town to create a safe and continuous path.</i>	1	KMC
	<i>4. Require new development assess transportation impacts, provide a well connected street network including pedestrian and bicycle facilities and connect the adjacent neighborhoods.</i>	1	KPC/KMC
Water Resource Element			
WR.1	In order to minimize nutrient runoff and erosion, Best Management Practices including environmental site design to the maximum extent possible as required by the 2007 State stormwater design guidelines to reduce impacts from development is recommended to be completed. Such techniques include the following implementation strategies.	1	KMC
	<i>1. Minimizing disturbance by clustering development and preserving open space.</i>	2	KPC
	<i>2. Vegetative filter strips and other multi-functional landscape areas.</i>	1	KPC
	<i>3. Utilizing roof top storage on new construction.</i>	1	KPC
	<i>4. Develop bioretention or microbioretention facilities in appropriate places such as parking lots.</i>	2	KPC
	<i>5. Use drywells onsite.</i>	1	KPC
	<i>6. Encourage the planting of street trees and landscaping to reduce temperature and enhance nutrient reduction.</i>	1	KPC/KMC
	<i>7. Use infiltration trenches and rain gardens.</i>	1	KPC/KMC

Policy and Implementation Strategy		Priority	Responsibility
	<i>8. Limit overall impervious surfaces to twenty-five percent or less on new construction.</i>	2	KPC
	<i>9. Rainwater harvesting.</i>	2	KPC
WR.2	Major capital and operational improvements that address long-range needs for public water and sewer must be utilized.		KMC/WWRF/ TB
	<i>1. Add Backflow Preventers to individual water services for existing customers to prevent potential contamination of the water supply.</i>	1	KMC
	<i>2. Develop a system for allocating and monitoring sewer and water taps.</i>	1	KMC
	<i>3. Since there is a limited amount of taps available to Keedysville, the Town should consider a Sunshine Policy where the taps must be used in a certain time period or they must be placed back into the tap pool to be available for other applicants.</i>	1	KMC
	<i>4. Replace aging water line along Main Street to reduce leaks.</i>	1	KMC
	<i>5. Add additional water sources and water treatment capacity.</i>	1	KMC/WWRF/ TB
	<i>6. Expand the existing wastewater treatment plant by year 2020.</i>	1	KMC/WWRF
	<i>7. Reduce unaccounted for water loss through reducing pressures, monitoring, and leak detection.</i>	1	KMC
	<i>8. Initiate a wellhead protection plan to identify the spring recharge area and implement land use controls to prohibit certain potential contaminants from development activity..</i>	1	KMC

KEEDYSVILLE COMPREHENSIVE PLAN APPENDIX A: RESOURCE MATERIALS

KEEDYSVILLE 2008 & 2009 COMPREHENSIVE PLAN SOURCE MATERIAL

The following resources were used for background material to prepare the 2009 Comprehensive Plan. Many of the documents are bound separately and may be found at Washington County Planning Department, Washington County Library or Keedysville's Town Hall.

- A. A History of Keedysville to 1890 by Margaret Burtner Moats which provides the historical background of the Town.
- B. Town of Keedysville 1997 Background Studies and Comprehensive Plan provide data: some of which was included in the 2009 Comprehensive Plan.
- C. Washington Comprehensive Plan, 2002 & 2005 amendment. Provides general County data relative to Keedysville and allows comparisons to be drawn in population projections. It provides recommendations important to the Keedysville Plan since there should be a cooperative effort with many facilities and infrastructure improvements.
- D. Washington County Water and Sewerage Plan was reviewed during preparation of the Water Resources Element so that it would be compatible with the WRE.
- E. Fall 2008 Citizen Survey: See Appendix B.
- F. Town of Keedysville Zoning Ordinance, 1998.
- G. Keedysville Subdivision Ordinance, July, 1994.
- H. Two party agreement for water taps between Boonsboro and Keedysville
- I. Census Bureau and Maryland Department of Planning Data was utilized to provide a base line of demographics and to help to provide an overview of the composition of housing, journey to work, and other trends in the Plan.
- J. Interview with Community Facilities Personnel.

Planning Commission Review Copy

APA-1

Meeting Date June 8, 2009; July 13, 2009

Draft: Not Final Copy

Planning Commission Draft Revised: January 31, 2010

A special thanks to Washington County for use of their 2002 Comprehensive Plan maps in Appendix A that show Keedysville's classification on each map that deals with various land use elements. It is beneficial to not only depict Keedysville status on each map; but, to show the County classification on County lands and other municipal boundaries adjacent to Keedysville's municipal boundaries.

Planning Commission Review Copy

Meeting Date June 8, 2009; July 13, 2009

Draft: Not Final Copy

Planning Commission Draft Revised: January 31, 2010

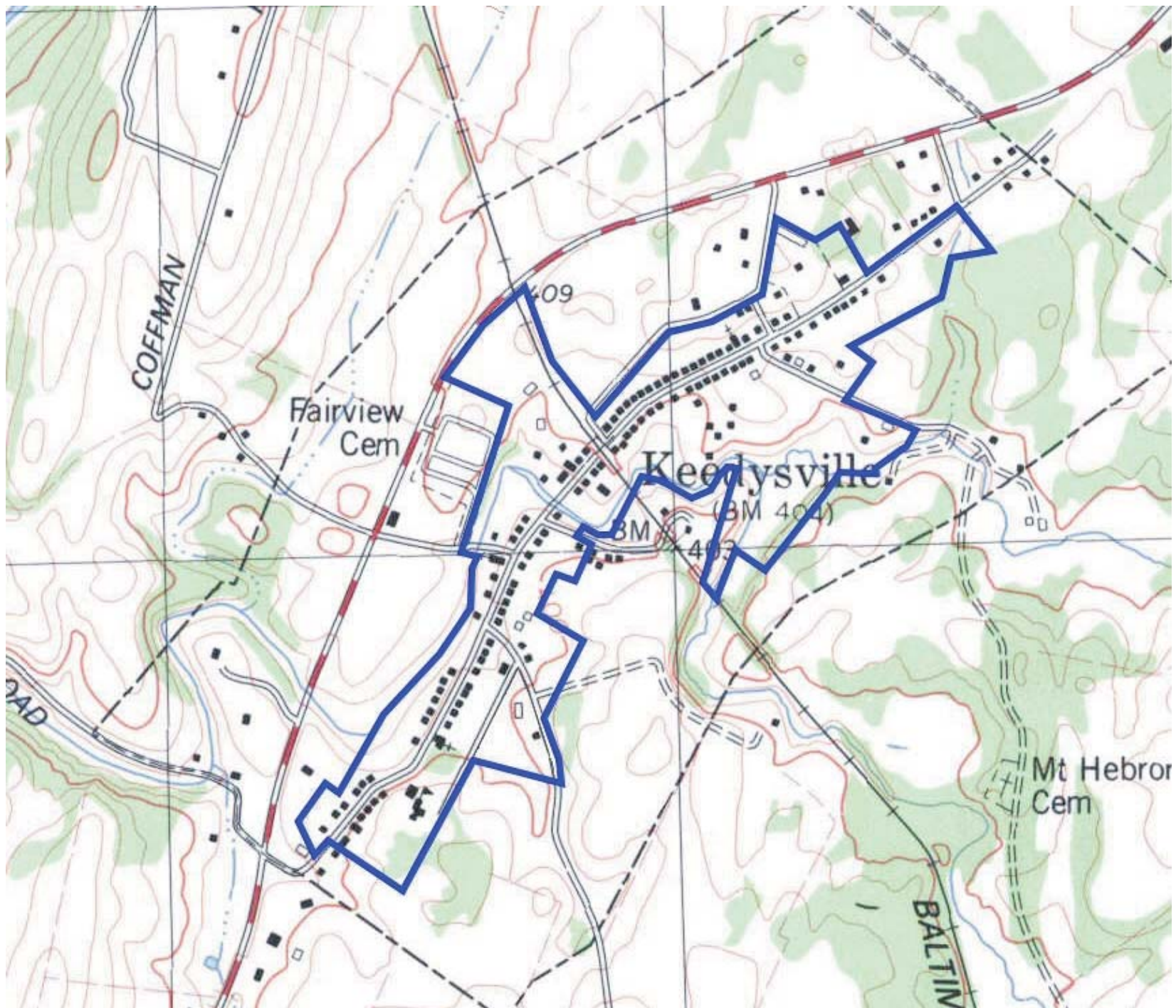
APA-2

HIGHWAY STANDARDS (Table One)						
Functional Classification	Principal Arterial (Interstate)	Other Principal Arterial (Non-Interstate)	Minor Arterial (Urban or Rural)	Major Collector (Urban or Rural)	Minor Collector (Urban or Rural)	Local (Urban or Rural)
Design Type	Freeway	Freeway/Expressway	Expressway/Two or Multi-Lane Highway	Two or Multi-Lane Highway	Two Lane Highway - Occasionally Multi-Lane	Two Lane Highway
Character of Travel	Interstate or Statewide	Inter-Regional	Intra-Regional	Intra-County	Inter-Community	Intra-Community
Type Generators Served (Population)	Interstate Urbanized > 50,000 or Intra-State > 25,000	Urban Area of 5,000 – 25,000	Major Towns or Communities of 1,000 – 5,000	Towns and Communities of 500 – 1,000	Villages and Neighborhoods of 100 – 500	Individual Properties
Typical Mean Traffic	Rural > 10,000 ADT Urban > 25,000 ADT	Rural > 5,000 ADT Urban > 20,000 ADT	Rural: 2,000 – 5,000 ADT Urban: 5,000 – 25,000 ADT	Rural: 1,000 – 3,000 ADT Urban: 2,000-10,000 ADT	Rural: 500 – 1,500 ADT Urban: 1,000 – 3,000 ADT	Rural < 1,000 ADT Urban < 2,000 ADT
Typical Operating Speed	55-70 MPH	Rural 45-60 MPH Urban 35-50 MPH	Rural 40-45 MPH Urban 30-40 MPH	Rural 40-45 MPH Urban 25-35 MPH	Rural +/- 40 MPH Urban +/- 25-30 MPH	Rural 30-40 MPH Urban +/- 25 MPH
Access Spacing	No direct property access. Grade separated interchanges only.	Minimum 750' distance between all new access points.	Minimum 500' distance between all new access points.	Minimum 300' distance between all new access points.	Minimum 100' distance between property access points & 250' between public street access points.	No restrictions on new property access points. Street jogs less than 150' ft. not permitted.
Minimum Right-of-way	150' to 300'	150'	100'	80'	60'	50'

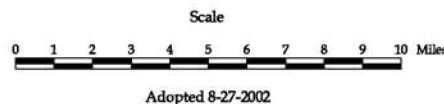
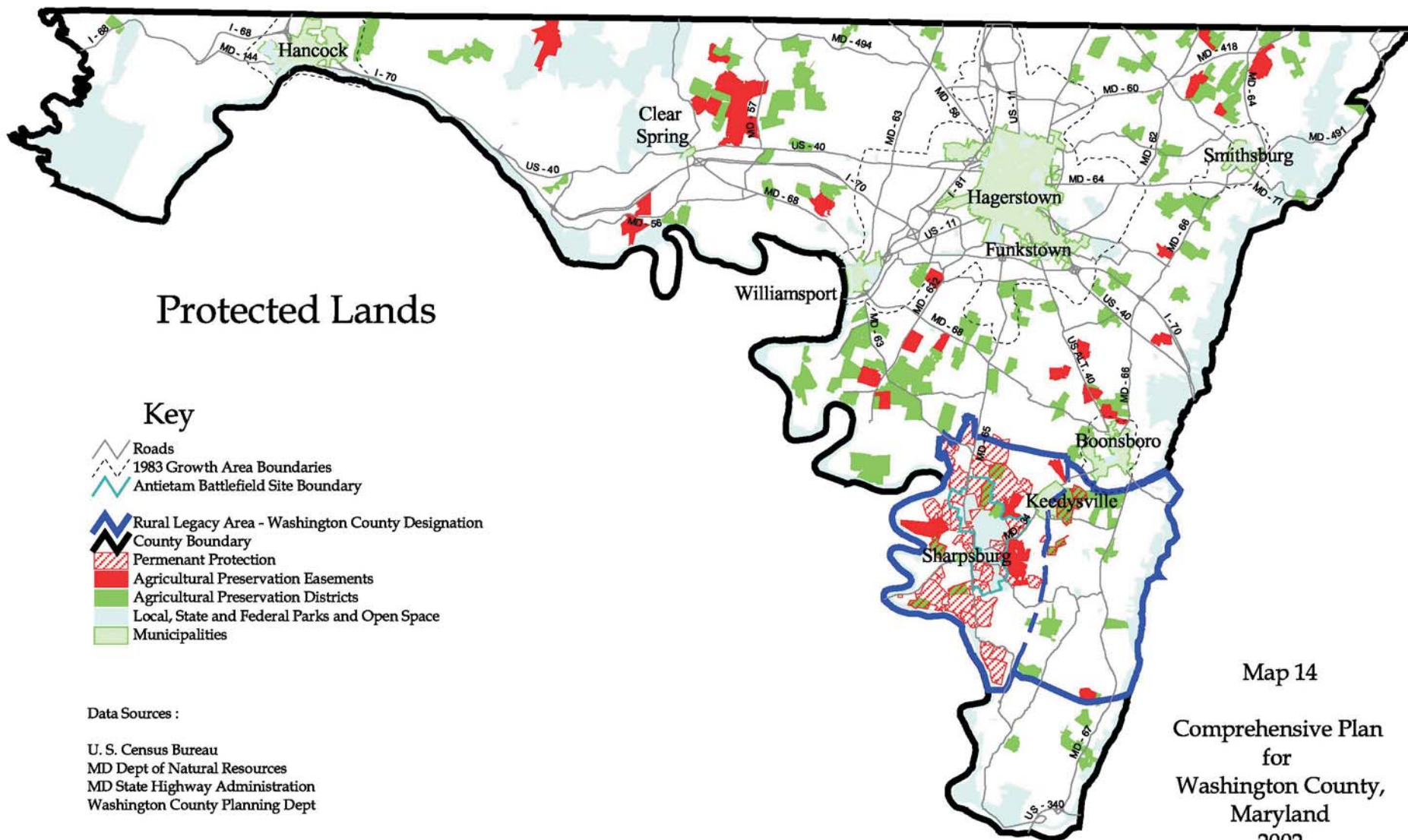
(1) Engineering data listed herein shall be considered a guide only. Specific design requirements are contained in the appropriate Washington County Division of Public Works, Engineering Department design standards.

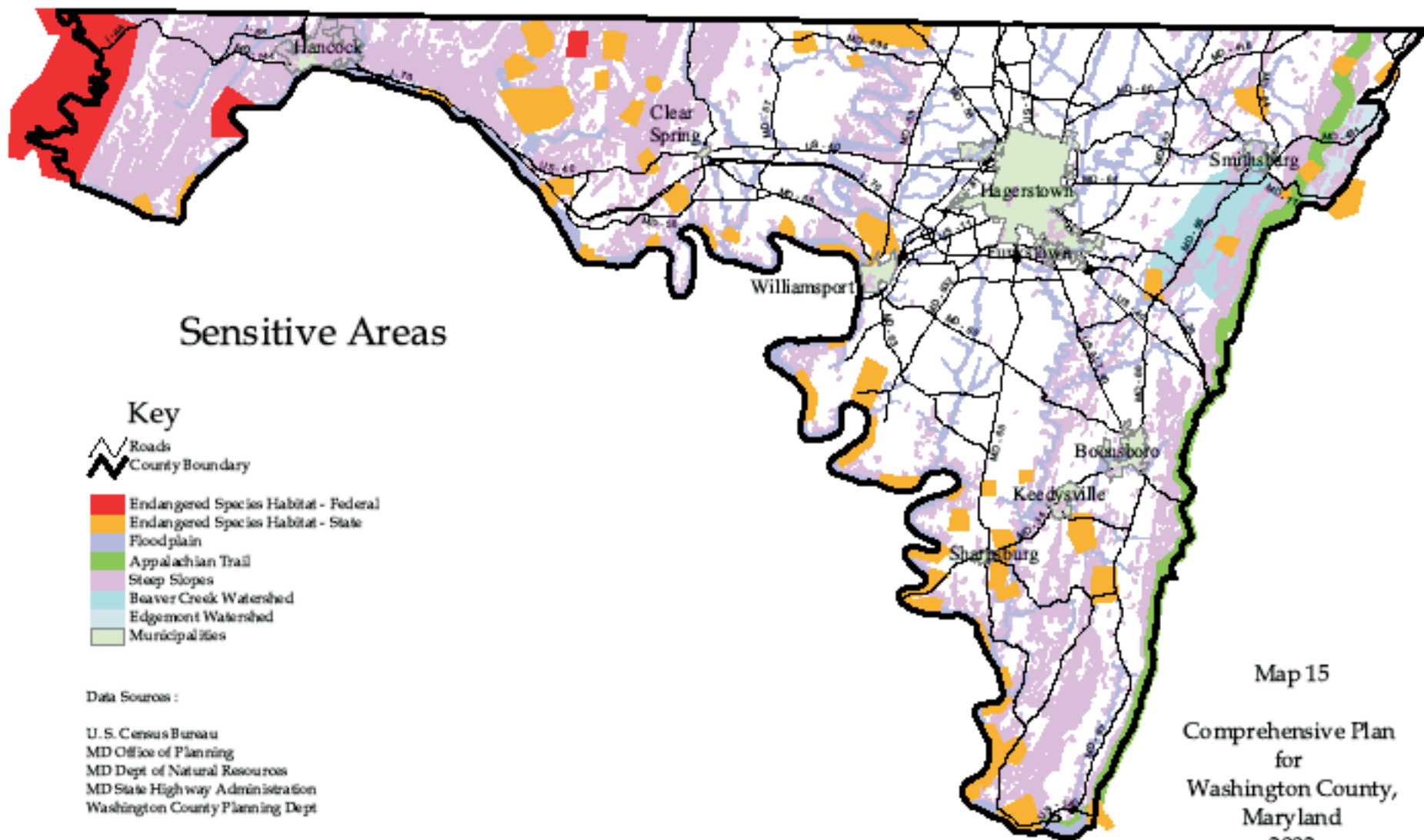
(2) Mean traffic is expressed in ADT (Average Daily Traffic) or the number of vehicles passing a given point in both directions within a 24 hour period. Values shown are typical ranges only and are not to be used to determine particular road classifications. Existing and/or projected volumes are to be used to determine the number of traffic lanes required for a particular road.

(3) Standards for access spacing and right-of-way widths are enforced through the Subdivision Regulations. Right-of-way wider than the minimum may be required especially when accommodating multi-lane highways.



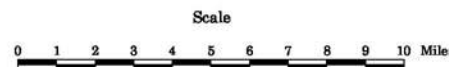
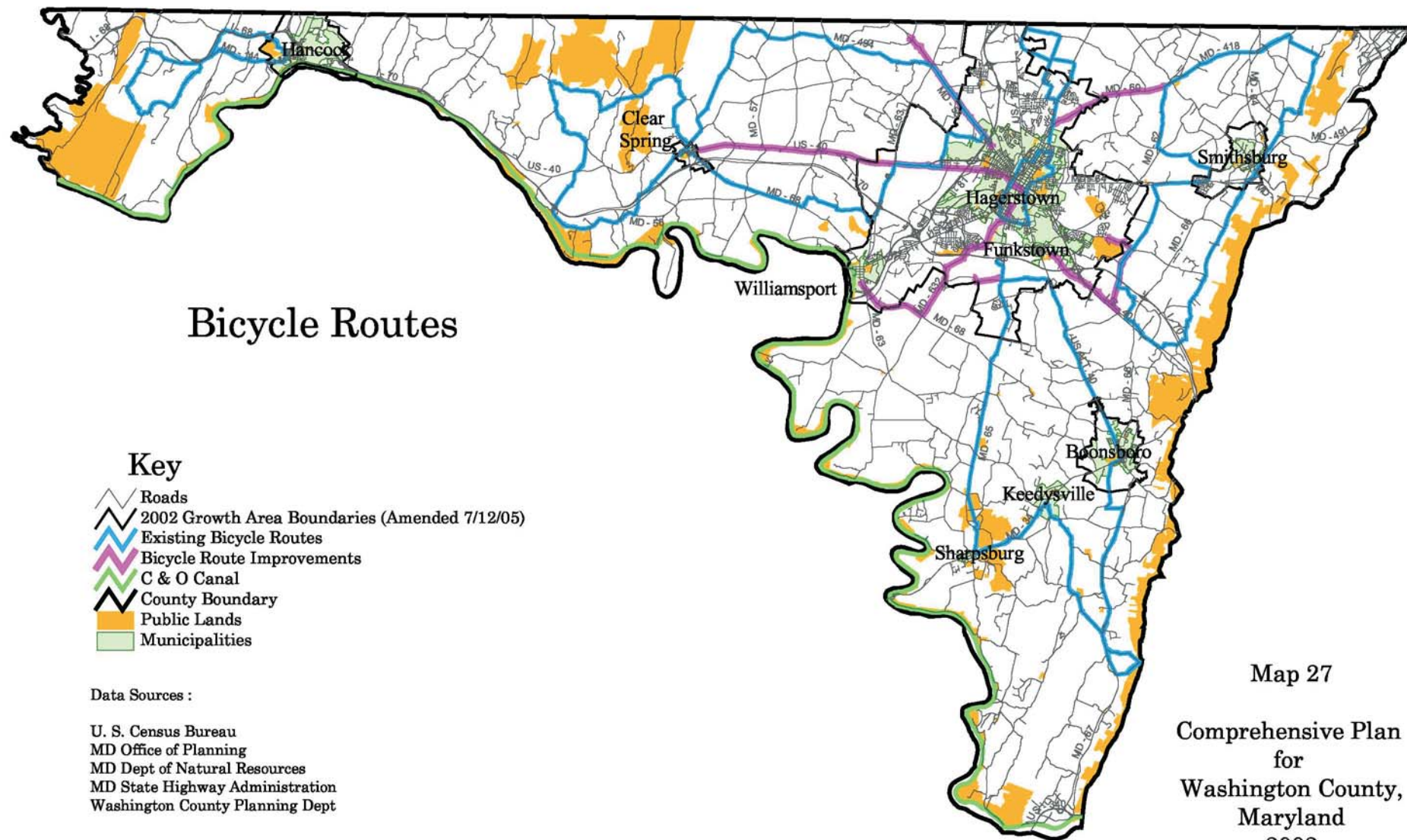
Keedysville Historic District
APA-4





Adopted 8-27-2002

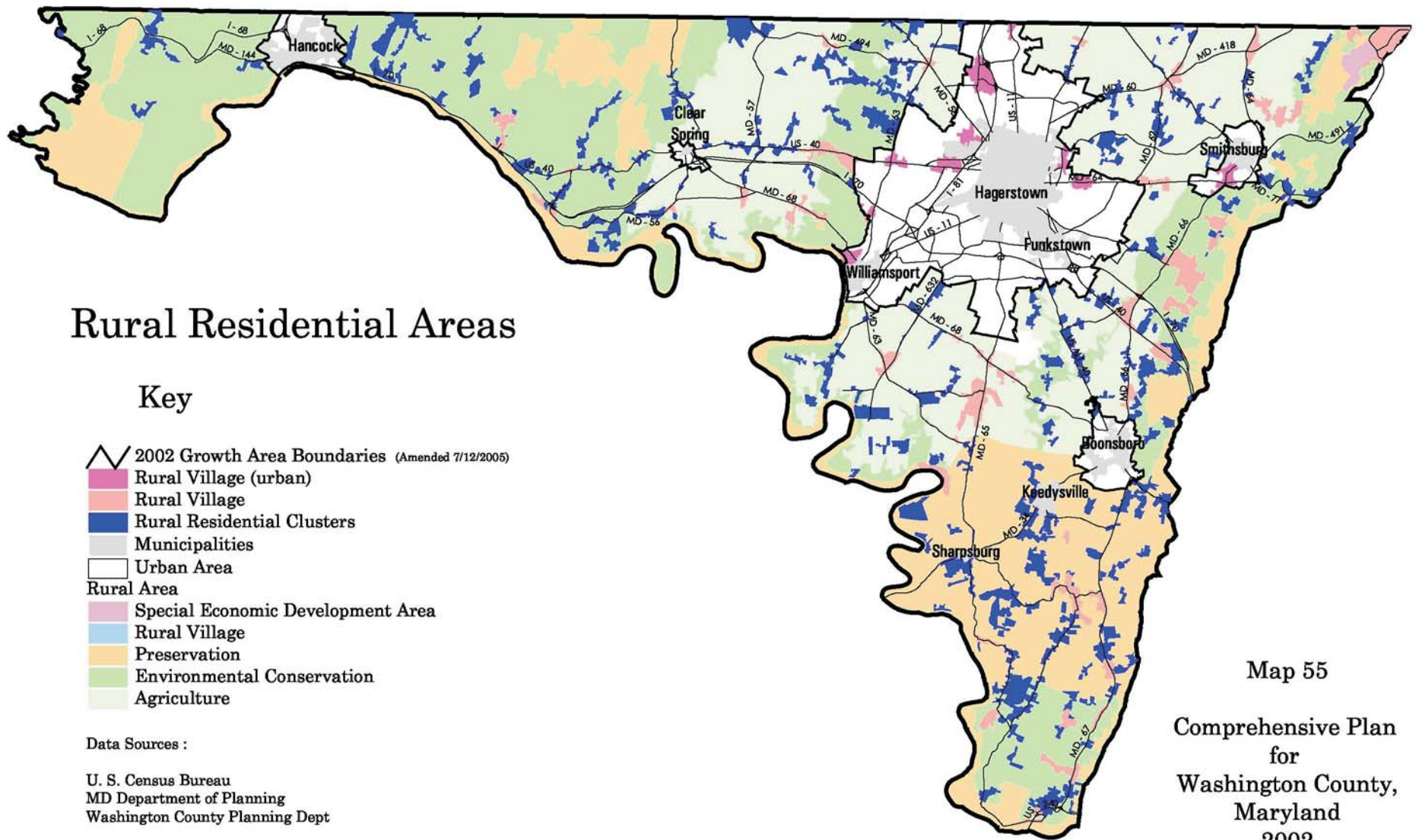




Adopted 8-27-2002
Amended 7-12-2005














APA-7



Rural Residential Areas

Key

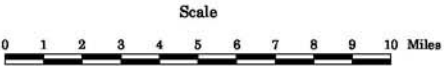
-  2002 Growth Area Boundaries (Amended 7/12/2005)
-  Rural Village (urban)
-  Rural Village
-  Rural Residential Clusters
-  Municipalities
-  Urban Area
-  Rural Area
-  Special Economic Development Area
-  Rural Village
-  Preservation
-  Environmental Conservation
-  Agriculture

Data Sources :

U. S. Census Bureau
MD Department of Planning
Washington County Planning Dept

Note : This map is prepared for the sole purpose of illustrating the Comprehensive Plan. It should not be used for other purposes. Information shown on this map was compiled from various original sources as listed and is subject to change as source data changes.

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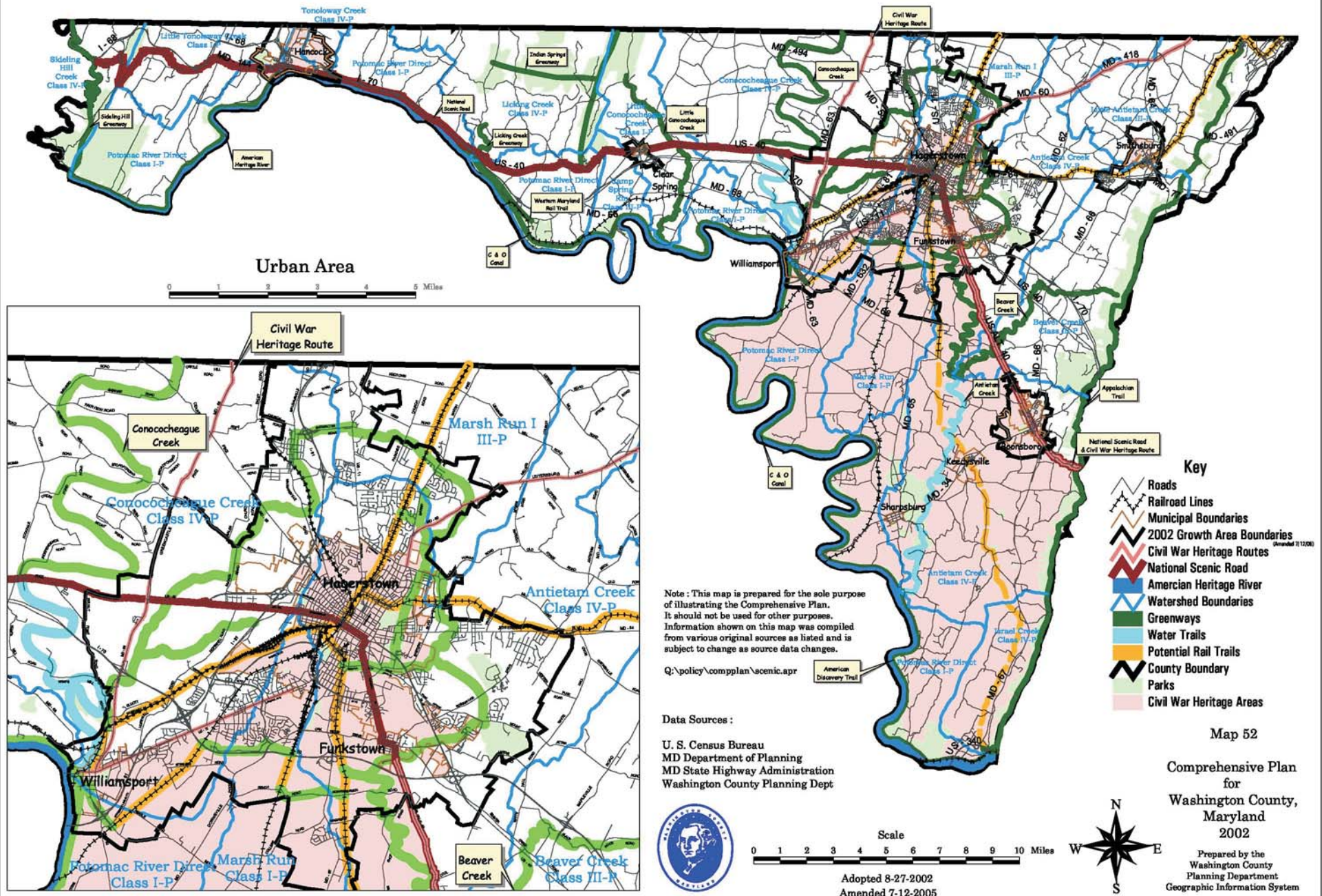
Adopted 8-27-2002
Amended 7-12-2005



Map 55
Comprehensive Plan
for
Washington County,
Maryland
2002

Prepared by the
Washington County
Planning Department
Geographic Information System

Special Program Areas



APA-9

Ambulance Companies

Key

- + Ambulance Stations
- Roads
- County Boundary
- Ambulance Districts
- Municipalities

Data Sources :

- U.S. Census Bureau
- Washington County Planning Dept

Map 49

Comprehensive Plan

for

Washington County,

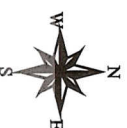
Maryland

2003

 Ambulance Stations
 Roads
 County Boundary
 Ambulance Districts
 Municipalities

U. S. Census Bureau
Washington County Planning Dept

Note : This map is prepared for the sole purpose of illustrating the Comprehensive Plan. It should not be used for other purposes. Information shown on this map was compiled from various original sources as listed and is subject to change as source data changes.

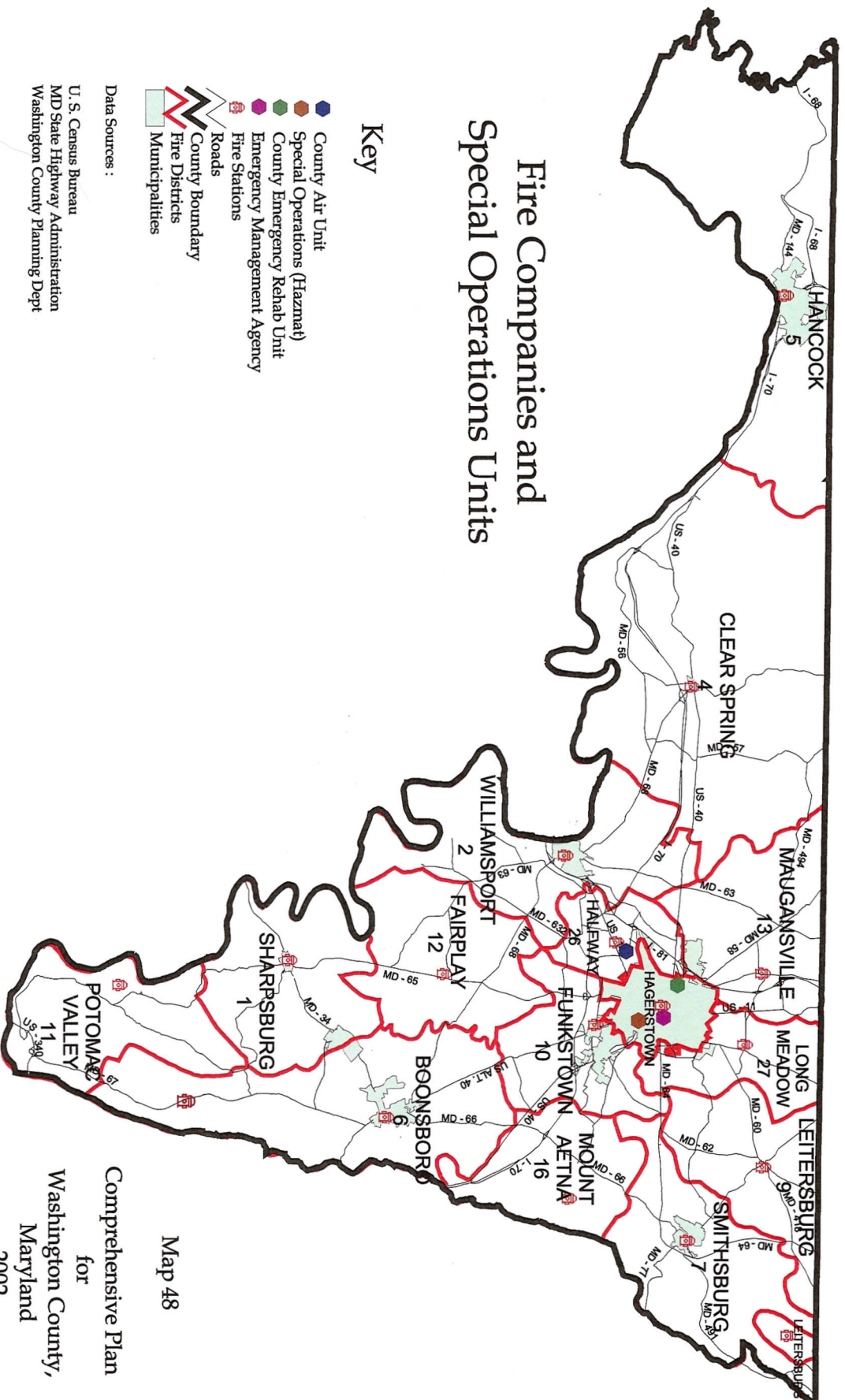


Adopted 8-27-2002

Map 49

Comprehensive Plan
for
Washington County,
Maryland
2002

Prepared by the
Washington County
Planning Department
Geographic Information System



Key

- County Air Unit
- Special Operations (Hazmat)
- County Emergency Rehab Unit
- Emergency Management Agency
- Fire Stations
- Roads
- County Boundary
- Fire Districts
- Municipalities

Data Sources :

U. S. Census Bureau
MD State Highway Administration
Washington County Planning Dept

Note : This map is prepared for the sole purpose of illustrating the Comprehensive Plan. It should not be used for other purposes. Information shown on this map was compiled from various original sources as linked and is subject to change as source data changes.
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Adopted 8-27-2002



Map 48

Comprehensive Plan
for
Washington County,
Maryland
2002

Prepared by the
Washington County
Planning Department
Geographic Information System

 Marshall Street School
 Washington County Technical High School
 Roads
 County Boundary
 High School Districts
 Municipalities

U. S. Census Bureau
MD State Highway Administration
Washington County Planning Dept



Comprehensive Plan
for
Washington County,
Maryland
2002

APA-12

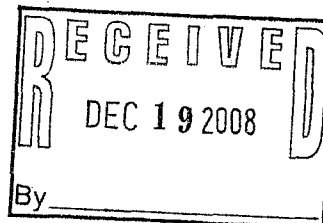


MARYLAND
DEPARTMENT OF
NATURAL RESOURCES

Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor
John R. Griffin, Secretary
Eric Schwaab, Deputy Secretary

December 16, 2008

Ms. Catherine Thompson Parks
ARRO Consulting, Inc.
1101 Opal Court
Hagerstown, MD 21740-5941



RE: Environmental Review for Comprehensive Plan – Keedysville, Washington County, Maryland.

Dear Ms. Parks:

The Wildlife and Heritage Service's Natural Heritage database indicates that there is a record for the state-listed endangered Biggers' Cave Amphipod (*Stygobromus biggersi*) known to occur within the town limits. It is documented as occurring in the reduced flow area to a large spring that feeds into Little Antietam Creek off of Spring Road on the east side of the town. We would encourage the town to disallow any activities that might impact the catchment basin to this spring system, or to the spring itself, in order to reduce the likelihood of adverse impacts to this important native animal.

Thank you for allowing us the opportunity to review this project. If you should have any further questions regarding this information, please contact me at (410) 260-8573.

Sincerely,

Lori A. Byrne,
Environmental Review Coordinator
Wildlife and Heritage Service
MD Dept. of Natural Resources

ER# 2008.2037.wa

APA-13

KEEDYSVILLE COMPREHENSIVE PLAN APPENDIX B: SURVEY RESULTS

1. How many years have you lived in Keedysville?

0-5	12
5-10	6
10-15	2
15+	5
Lifetime	3

2. Do you own or rent your home?

Own	28
Rent	

3. If you were to move, what type of housing would you move in to?

Single Family	24
Townhouse	1
Mixed-Used	
Multi-Family	
Duplex	
Other	
No Answer	3

4. What type of commercial services do you want to have in town?

	Very Important	Important	Fairly Important	Don't Care	Allow as Home Occupation SE	No Answer
Adult Care	2	5	5	8	1	8
Antique Shop		3	5	14	1	5
Bakery		5	9	7		6
Barber/Salon	1	4	3	11	3	5
Candy Store			2	16		8
Child Care	4	3	4	8	4	5
Coffee Shop	1	10	5	5		6
Commercial Parking Lot			2	15	1	7
Convenience Store	9	5	4	3		5
Deli	4	6	5	5		6
Dentist/Doctor	5	4	4	6		7
Dry Cleaners w/o processing equipment		2	4	12		7
Farmer's Market	2	6	10	3	1	7
Florist	1		4	15	1	7
Ice Cream Shop	1	4	4	11		7
Pharmacy	3	5	5	6		8
Tailor/Dressmaker			2	16	4	7
Veterinarian	1	4	6	11	1	6

COMMENTS: 4. What type of commercial services do you want to have in town?

Barber/Salon

> Have one here

Candy Store

> No

Child Care

> Have one here

Coffee Shop

> "Fairly Important: But we have the Red Byrd"

Commercial Parking Lot

> No

> No

Convenience Store

> Have one here

> Have already and it's too expensive

> Gas

Deli

> Have one here

Dentist/Doctor

> Have one here (circled Doctor)

Dry Cleaners with no processing

> No

> No

5. How important are the following attributes in your town?

Attribute	Very Important	Fairly Important	Adequate	No Opinion	No Answer
Attractive Streetscape	20	6			2
Bicycle/Pedestrian Trails	9	12	1	2	4
Beautification: flowers/trees	19	4	3		2
Community Activities	9	12	3	2	2
Historic Preservation	16	8	2	2	
Improve Housing Stock	7	8	3	3	7
Lighting in Streets	16	8	4		
Open Space	16	7	2		3
Public Transportation	4	8	8	4	4
Senior Services	8	10	3	3	4

COMMENTS: 5. How important are the following attributes in your town?

Improve Housing Stock

> Don't know what this means

Public Transportation

> It would be nice!

Senior Services

> We have a Senior Center now at the old school building.

> Too many developments for water supply. Repair dam, bring water level up, bring back fishing areas for adults and especially kids - always had fishing rodeos! Very nice!! Trout fishing landmark of Keedysville. New people in the community are completely unaware of the dam - its beauty and its trademark on the town. This is an insult to our town to let this deteriorate.

6. List the importance of improving the following facilities in town in the next 20 years

	Extremely	Very	Fairly	Hardly	Insignificant	No Answer
Roadways	12	6	2			8
Water Supply	15	7	2			4
Sewer Treatment	11	5	6			5
Stormwater Management	11	4	4	2	1	6
Municipal Buildings	1	4	9	6	1	6
Parks and Recreation	4	8	9	2	2	5
Solid Waste Management	8	7	5	1		7
Libraries	5	9	4	5	1	4
Assisted Living Facilities	2	3	13	4	1	5
Cultural Resources	2	3	14	1	1	7
Parking Facilities	1	1	10	5	6	5
Floodplain Management	10	5	6	2		5
Utilities	12	9	3			6
Disaster Plan	12	4	5		1	6

COMMENTS: 6. List the importance of improving the following facilities in town in the next 20 years

Roadways

- > After water pipes are fixed.
- > Speed

Sewer Treatment

- > Have public sewer system now.

Municipal Buildings

- > Just got new building

Libraries

- > Improve existing building

7. Check the box next to objectives you would like to see reflected in the Comprehensive Plan.

	Needs to be Addressed
Historic preservation district or floating zone	12
Grandfathering of non-conforming uses	3
Modernization of downtown area	8
Improve revenue base (not taxes)	9
Beautification (trees, flowers, etc.)	17
Green Building or Environmentally Sound Buildings	10
Additional Zoning or Code Enforcement	11
Economic or Tourist Development	4
Less signs and visual distractions seen from the street	4
Characterization of town as a Bedroom Community	5
Additional employment opportunities in town	6

COMMENTS: 7. Check the box next to objectives you would like to see reflected in the Comprehensive Plan.

Improve revenue base (not taxes)
> Does Boonsboro pay for water?

Historic preservation district or floating zone
> We have one already.

Less signs and visual distractions seen from the street
> Bury the wires on Main Street
> Bury telephone and electric lines.

Characterization of town as a Bedroom Community
> Already is
> Nothing wrong with this

8. Do you feel a sense of community within your neighborhood?

Yes	21
No	2
No Ans	5

9. What are key issues the town faces today? What do you think makes Keedysville special and adds to a good quality of life?

- Working hard to maintain Keedysville as a small town without overgrowth of developments around town. We don't want to be the next Middletown, MD. Slowing down traffic on Main Street.
- Too many water leaks and power outages.

- Water-traffic-poor streets. Quiet, small town atmosphere laid back with a sense of community and hometown pride.
- It's nice because it is a small community and we should work to preserve that atmosphere.
- The small town environment.
- Water system and streetscape
- Revenue base, road improvement, small-town feel – close to the City
- Quiet town
- No businesses – all homes
- Conflict between “rental district” and longtime homeowner in the middle of town.
- On street parking. There are not enough parking areas for the residents. I believe that having the parking on the street slows down the speeders and there are quite a few speeders in Keedysville.
- Growth. I'm in the newer neighborhood and Keedysville's rapid growth needs have to be weighed against its history. Balance must be found.
- The history rich area and beautiful scenery. The small quiet town is what brought us here. We would like a few added conveniences – but not a lot of growth.
- Everybody needs to keep their properties clean and painted – no trash – no non-operating equipment or vehicles. Sidewalks need to run all the way from one end of town to the other. New modern streetlights. Possible underground wiring? Flower boxes on houses or pots along all Main Street.
- Most residents take pride in maintaining and improving their homes. Some rental units need encouragement to properly care for the property.
- I don't think I've lived here long enough to know any issues, but one of the reasons we moved here was because it is quiet and small. It isn't too far away from all these things. Do we really need to add to our cute little town?
- Still offers small-town feel. Wish it were less of a bedroom community that people could find work here.
- 1) Well governed. Council and Mayor and Clerk strive to please. Very conscientious people who really care. 2) Growth
- Replacing water main lines and then fixing sidewalks. When I first drove into Keedysville 15 years ago my first thought was “What a pretty little town!” Second thought, “Man they should bury those ugly telephone and electric lines!!” Then it would be a true gem!

10. Anything else that you would like us to know is appreciated.

- Please, please bury the electrical/phone lines!!
- 1) Fix area where recycling is, it's a mess. If problem with landowner move it behind library and still make landowner clean up that mess and remove the hotel sign. 2) Force landowner at end of Main Street across from Yankee Drive to tear down those abandoned buildings before a child is hurt. If he won't do it, then the town should and put a lien on the property.
- Not at this time.
- Would like to see the town move forward with alternative power issue like turbine power.
- I love our park and sense of small town.

- Keedysville is in between DC and WV. WV is the main location for many of DC agencies' back up locations. Martinsburg and the surrounding areas cannot handle the sheer number of workers that will need to be housed and fed. What's Keedysville's plan for itself and for an emergency in DC?
- Speed is a huge issue in our little town – with the opening of Dog Street onto Sumter Drive in Canon Ridge and down Dog Street onto Main Street – there still needs to be consideration for speed bumps. Sometimes it seems our small town can't handle the traffic.
- We appreciate quick response to storm damage of trees and great snow control.
- Curb-side recycling! Make recycling mandatory!!! Every time I go the recycling bin behind the Red Byrd it is always full!
- Perhaps attract artisans to our town – old-fashioned stuff.
- Please consider PUBLIC TRANSPORTATION or CARPOOLING system – we need to own a car here.
- I would like to see the Street Scape Project and water system updates completed in the next 3-5 years.
- The town needs to be cleaned up and it needs some rules on keeping the properties painted and repaired. And no more houses that are not with the décor of the historical houses there. It has never looked so bad.