



City of Hagerstown, Maryland  
 Committed to Safety  
 Dedicated to Partnership and Progress

## Hagerstown Planning Commission

September 1, 2021 – 4:00 p.m. – Council Chamber, Second Floor – City Hall

### Agenda

**\*Please visit the City’s website at [www.hagerstownplanning.org](http://www.hagerstownplanning.org) for information about options for participating in the public review meeting and for viewing the meeting on the Planning and Code Administration Department’s YouTube channel. Documents regarding cases and topics to be reviewed can be found at these links beginning at 11:00 a.m. on Monday, July 26.**

Time	Subject	Action
4:00 p.m.	<b>Regular Meeting.</b>	
	Roll Call.	
	<b>Rules of Procedure.</b> Extend the existing Emergency Rules of Procedure through the meeting of September 29, 2021, unless amended sooner.	Motion
	<b>Approval of Minutes.</b> August 25 field trip meeting at Walden development.	Motion
4:05 p.m.	<b>Development Review.</b>	
	Consultation – Car Sales and Required Site Standards – 850 Pennsylvania Avenue	Discussion
	Site Plan for Fairgrounds Park Skatepark – 851 North Cleveland Avenue, ZS-2021-11	Motion
	Consultation – Revision of Linwood Hollow Forest Conservation Plan for anticipated development, FC-2005-07	Discussion
5:00 p.m.	<b>Planning Commission Business.</b>	
	Transportation Element of Comprehensive Plan regarding Paul Smith Boulevard and Harrison Lands	Motion
	Discussion of field trip to Walden, Mechanicsburg, PA.	Discussion
	Discussion/Adoption of updated Rules of Procedure	Discussion/Motion
6:15 p.m.	<b>Adjourn.</b>	

**Next Meeting: Special Meeting (if needed), September 9, 2021 – 2:30 p.m.  
 Regular Meeting, September 29, 2021 – 7:00 p.m.  
 All Meetings are recorded and posted on YouTube**



**City of Hagerstown, Maryland**  
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### Memorandum

**TO:** Hagerstown Planning Commission Members

**FROM:**  Stephen R. Bockmiller, AICP  
Development Review Planner/Zoning Administrator

**SUBJECT:** Extending Existing Rules of Procedure and  
Adopting Updated By-Laws – Third Version

**DATE:** August 27, 2021

The extension of the existing emergency by-laws expires on August 30, per motion made at the July 28<sup>th</sup> meeting. At the beginning of the September 1 meeting, you will need to extend those by-laws in order to have valid rules under which to conduct this meeting. Staff recommends a motion to extend the current emergency by-laws “through the meeting of September 29<sup>th</sup>, unless amended sooner.”

Attached is a third draft, based on the conversation at your meeting of August 11. I went back and listened to your discussion on the Youtube recording and I believe I have addressed all your concerns with this draft.

I said I would work with the Chair to create wording that should address all concerns. I apologize, but the last couple of weeks has been insanely busy in our office, and I was unable to get to set up time to talk with Doug on this matter. Therefore, this draft is my handiwork. Doug did not directly contribute to it beyond his comments at your August 11 meeting.

If this addresses your concerns, you can adopt these by-laws at this meeting. If not, you can further discuss it and adopt a final version at your special meeting on the 9<sup>th</sup> or at your regular meeting on September 29<sup>th</sup>. If it goes beyond September 29<sup>th</sup>, further motions to extend the emergency by-laws will be needed.

If you have any questions, please let me know.

**BYLAWS OF THE PLANNING COMMISSION  
OF THE CITY OF HAGERSTOWN  
IN THE STATE OF MARYLAND  
As Amended November 8, 2006  
As Amended May 30, 2018  
As Amended February 27, 2019**

**THIRD Draft Update – August 27, 2021 (Per meeting of August 4)**

Article I:                    Name of Commission

The name of this organization shall be the Hagerstown Planning Commission.

Article II:                    Authorization

Section 1. The authorization for the establishment of this organization is set forth in the Land Use Article of the Annotated Code of Maryland, amended.

Article III:                    Membership

Section 1. Members shall be appointed by the Mayor and thereafter confirmed by the City Council.

Section 2. The Commission shall consist of seven (7) members, one of whom may be a member of the City Council to serve in an Ex-Officio capacity concurrent with his/her official term of office.

Section 3. The term of each member shall be five (5) years, or until his/her successor takes office.

Section 4. All members of the said Commission shall reside in the City of Hagerstown.

Section 5. Each member of said Commission shall be entitled to one (1) vote.

Section 6. All members may serve with such compensation as the Mayor and City Council deem appropriate.

Section 7. Members may, after a public hearing, be removed by the Mayor and City Council for inefficiency, neglect of duty, or malfeasance in office. Vacancies occurring otherwise than through the expiration of term, shall be filled for the unexpired term by the Mayor and City Council.

## Hagerstown Planning Commission Bylaws

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### Article IV: Officers

Section 1. The Commission shall elect a Chair and a Vice Chair from the appointed members of the Commission.

Section 2. The terms of the Chair and Vice Chair shall be for one (1) year, with eligibility for re-election.

Section 3. Chair – presides at all hearings and meetings of the Commission; assures proper order of the Commission and the public in all proceedings; signs all documents of the Commission; and represents the Commission before legislative and administrative bodies.

Section 4. Vice Chair – shall act for the Chair in his/her absence.

Section 5. Chair-pro-temp – where both the Chair and Vice Chair are absent from a hearing or meeting, the remainder of the citizen members of the Planning Commission shall elect a Chair-pro-temp from among their own number by majority vote.

### Article V: Election of Officers

Section 1. The election of officers shall be on an annual basis, taking place during the 7:00 p.m. meeting in April of each year.

Section 2. Nominations shall be made from the floor at the 7:00 p.m. April meeting and election of officers, in accordance with provisions of Article IV of the Bylaws of the Planning Commission, shall immediately follow thereafter.

Section 3. A candidate receiving a majority vote of those present shall be declared elected and shall serve for one (1) year, or until his/her successor shall take office.

Section 4. Vacancies in office shall be filled immediately by regular election procedure.

### Article VI: Meetings

Section 1. Regular Meeting – a noticed official meeting, open to the public, during which the Planning Commission may hold public hearings,

## Hagerstown Planning Commission Bylaws

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consider development review cases, and ordinance or planning matters, deliberate and take substantive votes on specific items. A regular meeting shall be held on the second Wednesday of each month at 4:00 p.m. and on the last Wednesday of each month at 7:00 p.m. in City Hall, Hagerstown, Maryland. In the event of a conflict with holidays or other events, a majority vote at any meeting may change the date of such meeting. Mandated public hearings shall only be conducted at a 7:00 p.m. meeting, whether it be a regularly scheduled meeting or a special meeting scheduled to accommodate the public hearing. If there shall be no business before the Planning Commission when the agenda is published, the Chair may cancel a meeting, however the Commission shall meet, at a minimum, quarterly.

Section 2. Special and Emergency Meetings – in the event of an emergency or other need to deviate from the regular meeting schedule, the Chair, with the assent of a majority of citizen Planning Commission members contacted by telephone or email, may call an emergency meeting without notice; such meeting is open to the public; publicly accessible minutes shall carry the specific justification for such meeting.

Section 3. All meetings or portions of meetings at which official action is taken shall be open to the general public and the media. However, the Commission may meet in closed session for those purposes permitted pursuant to State law. At any open session, the general public is invited to listen and observe. Except in instances when the Commission expressly invites public testimony, questions, comments, or other forms of public participation, no member of the public attending an open session may participate in the session.

Section 4. An online meeting platform may be made available for participants in Commission meetings. Commission members may participate via that on-line platform at their discretion, if it is available. For a member to be considered a participant of a meeting as defined by this Article, such member shall be physically present at the meeting or have, at a minimum, a two-way video and audio connection to the proceedings.

Applicants, supporters and opponents to projects and those testifying in public hearings may participate via the on-line meeting platform, if it is available, when that participation is otherwise permitted elsewhere in these by-laws. However, developers and their engineers are advised that, due to the potential for miscommunication inherent in on-line platform meetings, it is generally expected that at least one representative shall appear in person and participate in the meeting in person, barring

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extenuating circumstances, when plans are in front of the Commission for approval. Remote participation by applicants or their engineers shall be subject to the approval of the Chairperson. Should the applicant or their engineer participate by the online platform and their connection be problematic or disrupted, they risk the Commission tabling their request until the next meeting so that the applicant can appear in person or resolve their connection issues.

All parties participating via an on-line platform are responsible for ensuring that they have sufficient equipment and connection to participate. The City and the Planning Commission will not be responsible if any party is unable to sufficiently participate in the meeting due to any failure of equipment or connection.

Section 5. The City's administration has determined to broadcast meetings of certain municipal boards and commissions via Youtube or other online platforms, and archive video recordings of those meetings for online retrieval. This is provided as a public service, and is not required by law. Therefore, Planning Commission meetings may be broadcast live via the internet. They may be video recorded. The recordings may be made available in an on-line archive available to the public.

However, nothing in law requires such broadcast, recording or archiving. Should the technology fail or staff is otherwise unable to broadcast the proceedings, record or archive the proceedings, failure to do so is not a violation of these bylaws nor grounds for appeal of any decision by this Commission.

Section 4- 6. Unless otherwise specified, Roberts Rules of Order shall govern the proceedings at the meetings of this Commission.

Section 5. 7 The Planning Commission can, by resolution, adopt rules for the conduct of its meeting, either in general or in specific cases.

Section 6 8. During all Planning Commission proceedings, members of the public have an obligation to remain in civil order. Any conduct which interferes with the equitable rights of another to provide comment or which interferes with the proper execution of Commission affairs may be ruled by the Chair as "out of order" and the offending person directed to remain silent. Once having been so directed, if a person persists in disruptive conduct, the Chair may entertain a motion to "eject" the person from the Planning Commission hearing or meeting. Where the person fails to comply with the successful motion to eject, the Chair may then call

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upon civil authority to physically remove the individual from the chamber for the duration of the hearing or deliberation on that item.

Section 7 9. A member of the public, including any representative of the news media, may photograph, record sound or take video of discussions of the Commission at an open session, if the device:

- a. is operated from the person's seat or from a fixed position that does not block the view of any other person;
- b. is operated without a flash or any other form of artificial light;
- c. does not create a noise that disturbs members of the Commission or other persons attending the session.

Except with unanimous consent of all members of the Commission, no device, other than those used by the Commission itself may be placed on tables used by members of the Commission or its staff. A representative of the news media who desires arrangements for use of a device in a manner not consistent with the provisions of this section may request such special arrangements in advance by contacting the Director of Planning and Code Administration. A recording of an open session made by a member of the public, or any transcript derived from such a recording, may not be deemed a part of the official record of any proceeding of the Commission.

### Article VII:

#### Quorum and Voting Requirements

Section 1. A majority of the members of the Planning Commission shall constitute a quorum.

Section 2. A majority of the Planning Commission members voting at a meeting at which a quorum is present shall be required to pass a motion.

Section 3. At the request of any member of the Planning Commission, a vote shall be recorded by roll call.

Section 4. Abstention from voting shall not be counted in the determination of a motion but shall be recorded.

Section 5. A Commission member may not participate in a matter before the Commission if prohibited from doing so under Chapter 33-3 of the City's Code of Ethics. In the event that any member shall be prohibited from participation, he/she shall disclose that he/she will not be participating in the discussion or vote on the matter due to a conflict of interest. The secretary shall so record in the minutes that a vote was not cast by such member.

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Section 6. If a member will be absent with good cause but wishes to participate in a meeting or if the absence of the member impacts the ability to conduct the business of the Commission, the member may participate via phone or other communication device provided the member is familiar with the material to be reviewed at the meeting.

### Article VIII: Order of Business

Section 1. The order of business at regular meetings shall be:

- a. Roll Call.
- b. Approval of Minutes.
- c. Development Cases.
- d. Planning Commission Business.
- e. Adjournment.

Section 2. The order of business at public review meetings shall be:

- a. Sign-in sheets by agenda item, listing printed name, signature, address of persons wishing to testify, and indication of support or opposition to items.
- b. Call to order and determination of quorum.
- c. Open public review meeting and explain format.
- d. Presentation by staff.
- e. Presentation by the applicant.
- f. Testimony of the proponents.
- g. Testimony of the opponents.
- h. Concluding comments of the applicant.
- i. Request of Chair for a motion to close public review meeting.

Section 3. Business of interest to citizens or guests present at a Commission meeting may be introduced by the Chair at any time after the reading of minutes of previous meetings and action thereon, irrespective of the order of business.

Section 4. A motion from the floor must be made and passed in order to dispense with or change the order of business for any item on the agenda not addressed under Section 1 of Article VIII above.

### Article IX: Hearings

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In addition to those required by law, the Commission may hold public review meetings and/or workshops when it decides that such hearings and/or workshops will be in the public interest.

Article X:            Staff

The Planning division of the Planning and Code Administration Department of the City of Hagerstown shall serve as the staff of the Commission, and shall handle the preparation and distribution of Commission agendas and minutes, provide notice to all Commission members; arrange proper and legal notice of hearings; attend to correspondence of the Commission, as approved by the Commission; and have such other duties as may, from time-to-time, be assigned to the Commission.

Article XI:           Separability

Should any article of the Planning Commission bylaws be found to be illegal, the remaining articles shall remain in effect.

Article XII:         Amendments

Section 1. These bylaws may be amended by a majority vote of the entire membership of the Planning Commission.

Section 2. Adoption or amendment of bylaws takes effect immediately following a successful vote.

\_\_\_\_\_  
Date Approved

\_\_\_\_\_  
Amy Haught, Recording Secretary

HAGERSTOWN PLANNING COMMISSION

By: \_\_\_\_\_  
Douglas S. Wright, Jr., Chair

Douglas S. Wright, Jr., chair, called the meeting to order at 4:30 p.m., on Wednesday, August 25, 2021, in front of City Hall.

## I. Roll Call

Also present were commission members:

- o C. Davis
- o R. Thomas
- o J. Wheeler

The following staff members were present:

- o K. Maher, PCAD Director
- o S. Bockmiller, Development Planner/Zoning Administrator
- o R. Tissue, City Engineer
- o S. Lohr, Fire Chief

Absent were commission members:

- o J. Stone, vice-chair
- o S. McIntire, ex-officio

## II. REGULAR MEETING

A. Approval of Minutes: No minutes.

B. Development Review: No development review.

### C. Planning Commission Business

#### 1. Field Trip to Walden community in Silver Spring Township, PA

The Commission and staff departed for Silver Spring Township to take a tour of the Walden community. The purpose of the trip was to view the completed new urbanist style development to determine what qualities and design features are desirable for incorporation into the City's Land Management Code. Heavy traffic delayed arrival until about 6:30 p.m. Justin Doty of FSA joined us in Walden. Upon arrival, the tour started in the mixed-use main street area of the community, continued on foot throughout the denser residential areas near the main street area, and continued by car in the farther out areas of the community.

**Description of Community:** Walden is a 170-acre, mixed-use community developed by Charter Homes & Neighborhoods which began in 2006. All homes are completed and sold. There are 321 single-family detached homes, 293 townhomes, and 72 condos. 40% of the development is set aside in open space, including a large park at the center of the development. It has a two-block main street area at the development entrance with

mixed-use buildings with condos above storefronts and nearby single-story commercial buildings. The development uses a grid and modified grid street network with alleys and no cul de sacs, as is typical for new urbanist forms of development and is consistent with urban development patterns. There are sidewalks and street trees on both sides of streets. All of the streets and alleys are private and so maintained by the HOA. Some homes front open space features with alleys to the rear. Yard setbacks are minimal and homes often have front porches. Dwelling units that have yards mostly have very small yards. Homes along the alleys either have attached garages or detached garages with small rear yards. Only homes at the edge of the development had front-loaded garages. There is a very extensive mix of housing types and model options. Adjoining the main street area are two-blocks of townhomes with no yards with a “cobblestone” street. In the area near to the main street area there are a mix of single-family detached and townhomes all with small yards. On the edges of the development which back to other tracts of land, there are only single-family detached homes with larger rear yards. There is a community center with a pool.

The following are features that were discussed during the tour:

- a. **Main Street area** – While the edged tree pits seem small, they were surrounded by sand-set bricks which would allow water to the roots. The smaller tree pit area provides less obstruction for pedestrians. The large outdoor dining area on the sidewalk for two restaurants was quite busy and viewed as a desirable feature.
- b. **Resident opinion** – A resident of the community offered to talk to us about his opinion of the community. Tim Van Der Ploeg and his family live in one of the houses at the edge of the community which has front-loaded garages. Tim said they like living in the community – nice park areas, restaurant amenities are great, nice mix of housing types, nothing cookie cutter about the community. The other specialty businesses are not handy - would like more neighborhood serving convenience businesses. All the units are sold, but the last park is not built yet. Seems to be not much motivation to complete that feature now that the home construction and sales are done. Many of the lots are small and quirky in shape. Not handy to have the garages in the back, so a lot of on-street parking occurs. Front garage is handier. The HOA dues are \$45/month.
- c. **Pedestrian network** - Sidewalks are on both sides of the street and within open space where homes front open space. The community is very walkable which was viewed as desirable.
- d. **Open space and park features** – There is a large park feature with amenities at the center of the development and other open space features front homes. A birthday party was observed in the open space area in front of a home. Residents were using the fire pit “room” in the park. These amenities were viewed as desirable features.
- e. **Trash Collection** – Trash is collected in the alleys where there are alleys, which was viewed as very desirable.
- f. **Fire Code and Firefighting observations** – The Chief indicated it is better to have the hydrants in the middle of things rather than at the development edge.

Hardiplank cement board siding as observed throughout this development is much preferred over vinyl siding from a fire safety perspective. Prefers seeing a limited row of townhouses, such as five seen here, over the eight that is often seen in Washington County. Any large attic area is a problem because they are not sprinklered.

- g. **Public street edge of development** – This development has a bermed, buffer yard along the exterior public street, a parallel community street, and then townhomes facing the interior street across from the buffer area. By contrast, in our county we often see the backs of houses oriented to exterior public streets. Our code discourages the backs facing streets. It was observed that it would be preferable to front the open space than to front the exterior public street and the very different housing types outside the development.
- h. **Rear garages** – When the development has no on-street parking options near the homes, it seems to force use of the garage for parking. In areas where on-street parking is available at the front of the homes, it was observed that some garages are used for storage and there was use of the street for parking. Need to assess the firefighting implications of the detached “townhouse” garages where 4-5 are attached along the alley. Staff observed that there are gates in the sideyard fences in these situations which would allow firefighter access to the rear of homes. For the garages attached to homes, our code would have to be amended to allow much smaller rear yard or alley setbacks.
- i. **Street and Alley width and clearance** - This development had a 30-foot wide, two-way street with parking on both sides that reduced the clearance area to 15 feet when both sides are parked. When parked up, two-way traffic is not possible which certainly calms traffic. The Chief said you need 20 feet clearance for fire truck and firefighting. The alleys are 15 feet wide and two-way for traffic. The garages have short aprons onto the alley. When Steve spoke with the town planner, he said the township is not satisfied with the high Belgian block curbs and they feel the alleys are too tight for two-way traffic if a large vehicle such as a trash truck is involved.
- j. **Two-legged intersections** – This development includes two-legged intersections perhaps as a traffic calming measure. The Chief observed that it would be important to ensure that ‘no parking’ is established near the intersection to ensure adequate turning radius for fire trucks.
- k. **Dwelling units fronting a park** – In some areas, houses had an alley in the rear yard and open space for their front yard. This was viewed as very desirable. Our code would need to be amended to allow units to front open space rather than a street. It was noted that it would be better if the curb was mountable and the sidewalk area in front of the units was drivable for emergency vehicles. Reinforced sod or permeable pavers would be options for the emergency access area. Would need to ensure any trees would not grow up to block emergency vehicle access in these areas.
- l. **Terminal vistas** – as our code recommends, this development has terminal vistas at the ends of streets – either houses or the community center.

- m. **Extensive mixture of housing types and models** – This was viewed as very desirable.
- n. **Street lights** – there are no street lights in this development, just lampposts in front of the homes. Some of the lights were on and some were not. Because it was dusk, it was not clear if these lights come on automatically or if the homeowner has to turn them on. Having a development so dark at night is not typical in Hagerstown.

**Additional Feedback from Town Planner** – Planning staff have a phone call scheduled for September 3<sup>rd</sup> to allow us to follow up with questions raised on the tour and to gain any additional feedback we can from the Town planner.

**D. Other Business** – no other business.

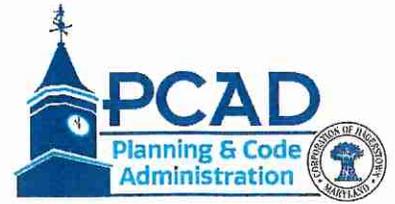
**III. ADJOURNMENT** – 9:30 p.m.

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Date

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Kathleen A. Maher, Director of PCAD



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## Memorandum

**TO:** Hagerstown Planning Commission Members

**FROM:** Stephen R. Bockmiller, AICP  
Development Review Planner/Zoning Administrator

**SUBJECT:** Consultation – Automobile Sales – 850 Pennsylvania Avenue

**DATE:** August 27, 2021

The Department has been approached about an automobile sales use at the property referenced above. This is a former automobile service facility with three service bays. We can't tell if gas pumps were involved at one time or not. Most of the frontage of the site is an un-channelized and uncontrolled apron. The only vertical curb appears to be about a 15 foot section near the middle of the frontage around a utility pole.

Please see the attached as-built drawing, two street view photos of the site and the applicable section of the Zoning Ordinance.

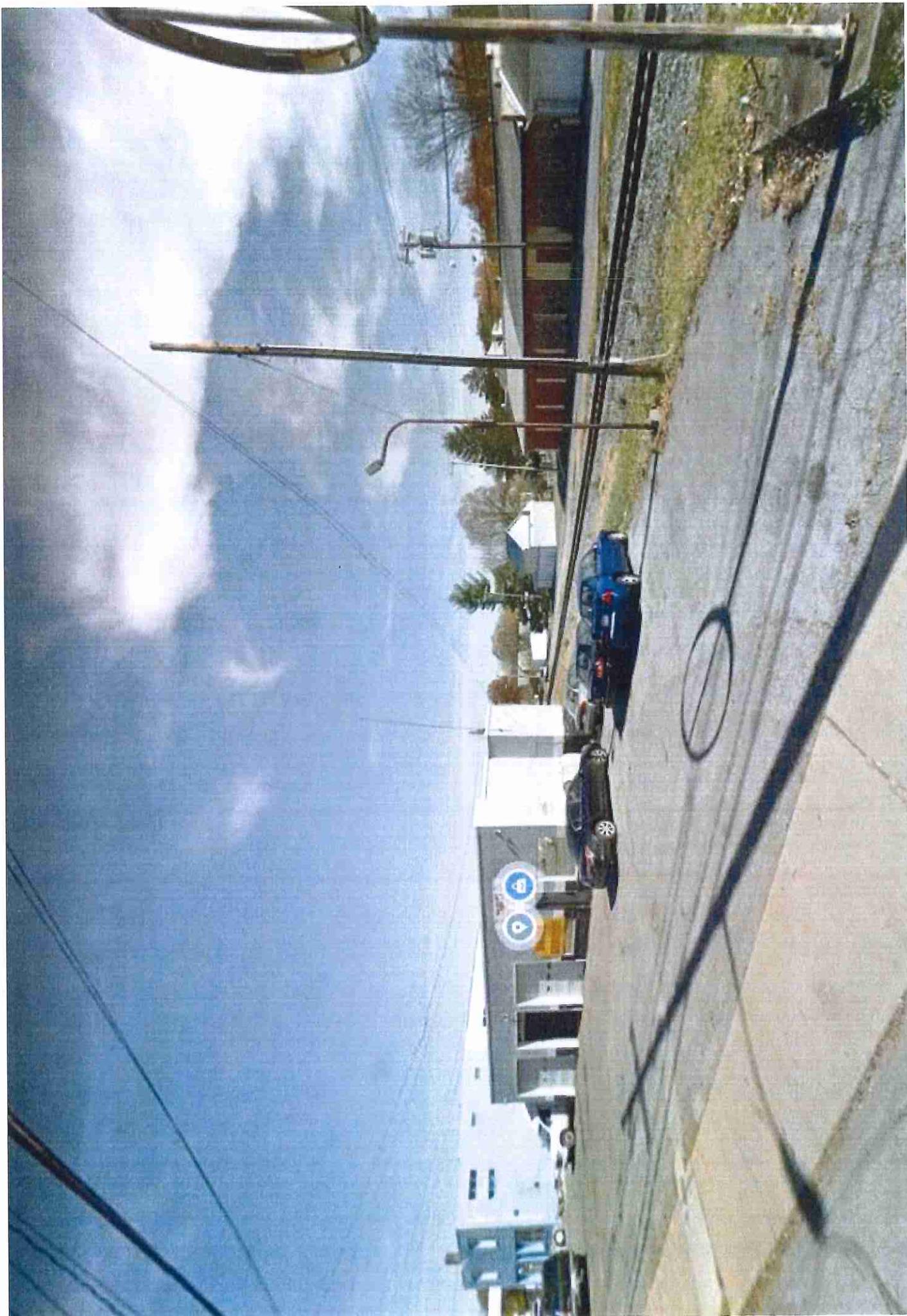
We suggested the applicant workshop this issue with you for feedback on what requirements would be made of this development to permit automobile sales on this site.

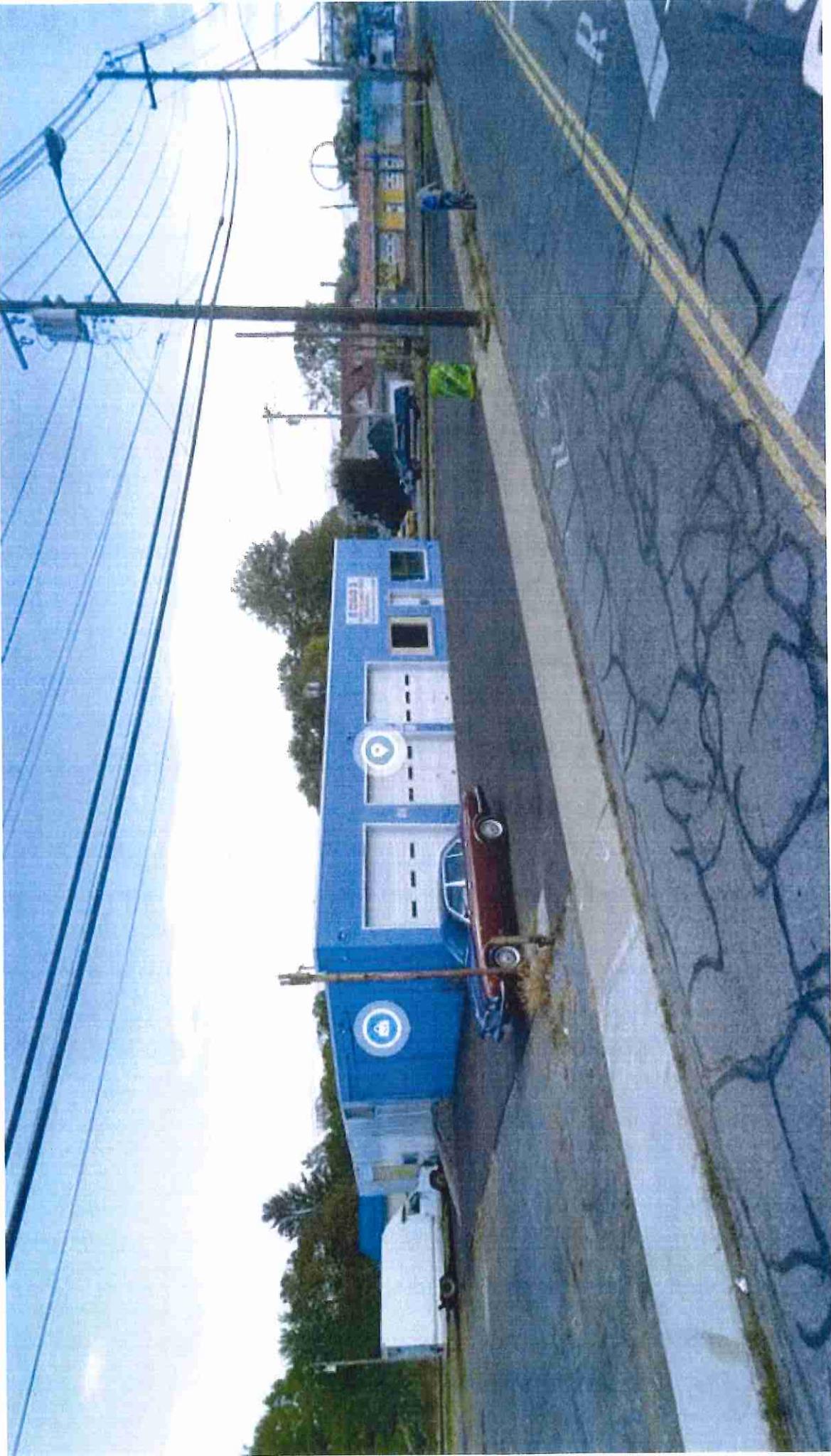
We consulted the City Engineer, and if a site plan is necessary for this development, they would want to explore options for narrowing the aprons on this site.

The standards require application of standard parking lot buffers of 10 feet, landscaping, designated customer and employee parking and the ability for vehicles to circulate onto and off of the site. Staff's analysis is that this site is so small and tight that the development standards would have to be entirely or almost entirely waived in order for car sales to be viable at this location. While the provisions were written to allow the Commission to entertain waivers for reasonable proposals that meet the intent of the provision, staff does not believe waivers can be granted here that do not void the intent of the adopted provisions. When these provisions were adopted, it was assumed some properties would be precluded from use for car sales. In your discussion with the applicant, you will need to determine how far you are willing to go to reduce design requirements before some standard must be held to – and whether or not what is left is viable for the use.

Jim Bender plans to be at your meeting to answer questions about the street frontage issue.







- (b) Exterior exercise/play areas must be enclosed with solid fencing, at a minimum of six feet in height.
  - (c) The total number of dogs permitted at any one time shall not exceed one dog per 100 square feet of combined interior/exterior lease area.
- (8) An automobile and/or truck sales and/or rental facility shall:
- (a) Provide landscaped buffers for all parking and inventory display or storage areas in accordance with the requirements of Article 5 of this Code, both in required minimum buffer widths and required landscape plantings; and
  - (b) Provide sufficient employee and customer parking and install signage identifying parking for customers and employees, and provide adequate on-site traffic circulation for safe and orderly egress from and ingress to the site; and
  - (c) All on-premise business identification signs shall be professionally designed and constructed for long-term use; and
  - (d) The developer shall submit a site plan for review and approval in accordance with the provisions of Article 5. The type of site plan shall be consistent with the requirements of that Article based on the amount of land disturbance that is proposed. The Planning Commission may reduce or waive provisions of the landscaping and design requirements based on unique site conditions, practical difficulties, or presentation of an alternate plan that achieves the intent of the Ordinance requirements. Such use shall not commence until the site plan is approved and the improvements are completed. Vehicles will not be stored or displayed in buffer areas.
  - (e) Automobile sales shall be permitted in the CL Zoning District only when all for-sale inventory and all vehicles on site for repair or preparation for sale shall be stored inside of fully enclosed buildings at all times. At no time will for-sale inventory, vehicles awaiting preparation for sale, or on-site for service be stored outdoors. Nothing in this provision shall be interpreted to permit warehousing of automobiles as a principal use. Automobile and/or truck rental, and the sale of recreational vehicles and/or boats shall not be permitted in the CL District.
  - (f) The provisions of this subsection shall not apply to any facility that is proposed for a location where the most recent use of the area to be used was a motor vehicle sales facility for a period of up to five years prior to application, however, all other requirements of the Land Management Code shall be met. This exemption shall not apply to any facility where the last use of the property for automobile sales occurred five or more years in the past.



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### Memorandum

**TO:** Hagerstown Planning Commission Members

**FROM:**  Stephen R. Bockmiller, AICP  
Development Review Planner/Zoning Administrator

**SUBJECT:** ZS-2021-11 – Skatepark at Fairgrounds Park

**DATE:** August 27, 2021

This plan is for the construction of the proposed skate park at Fairgrounds Park. It will be located southeast of the grandstands, between the grandstands and the off-leash dog area that is along the southern edge of the park. The location is depicted on the attached air photo where the basketball court is located.

The disturbance is not enough to trigger the Forest Conservation Ordinance.

Given this is in the middle of an existing park, about 200 feet from the nearest property line, and no new parking is proposed, little of the specific requirements of Article 5 regarding landscaping applies to this project. Therefore, the applicant is employing the “alternate landscaping plan” provision available to developers on the landscaping plan application (attached). No new landscaping is proposed around the improvements, due to the nature of those improvements (see applicant’s narrative). Staff has no objection to this approach, due to what the development is, its location well inside the boundaries of an established park, no creation of new parking, and distance from nearest property lines.

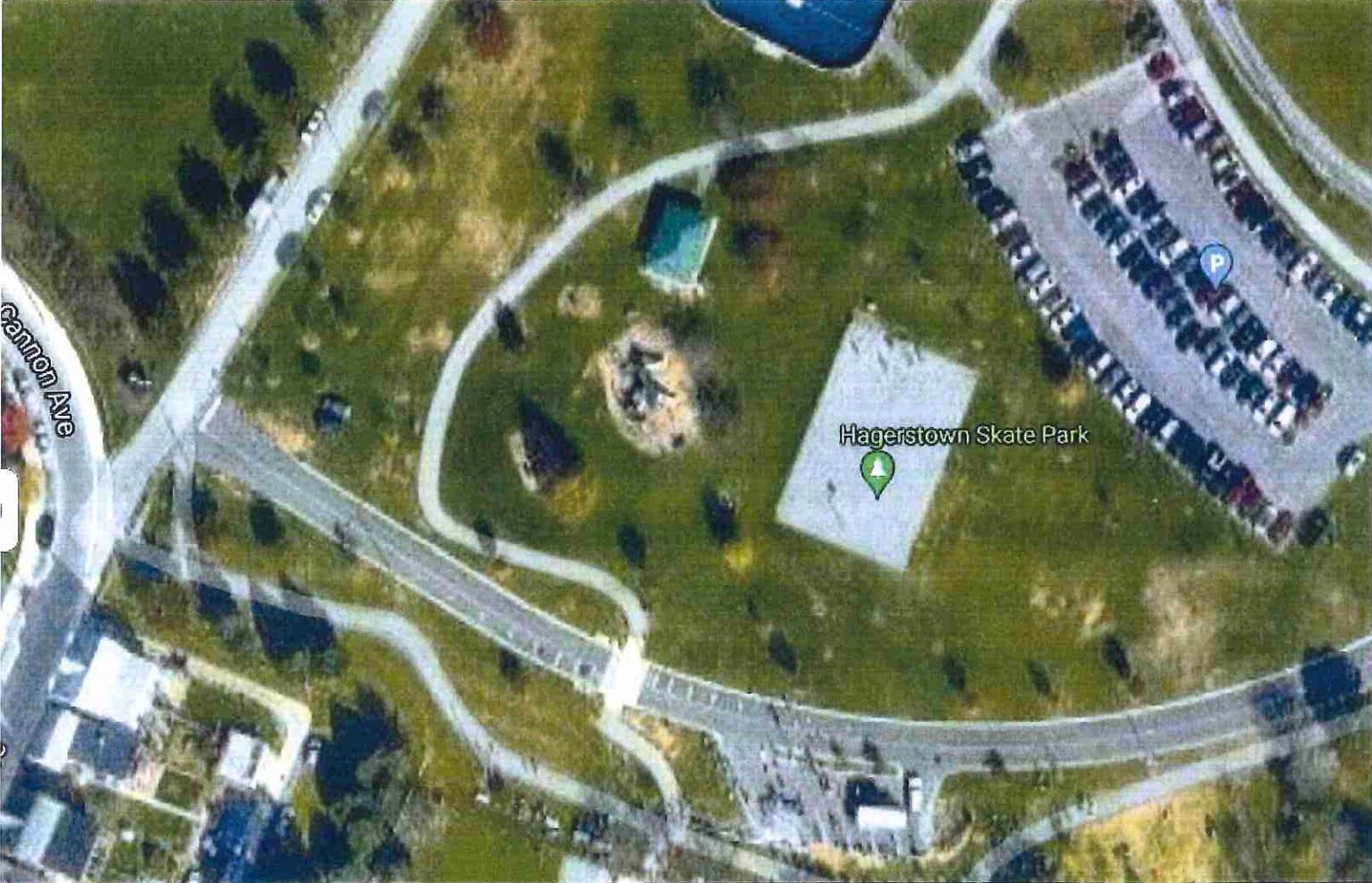
No Plan Review Committee meeting was conducted for this project. PRC meetings continue to be suspended due to the pandemic.

The following agencies have provided approvals:

Planning Chief Code Official	City Engineer	Water	Wastewater
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The Fire Marshal has provided conditional approval, subject to adding one note to the plan, which appears to have been added in recently provided revisions. We anticipate receiving Light Department approval in time for your meeting.

Therefore, staff recommends approval, subject to any conditions that may be forthcoming from the Hagerstown Light Department.





# CITY OF HAGERSTOWN, MARYLAND

Planning and Code Administration Department

## LANDSCAPING PLAN CHECKLIST

## Schedule A

(Last Revised: January 1, 2021)

### Submittal Requirements:

Case No. ZS - 20\_\_ - \_\_

Office Use Only

- Attach this form to the original site plan or development plan application.
- Include an electronic copy of this schedule with the electronic site plan or subdivision application.
- No additional copies of this form or the plan are required beyond those required for the plan itself.
- Filing fee is included in the site plan or development plan fee.

Name of Project: Hagerstown Skatepark

Location of Property: 351 N Cleveland Ave. Hagerstown, MD 21740 (Fairgrounds Park) Zoning District: Institutional  
(Please include street address, if known)

Engineering/Survey Company Name: Spohn Ranch

Contact Person: Vince Onel Email: vince@spohnranch.com

Telephone: 626-330-5803 Fax: 626-330-5503

This Chart for Staff Use Only	1 <sup>st</sup> Review	2 <sup>nd</sup> Review	3 <sup>rd</sup> Review
Date Accepted for Processing			
Review Date			
Returned to Design Firm			

All site plans and development plans require the inclusion of a landscaping plan as part of the document. An application for a site plan or development plan will not be accepted for processing by planning staff without this schedule attached to the application, and the elements contained in the checklist found later in this form included in the drawings. Section I.4.a of Article 5 of the Land Management Code states that the intentions of the requirement for a landscaping plan for new development are as follows:

- a. Intent.  
The applicant shall submit as part of the site plan, a comprehensive landscape master plan, identifying the location and size of both existing vegetation to be retained and proposed new vegetation, typical planting materials, the phasing of landscape installation, and planting methods.

These regulations are established to protect and enhance the landscape of the City of Hagerstown and to ensure the appropriate use of plant material in new construction. It is the intent of these regulations to preserve natural tree cover where practicable and to include new landscape plantings with development in order to:

- (1) Reinforce community identity;
- (2) Enhance scenic views;
- (3) Increase building and property values;
- (4) Reduce storm water runoff and prevent soil erosion;
- (5) Create shade and reduce radiant heat;
- (6) Provide a visual buffer and separation of space;
- (7) Reduce noise and shield glare; and
- (8) Enhance the beautification of the City.

---

**ALTERNATE LANDSCAPING PLAN**

Often, a site plan or development plan will be needed for proposed improvements to a property that is very difficult or impossible to conform to current landscaping standards due to property size, property shape, location and nature of existing improvements, etc. These existing conditions sometime result in a proposed development that may require numerous or many deviations from current landscaping requirements. Foreseeing this happening on certain properties, Section I.4.e of the Subdivision and Land Development Ordinance states:

Alternative plans may be approved when unusual topographic constraints, sight restrictions, siting requirements, preservation of existing stands of trees, preservation of specimen trees, or when similar conditions prevent strict compliance with the landscape standards. Modifications to the tree cover, site landscaping, and parking lot landscaping standards contained in this section may be approved when the following conditions are met to the satisfaction of the Planning Commission:

- (1) The landscape plan meets the stated intent of this section.
- (2) The landscape plan provides plantings of similar character, density and screening impact to those required by the standards contained in this section.
- (3) Topography, soil, vegetation or other unique site conditions make full compliance impossible or impractical and warrant some relief from the strict adherence to the standards contained in this section.
- (4) Space limitations, unusually shaped lots, and existing conditions on adjacent properties may justify alternative compliance for infill sites, and for improvements or redevelopment of sites, particularly in the older, established sections of the city.

Inability to comply with or desire for relief from one or a few of the requirements of the landscaping requirements is not grounds for proposing an "alternative landscape plan." Such deviations can be addressed through a waiver request. ***Before submitting an "alternate landscaping plan" obtain approval from Planning Staff that doing so is appropriate.***

---

**QUESTION:**

Check the applicable answer and proceed to following instructions. Based on the above, this application will:

- Provide landscaping in accordance with all requirements of the Ordinance without deviation or waiver.
- Provide landscaping in accordance with most requirements of the Ordinance, but will include waiver requests.
- Propose an alternate landscape plan that the applicant believes fulfils the intention of the Ordinance.

**If full compliance is proposed**, please proceed to page 3 and ensure all materials on the checklist are included in the site plan or development plan. Mark each item in the checklist with the page of the plan on which that item can be located. This form and the waiver application must be included with the site plan or development plan application or the plan will not be accepted for processing.

**If compliance with most requirements is proposed but waiver(s) will be requested**, please proceed to page 3 and ensure all materials on the checklist are included in the site plan or development plan. Mark each item in the checklist with the page of the plan on which that item can be located (except for those issues for which waivers will be requested). Complete and attach the waiver application form (Schedule W) to this form specifically identifying each waiver or reduction of a code requirement that is requested. This form (Schedule A) and the waiver application (Schedule W) and waiver fee must be included with the site plan or development plan application or the submission will not be accepted for processing.

**If an alternate landscaping plan is necessary**, provide a separate detailed narrative explaining 1) the unique character and condition of the property and how it meets the four above conditions needed for the Planning Commission to justify entertaining alternate compliance, and 2) the general approach to providing landscaping that will effectively landscape the site and meet the intent of the Ordinance. Pages 1 and 2 of this form (Schedule A) and the narrative shall be included with the site plan or development plan application or the plan will not be accepted. **Completing and submitting the checklist beginning on the next page is not required for an alternate landscaping plan**, but it will serve the designer as a good point of reference of typical expectations.



DESIGN. BUILD. COME TOGETHER.

City of Hagerstown  
Planning and Code Administration Department

**AUGUST 6, 2021**

**RE: LANDSCAPING PLAN CHECKLIST – HAGERSTOWN SKATEPARK**

The attached Landscaping Plan application is proposing an alternate landscape plan that Spohn Ranch believes fulfills the intention of Section I.4.e of the Subdivision and Land Development Ordinance.

The unique nature of skateparks makes a typical landscaping approach impractical. Skateboards, BMX bikes and other wheel sports equipment will occasionally get loose and damage plants, trees and various groundcover solutions surrounding a skatepark – thus creating a maintenance headache for City staff. Debris from plants, trees and groundcover solutions also creates a safety risk when it eventually makes its way into the skatepark hardscape and creates tripping hazards.

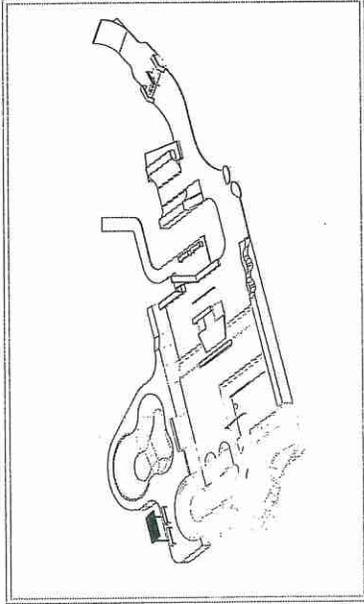
To minimize maintenance issues and avoid safety risks, Spohn Ranch is proposing a minimalist approach of synthetic and natural turf. Synthetic turf will occupy the center of the “pump track” element, the area most susceptible to wear and tear. The area surrounding the skatepark will be restored with natural turf and blend into the existing condition of the Fairgrounds Park site prior to skatepark construction.

Please don't hesitate to reach out with any questions.

Sincerely yours,

Vincent Onel  
Principal | VP of Skatepark Development  
Spohn Ranch, Inc.  
6824 S Centinela Los Angeles, CA 90230  
626-330-5803 x205  
Vince@spohnranch.com

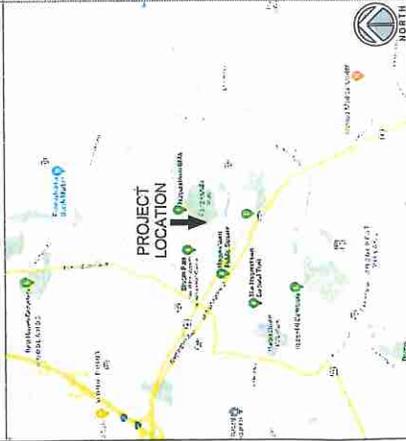
# CONSTRUCTION PLAN SET PREPARED FOR HAGERSTOWN SKATEPARK



## CITY OF HAGERSTOWN, MARYLAND

PLAN DATE IDENTIFIER  
August 3, 2021  
DATE OF LAST REVISIONS

### VICINITY MAP



### LOCATION MAP



### PROJECT INFORMATION

**OWNER/DEVELOPER**  
CITY OF HAGERSTOWN  
1 E. FRANKLIN ST.  
HAGERSTOWN, MD 21740

**SITE ADDRESS**  
FAIRGROUNDS PARK  
351 N CLEVELAND AVE.  
HAGERSTOWN, MD 21740

### SHEET INDEX

SHEET	DESCRIPTION
SK1.0	TITLE SHEET
SK2.0	3D PERSPECTIVE
SK3.0	SPECIFICATIONS
SK3.1	SITE PLAN
SK4.0	INFORMATION PLAN
SK6.0	COLOR PLAN
SK7.0	LAYOUT PLAN
SK8.0	GRADING & DRAINAGE PLAN
SK9.0	STEEL PLAN
SK10.0	SECTIONS
SK10.1	SECTIONS
SK10.2	SECTIONS
SK11.0	LANDSCAPE PLAN
SK12.0	CONSTRUCTION DETAILS
SK12.1	CONSTRUCTION DETAILS
SK12.2	CONSTRUCTION DETAILS
SK12.3	CONSTRUCTION DETAILS
SK13.0	SHADE STRUCTURE



DESIGN, BUILD, COME TOGETHER.  
OFFICE (415) 330-6870 - FAX (415) 330-5871  
1222 S. EXETER BLVD. LOS ANGELES, CA 90026

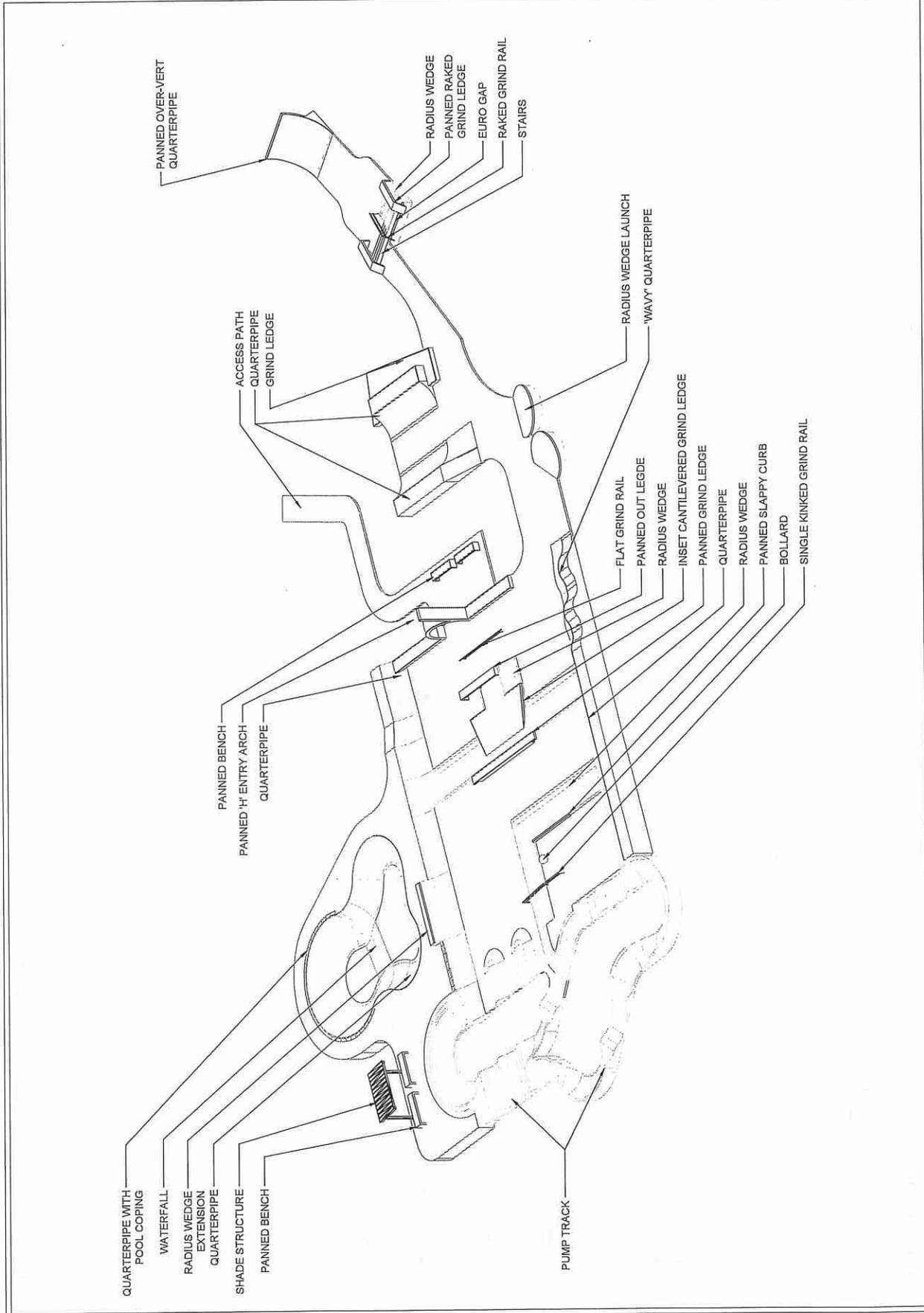
DATE	8-3-2021
PLAN CHECKED BY	DL
PROJECT TITLE	HAGERSTOWN SKATEPARK
SHEET TITLE	TITLE SHEET

REVISIONS

NO.	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		

NO.	DATE	DESCRIPTION
1		ISSUED FOR PERMITS
2		ISSUED FOR BIDDING
3		ISSUED FOR CONSTRUCTION
4		ISSUED FOR AS-BUILT
5		ISSUED FOR RECORDS

DATE	6-20-2021
PLAN CHECKED BY	DM
DOCUMENT NO.	10
ZONING	
PROJECT TITLE	SKATE PARK DESIGNED BY STAMM





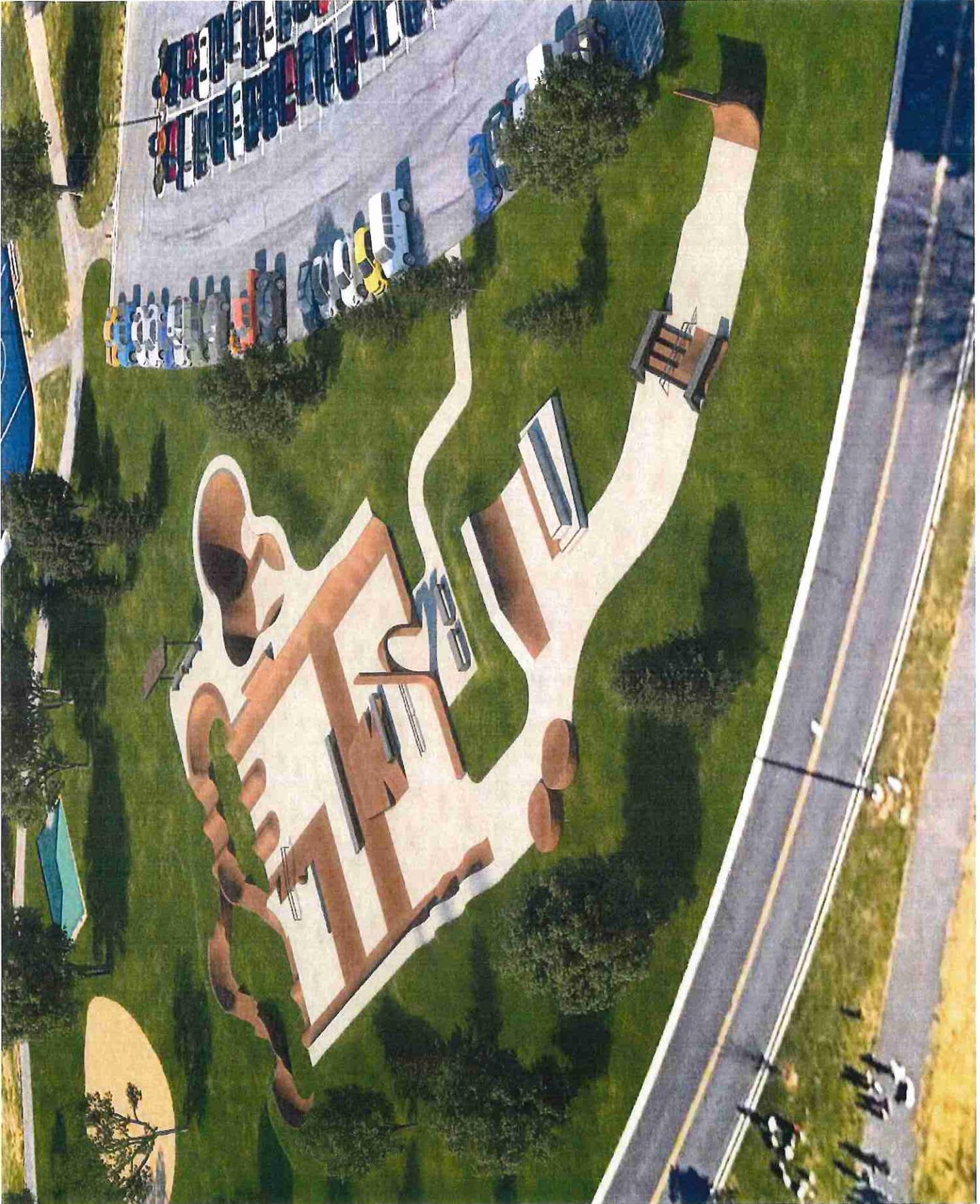






# HAGERSTOWN SKATEPARK FINAL CONCEPT DESIGN

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**City of Hagerstown, Maryland**  
Committed to Safety  
Dedicated to Partnership and Progress

### Memorandum

**TO:** Hagerstown Planning Commission Members

**FROM:**  Stephen R. Bockmiller, AICP  
Development Review Planner/Zoning Administrator

**SUBJECT:** Linwood Hollow Forest Conservation Plan

**DATE:** August 27, 2021

If you will remember back, the owner of Linwood Hollow re-platted the property earlier this year to prepare it for development or sale. They abandoned the residential lots and street rights of way, and received approval of a new forest conservation plan that locked up a lot of exiting forest and replanting areas in the southern and western portions of the property. The approval also held in reserve compliance for part of the commitment, since it was possible that Sweeney Drive would be extended into the site if a multi-lot industrial/office subdivision were proposed, and they could obtain credit for street trees and perhaps part of the commitment might be fee-in-lieu to make up any difference.

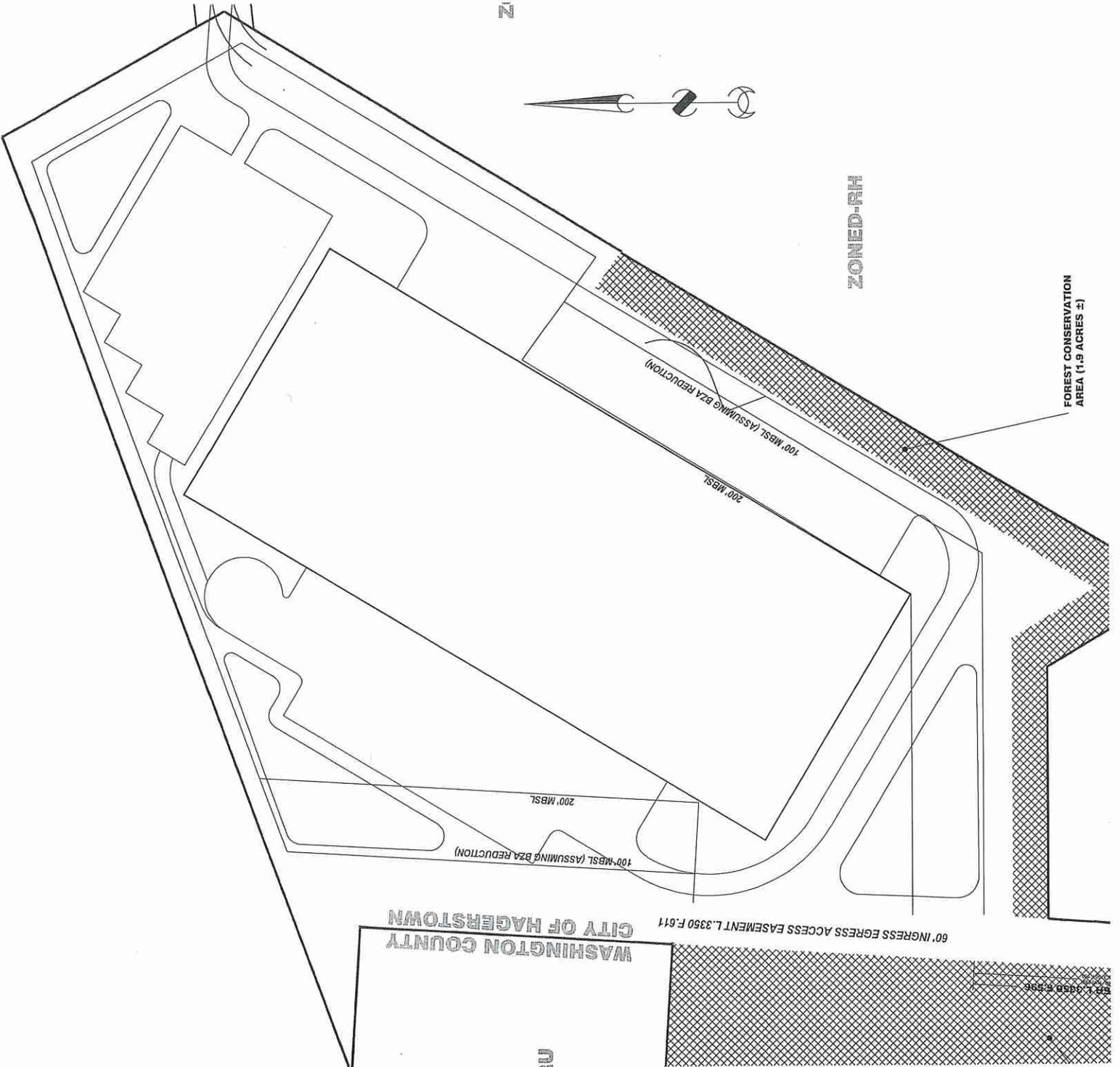
A developer is currently looking at the site for warehouse/distribution. It would be a single lot development, or possibly two lots. Their analysis is that the places forest conservation appears in the south-center of the site are poorly situated and significantly impact the developability of the site.

They have requested a workshop with you to discuss forest conservation concepts for their development which would abandon some of the areas near the south-central part of the site, and would likely result in increased use of fee-in-lieu contributions to meet requirements. The sketches we have seen at this time show the area to the west of Linwood Road remaining as forest conservation and there would be a buffer of forest conservation along the north edge of Noland Village.

Mr. Berman, the prospective developer would like to get feedback from you. This is being put on your agenda on short notice. He lives in Florida and would participate in this meeting via Zoom. However, he is aware that if the project moves forward, his presence at your meetings for the sketch plan for stormwater management and the site plan, and any other interaction is expected to be in person.

If you have any questions, please let me know.





Z



ZONED-RH

FOREST CONSERVATION  
AREA (1.9 ACRES ±)

100' MBSL (ASSUMING BZA REDUCTION)

200' MBSL

100' MBSL (ASSUMING BZA REDUCTION)

200' MBSL

WASHINGTON COUNTY  
CITY OF HAGERSTOWN

60' INGRESS EGRESS ACCESS EASEMENT L. 3350 F. 611

SP L 3350 F. 611

N



City of Hagerstown, Maryland  
Committed to Safety  
Dedicated to Partnership and Progress

## MEMORANDUM

TO: Planning Commission

FROM: Kathleen A. Maher, Director of Planning & Code Administration 

DATE: August 27, 2021

SUBJECT: Recommendation from Transportation Planning Meeting with City and County staff, the Mayor of Funkstown, and David Lyles

We held the above meeting today to discuss transportation planning on the east side of Funkstown and the viability of R. Paul Smith Boulevard in the middle and southern legs of the proposed road.

A good discussion occurred regarding transportation planning priorities for Funkstown, planned transportation improvements to address the proposed warehouse development on the Howell Road Harrison Tract, the challenges for roadway modifications in the area of Hebb and Emmert, other proposed roadway improvements to serve the other Harrison tracts, and the viability of the middle and southern legs of R. Paul Smith Blvd.

County staff provided input on the Gaver Meadow traffic study and the status of Southern Boulevard Phase II in County CIP planning, but did not have recommendations regarding the issues discussed today.

The recommendation that came forth from City staff, the Mayor of Funkstown and David Lyles are as follows:

1. Keep in the Comp Plan the proposal for Southern Boulevard Phase II;
2. Add to the Comp Plan the proposed extension of R. Paul Smith on the Harrison Tract to the Dual Highway near Byrd Tire;
3. Add to the Comp Plan the proposed roadway improvements to the Harrison Tract north of Dual Highway, including extension of Day Road behind the IBM Building over to the new road;
4. Leave the middle and southern legs of R. Paul Smith as is in the Comp Plan, pending a future traffic study. This study would assess the traffic demands from approved and

pending development proposals in this area and the level of service improvements that might be created by the construction of the middle and southern legs of R. Paul Smith Blvd or other new road alignments.

- c: Planning Team
  - Scott Nicewarner, City Administrator
  - Jill Thompson, Director, DCED
  - Doug Reaser, DCED
  - Jason Morton, City Attorney
  - Rodney Tissue, City Engineer
  - Jim Bender, Assistant Engineer
  - Andrew Eshleman, County Public Works Director
  - Scott Hobbs, County Engineer
  - Rich Eichelberger, County
  - Jill Baker, County Planning Director
  - Paul Crampton, Mayor of Funkstown
  - Matt Mullenax, HEPMPO
  - Dave Cotton, MDP



City of Hagerstown, Maryland  
Committed to Safety  
Dedicated to Partnership and Progress

## MEMORANDUM

TO: Planning Commission

FROM: Kathleen A. Maher, Director of Planning & Code Administration 

DATE: August 19, 2021

SUBJECT: Review of Proposed Amendment to Transportation Element of Comprehensive Plan

On August 10, the Mayor and City Council acted to direct the Planning Commission to remove a section of R. Paul Smith from the Transportation Plan improvements recommendations in the Comprehensive Plan. See attached motion and map.

Staff would like to begin discussions with the Planning Commission on an amendment to the Transportation Element of the Comprehensive Plan to reflect direction provided by the Mayor and City Council as well as discussions staff have pending with our counterparts at Washington County and the Town of Funkstown on transportation planning on the southeast sides of Hagerstown and Funkstown.

There are three issues to be discussed as we see it:

1. Adjusting R. Paul Smith Boulevard on Map 5-3 to reflect the beginning and ending points that are now possible and make sense given development and plan approvals which have occurred since 2005, when the plan for this road was first recommended by the City.
2. Recommended road extensions from R. Paul Smith to the Dual Highway east of Edgewood Drive as well as across the Dual Highway from that connection point.
3. Other Transportation Roadway Improvements Recommended in HEPMPO LRTP.

Attached is the Transportation Element from the Comp Plan. If amendments are to be made it would be to Figure 5-1 and 5-2 on page 5-6 and page 5-7, text below Figure 5-2 on page 5-7, and Map 5-3.

## **R. Paul Smith Boulevard – Beginning and Ending Points**

Attached are exhibits showing the following:

- the proposed alignment of R. Paul Smith Boulevard in the Comp Plan;
- the section of R. Paul Smith that the Mayor and City Council have directed be removed from the Comp Plan;
- development which blocks a connection of R. Paul Smith Blvd at Dual Highway and Mt. Aetna;
- the potential pathway of R. Paul Smith as it crosses Hebb Road and heads towards Beaver Creek and Alt 40.

R. Paul Smith is referenced as a planned roadway in Figure 5-2 (11) on page 5-6 and the planned route is shown on Map 5-3.

City staff are scheduling a meeting with our County and Town of Funkstown counterparts for late August to discuss these issues and how they affect current planning of both jurisdictions.

## **Extensions from R. Paul Smith Boulevard to Dual Highway and Beyond**

The traffic study underway for a proposed development of Harrison tracts in the southeast area of Hagerstown has led to recommended new roadways to open the land for development and to extend R. Paul Smith Boulevard to the Dual Highway in its 1800 block. Staff have discussed the proposed roadways with the County and those discussions will continue later this month. See attached exhibit of possible new roadway alignments through the Harrison tracts and possible connection points to adjacent roadways. Interconnectivity and redundancy is a goal of Hagerstown's comprehensive plan to alleviate congestion points at major intersections.

## **Other Transportation Roadway Recommendations from HEPMPO LRTP**

Our Comprehensive Plan was developed utilizing the transportation improvement recommendations from the 2040 Long Range Transportation Plan (LRTP) of the Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO). Since then, the MPO adopted the 2045 LRTP in 2018. I have been advised that the next LRTP is anticipated to be adopted in May 2022. Given how close it is to the adoption of the next LRTP for our region, I would not recommend updating the rest of the LRTP language in our Comp Plan at this time but rather wait until after May 2022.

If you would like to see the 2045 LRTP, follow this link: <https://www.hepmo.net/documents>

For your information, most of the recommended road projects in the MRGA continued from the 2040 to the 2045 LRTP Plan. The Robinwood Drive bypass to MD 64 and the Shawley Drive

realignment outside the city were dropped. Widening of Wesel Blvd was added. Several significant new projects were added outside the city in the MRGA and vicinity:

- Extend Colonel Henry Kyd Douglas from current terminus to ALT 40 (over creek)
- Extend Showalter Road to Paradise Church Road
- Extend Western Maryland Parkway to Railway Lane (over RR)
- Construct a roundabout at Underpass Way & Halfway Blvd
- Reconstruct MD 65/I-70 interchange

If desired by the Planning Commission, our Comp Plan references to the below County improvement projects could be updated to reflect their status as completed:

South Boulevard Phase 1 – It is now constructed from E. Oak Ridge Drive to Frederick Street. The Plan references it as underway in Figure 5-1 (B) on page 5-6 and below Figure 5-2 on page 5-7.

Crayton Boulevard – It is now constructed from Maugans Avenue to Showalter Road. The plan references it as planned in Figure 5-2 (24) on page 5-7.

Widening of Edgewood Drive – It is now four lanes from Howell Road to Robinwood Drive. The plan references it as planned in figure 5-2 (30) on page 5-7.

## NEXT STEPS

If the Planning Commission reaches consensus on the items discussed above or otherwise introduced by the Commission, staff will prepare amended text for the 60 Day Clearinghouse Review which precedes a Planning Commission public review meeting on a comprehensive plan amendment.

### Attachments

c: Planning Team  
Jason Morton, City Attorney  
Rodney Tissue, City Engineer  
Jim Bender, Assistant Engineer  
Andrew Eshleman, County Public Works Director  
Scott Hobbs, County Engineer  
Jill Baker, County Planning Director  
Paul Crampton, Mayor of Funkstown  
Matt Mullenax, HEPMPO  
Dave Cotton, MDP

APPROVED  
Mayor & Council  
Date 8/10/21

## REQUIRED MOTION

### MAYOR AND CITY COUNCIL HAGERSTOWN, MARYLAND

**Date:** August 10, 2021

**TOPIC:** Comprehensive Plan Recommendation on R. Paul Smith Blvd

Charter Amendment

Code Amendment

Ordinance

Resolution

Other

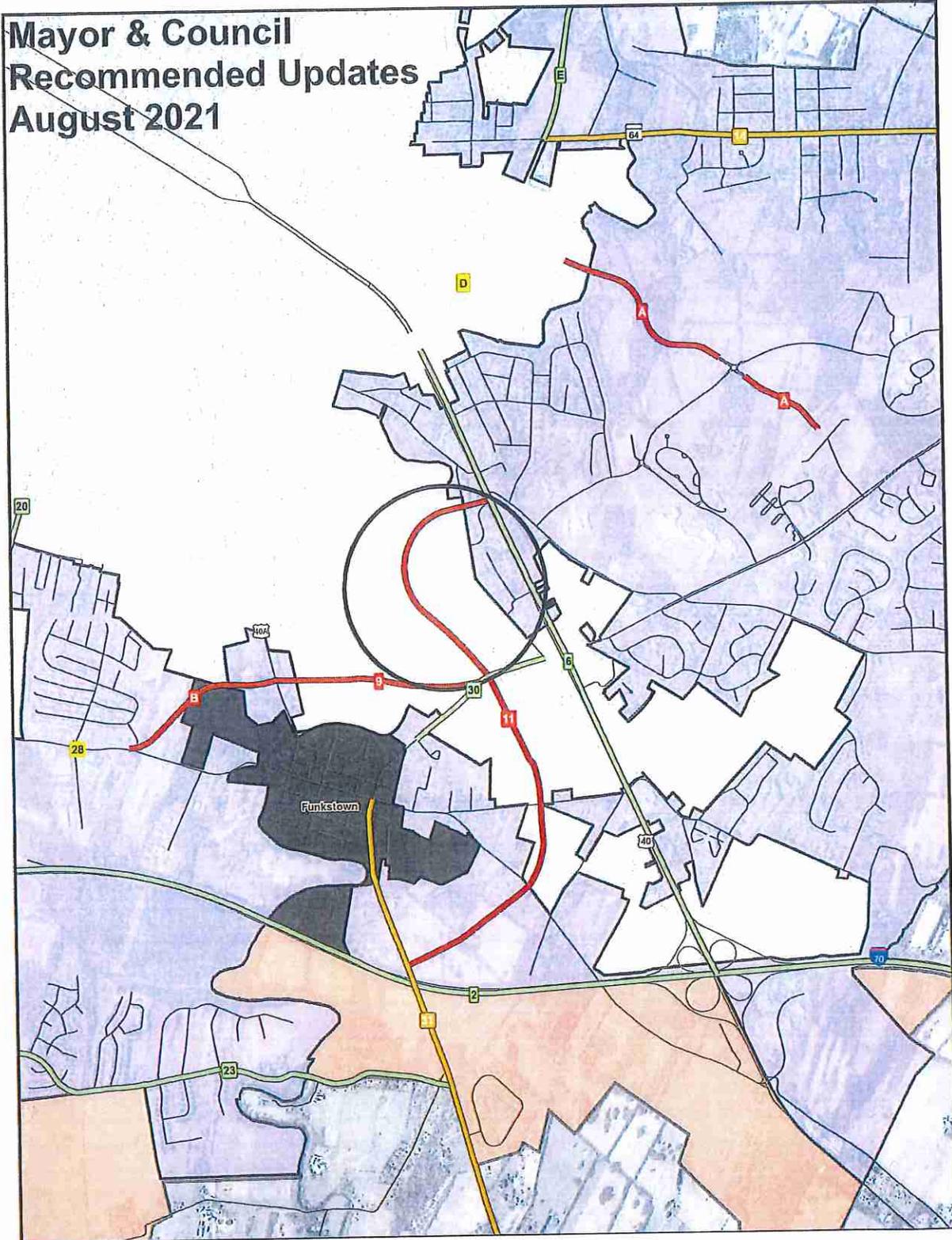
  X  

**MOTION:** I hereby move for the Mayor and City Council to direct the Planning Commission to remove from the Transportation Plan improvements recommendations in the Comprehensive Plan that section of R. Paul Smith Blvd planned from Howell Road/Dual Highway to Edgewood Drive, as shown on the attached map. The Mayor and City Council have determined that this section of the road improvement project no longer in the public interest given development that has occurred outside the city, but also given the nature of development planned for the Harrison Tract it would traverse. At the next available opportunity of amendment to the Comprehensive Plan, this section of R. Paul Smith Blvd shall be deleted from the plan. Site plans associated with the development of the Harrison Tract known as 1527 Howell Road shall not be required to provide right-of-way for this section of R. Paul Smith. The City will prepare a Memorandum of Understanding with the developer of the Harrison Tract to specify the City's expectations for off-site road improvements in this area related to the impacts of development of this land.

DATE OF INTRODUCTION: 8/10/21

DATE OF PASSAGE: 8/10/21

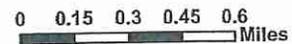
# Mayor & Council Recommended Updates August 2021



## visionHagerstown 2035 Comprehensive Plan

### Map 5-3: LRTP Recommended Upgrades

- |                          |                               |
|--------------------------|-------------------------------|
| Road                     | Remove                        |
| Corporate Boundary       | Construct new road            |
| State Boundary           | Reconstruction                |
| Medium Range Growth Area | Signalization/Traffic Control |
| Long-Range Growth Area   | Widen                         |



Improvement Project Letters and Numbers are referenced in Figure 5-1 and Figure 5-2, respectively

Map Projection: NAD83 State Plan Maryland FIPS (feet)

Data Sources:  
City of Hagerstown, 2017; State of MD Imagery, 2014  
Washington County, 2016, HEPMAPD, 2014

Prepared By:  
Hagerstown Planning & Code Admin Dept. 01/27/17, (rev. 10/27/17; 08/04/2021)



## Transportation

### Introduction

An adequate vehicular circulation system is vital for Hagerstown to remain a desirable place to live, work, and visit. Road projects that add highway capacity and new road links will be necessary to meet the Comprehensive Plan's goals for growth management, economic development, and the downtown. This chapter addresses the City of Hagerstown's existing transportation system and establishes priorities for improvements to roads, transit, and pedestrian and bicycle facilities over the next 20 years.

### Goals

1. The city's transportation network, including roads, transit, and bicycle and pedestrian facilities, will meet the mobility needs of its residents, businesses, and visitors of all ages, abilities, and socioeconomic backgrounds.
2. Transportation projects will support the City's growth management goals.
3. Long-distance traffic will use major highways to travel around Hagerstown rather than through the city.

### Issues Addressed by this Element

1. Hagerstown's transportation network needs to be enhanced to maintain safe and efficient flow of people and goods in and around the city.
2. Hagerstown's network of major roads is generally complete, with many missing or partially complete segments in the Medium-Range Growth Area.
3. Without upgrades, the existing road network will not be sufficient to accommodate future traffic in and around Hagerstown.
4. Hagerstown's transportation network needs more alternatives to the automobile, including transit and bicycle facilities and pedestrian opportunities.



Dual Highway (US Route 40)

### Existing Transportation Network

Known as "Hub City," Hagerstown has long served as a transportation center, first as a waypoint on the National Road—America's first federally funded highway—and later as a railway node. Today, U.S. Routes 40 (the descendant of the National Road) and 11 intersect at the edge of downtown Hagerstown, and Interstates 70 and 81 skirt the southern and western edges of the city. The interstates provide a bypass around the city for long-distance travelers, including truck traffic, while the U.S. routes provide direct access to downtown Hagerstown. Other major roads,

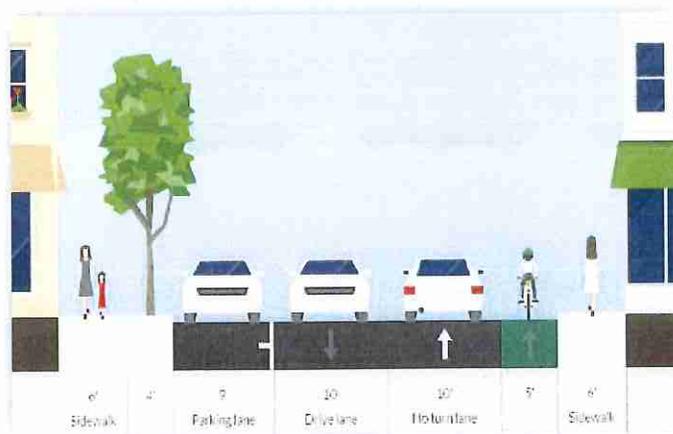
such as Wilson Boulevard, Memorial Boulevard, Eastern Boulevard, and Northern Avenue provide a partial circuit around the city center for local traffic (see Map 5-1).

The older portions of Hagerstown’s local road network (primarily those in and near the downtown) are a grid system, divided by a major railroad line, streams, and topographic features. More recent additions to the local road system have broken with the grid pattern.

Trucks and commercial traffic traverse the downtown, although most of these trips have either an origin or a destination at a downtown business, or in one of the industrial and commercial areas in the city (see Map 2-2).

### Livable Streets Initiative

Livable streets, or complete streets, are streets designed for and operated by multiple modes of transportation rather than just for automobiles. Complete streets enable safe access for automobiles, pedestrians, bicyclists, and transit riders for all ages and abilities. There is no “boilerplate” approach for complete streets – each street is unique and must respond to the context of the community. For example, a wide, lightly traveled street may not have a need for bicycle lanes, transit stops, and street/sidewalk separation; however, a more heavily traveled road may need to accommodate transit stops and buffer between the street and the sidewalk for safer pedestrian access. Also, since rights-of-way have limited widths, a street may not physically be able to offer all complete street amenities so choices are made as to what amenities are most important and appropriate for that specific street. A complete streets policy can be adopted by a municipality and be used to identify and prioritize improvements to make existing streets more complete while also establishing guidelines for making new streets complete. Elements of



An example of a livable street (Source: Streetmix)

complete street design often includes landscaping buffers that add separation and safety between pedestrians, bicyclists, and motorists – this could serve a dual purpose by also physically and aesthetically enhancing corridors that can make visiting Hagerstown more welcoming.

The City of Hagerstown worked with Sabra Wang, a transportation engineering consultant, to develop a Livable Streets Policy. The Policy and Guidelines were accepted by the Mayor

& City Council in March 2015 and will guide the future design and reconstruction of existing and future city streets with complete street attributes. Implementation of livable streets will be a priority of the city for the next 20 years as alternative transportation, such as bicycling, and accommodation of an aging, but active, population become more prevalent.

## Public Transit

Transit service in the Hagerstown region is provided by the County Commuter service, operated by Washington County. The Central Transfer Facility for County Commuter is located on West Franklin Street in downtown Hagerstown. County Commuter has an annual ridership of over 400,000 and operates ten (10) routes that originate in downtown Hagerstown. Destinations for these routes include Valley Mall, Long Meadow Shopping Center, Williamsport, Maugansville, Hagerstown Regional Airport, Hagerstown Community College, Smithsburg, Premium Outlets, Funkstown, and the Centre at Hagerstown Shopping Center. The County Commuter's 2010 Transit Development Plan identifies the need to add more routes and identifies future transit stops. It is also important that bus shelters be provided for transit riders, and hours of operation be extended to better accommodate variable work schedules of people who use County Commuter. Map 5-4 illustrates the 2010 Transit Plan's recommended route re-alignments for the urban area with the Priority Funding Area, Medium Range Growth Area, and Long Range Growth Area also illustrated.

The nearest passenger rail facilities are the AMTRAK/MARC stations in Martinsburg and Frederick (the railroad lines that traverse Hagerstown are owned by CSX and Norfolk-Southern, and are used for freight operations).

The Maryland Transit Authority operates a commuter bus route from the park-and-ride lot at the I-70/MD Route 65 interchange to the Shady Grove Metrorail station. The Hagerstown region is served by several other park-and-ride lots, including several along I-70 (at US Route 40, MD Route 66, and MD Route 632), and a lot at the I-81/MD Route 58 interchange. These lots, along with the MTA park-and-ride lot, provide 599 spaces for commuters from the Hagerstown region and beyond.<sup>1</sup>

Hagerstown Regional Airport provides commercial and private air travel for the four-state region. The Airport is shown on Map 5-1.

## Bicycling

The City of Hagerstown promotes and facilitates bicycling as a safe, convenient and comfortable mode of transportation and recreation in Hagerstown. As interest in bicycling as a viable, alternative mode of transportation grows, the City continues to develop ways to integrate bicycles into its existing infrastructure to improve bicycle riding safety and create a multi-modal transportation system. The City has consistently been recognized for its efforts to promote bicycling in Hagerstown by the League of American Bicyclists, and



Bicyclists using multi-use path between Fairgrounds and Pangborn Parks

<sup>1</sup> Source: Maryland State Highway Administration, <http://www.sha.maryland.gov/pages/parkandridemaps.aspx?PagelId=248&d=55>

received Bronze-level Bicycle Friendly Community status in 2014.

The City adopted a Bicycle Master Plan (BMP) in 2010. The BMP seeks to make Hagerstown bicycle friendly and promote bicycling by constructing a comprehensive network of bike lanes and routes. The BMP comprehensively evaluates the city and provides recommendations for an extensive bike network. This plan also emphasizes safety, education, and encouragement programs as key components of success.

An updated BMP was developed and adopted in 2016. The updated Plan, which was developed with assistance from Hagerstown-Eastern Panhandle Metropolitan Planning Organization (HEPMPO) and its consultant, evaluates the city's existing bicycle environment and proposes a variety of recommendations over the next ten years to make Hagerstown more bicycle-friendly. These recommendations include physical improvements, such as bike lanes and paths, and policy initiatives like safety programs and bicycle events. The physical improvements recommended by the 2016 BMP are incorporated into *visionHagerstown 2035* and are generally shown on Map 5-2.

As of 2015, the city has designated 26 miles of bicycle routes (shown on Map 5-2). This includes 8.7 miles of on-street bicycle lanes, 6 miles of off-street multi-use paths, and 12 miles of "share the road" signage and pavement markings. The City has established the Hub City Bicycle Loop that provides a recreational bicycle route around the downtown and through adjacent neighborhoods. Additionally, Map 5-2 shows proposed future multi-use trails accessible to bicycling.

### US Bicycle Route 11

Established by the American Association of State Highway and Transportation Officials (AASHTO) in 1978, the U.S. Bicycle Route System is a developing network of interstate long-distance cycling routes across the United States. The Bicycle Route System utilizes multiple types of infrastructure available from bicycling, including existing roads, off-road paths, and bicycle lanes. In 2014 the City worked with the Maryland Department of Transportation on designating US Bicycle Route 11 (not to be confused with US Route 11) through Hagerstown. The City recognizes the potential health, economic, and tourism benefits of having a U.S. Bicycle Route travel through the city. Map 5-2 shows the alignment of US Bicycle Route 11 through Hagerstown.

### Pedestrian Access

Most city streets have sidewalks, although there are some areas where sidewalks are in poor condition or are missing altogether. Hagerstown generally requires new development and redevelopment to include sidewalks that connect to existing sidewalks, especially where continuous sidewalks facilitate access to parks and schools. Most portions of the Medium-Range Growth Area outside the city lack sidewalks. The City has placed a high priority on inter-jurisdictional construction and completion of sidewalk and pedestrian networks between the county and the city, specifically Dual Highway. Map 5-2 shows proposed future multi-use trails accessible to pedestrians. The City, State, and (HEPMPO) are assessing pedestrian safety issues

affecting Dual Highway (US Route 40) with the intended outcome of developing improvements to pedestrian safety along this corridor.

## Future Transportation Needs

While Hagerstown's roads currently function well, projected increases in regional traffic volumes will have significant negative impacts on travel in and around Hagerstown. The Hagerstown/Eastern Panhandle Metropolitan Transportation Organization (HEPMPO) is the federally designated body responsible for preparing a Long Range Transportation Plan (LRTP) to assess transportation needs of the region that includes Washington County, Maryland and Berkeley and Jefferson Counties, West Virginia through the year 2040. *Direction 2040*, the long-range transportation plan update for the MPO, found that the Hagerstown/Eastern Panhandle region will experience a 32 percent increase in travel demand by 2040.<sup>2</sup> Unless steps are taken to add capacity to the regional road system by 2040, the entire Maryland portion of I-81 and I-70 from Frederick County to I-81 will both operate at Level of Service (LOS) E or F, characterized by extremely slow speeds and heavy congestion (LOS F indicates near-gridlock conditions).



Traffic on Interstate 81, south of Exit 6 (US 40)

Maintaining capacity on the interstates is critical for the long-term adequacy of Hagerstown's transportation system. Heavy congestion on the interstates will make Hagerstown's thoroughfares and local roads attractive alternative routes for regional through traffic. Specifically, the *Direction 2040* Long-Range Transportation Plan (LPRP) found that, if capacity is not added to the interstate system, Dual Highway, Eastern Boulevard, Northern Avenue, and much of U.S. Route 11 will operate at LOS E. This would encourage traffic to bypass congested interstates by using downtown streets, which, as a result, would operate at LOS E or F. To avoid these problems, the LRTP recommends a number of transportation upgrades, as listed in Tables 5-1 and 5-2 and shown in Map 5-3. It should be noted that, as of 2014, the vast majority of these projects are unfunded. Since the State has plans to add capacity to I-81, the City contends that the widening of US 11 is not necessary and also would not be feasible given site constraints within the city.

<sup>2</sup> Travel demand is measured by daily vehicle-miles of travel (VMT). Between 2014 and 2040, the LRTP estimates that regional travel will increase from 6,673,000 VMT to 10,537,000 VMT.

**Figure 5-1: Transportation Projects Underway (Committed)**

Key (Map 5-3)	Facility	Improvement	Segment
A.	Professional Blvd	Construct new road	Antietam Creek bridge to Robinwood Drive (excludes bridge)
B.	Southern Blvd, Phase I	Construct new road	Frederick St. (US Alt 40) to Villa Ridge Dr.
C.	Interstate 81	Reconstruct & Widen	Potomac River Bridge between MD and WV to Exit 1 (MD Route 63/68)
D.	Shawley Drive	Realignment	Realign intersection to Maugans Ave and Oliver Dr
E.	Eastern Blvd <sup>1</sup>	Widen to four lanes	MD Route 64 to Security Rd

Source: HEPMPO 2040 Long-Range Transportation Plan;

<sup>1</sup> 2015-2024 Washington County Capital Improvement Plan (CIP)

**Figure 5-2: Recommended Long Range Transportation Improvements (Identified in the 2040 Long-Range Transportation Plan)**

Key (Map 5-3)	Facility	Improvement	Segment
1	Interstate 81	Widen to six lanes	Entire length of Washington County
2	Interstate 70	Widen to six lanes	Frederick County line to Interstate 68
3	Halfway Blvd	Construct new four-lane divided arterial segment (with turn lanes)	Current terminus to MD Route 63
4	US Route 11	Widen to four lanes	Hagerstown city line to Williamsport
5	US Route 11	Widen to four lanes	Burhans Blvd N to Terminal Drive
6	US Route 40	Widen to six lanes	Eastern Blvd to Interstate 70
7	US Route 40	Widen to four lanes and intersection improvements	MD Route 63 to MD Route 144
8	MD Route 65	Widen to four lanes	Poffenberger Road to MD Route 68
9	Southern Blvd, Phase II	Construct new road	Edgewood Drive to Frederick Street
10	MD Route 63	Widen to four lanes	Interstate 70 to US Route 40
11	Paul Smith Blvd	Construct new road	U.S. Route 40 to U.S. Alt 40
12	Robinwood Drive N	Construct new road	Realign from Hagerstown Community College to MD Route 64
13	MD Route 60	Widen to four lanes	Marsh Pike to Longmeadow Road
14	MD Route 64	Reconstruction	Eastern Blvd to Little Antietam Road
15	MD Route 65	Widen to five lanes	Interstate 70 to Poffenberger Road

**Figure 5-2: Recommended Long Range Transportation Improvements  
(Identified in the 2040 Long-Range Transportation Plan)**

Key (Map 5-3)	Facility	Improvement	Segment
16	Eastern Blvd Ext.	Construct new road	Antietam Drive to MD Route 60
17	Longmeadow Road	Widen to five lanes	Halifax Drive to MD Route 60
18	Marsh Pike	Widen to five lanes & Signalization	MD Route 60 to Longmeadow Road
19	New Gate Blvd	Construct new road	Current terminus to US Route 40
20	MD Route 65	Widen to four lanes	Interstate 70 to Wilson Blvd
21	Maugans Ave	Widen to three lanes	Interstate 81 to Main Street
22	Maugans Ave	Construct new road	Main Street to Garden View Road
23	Poffenberger Road	Widen to three lanes	MD Route 65 to US Alt 40
24	Crayton Blvd	Construct new road	Current terminus to Showalter Road
25	Northwest Connector	Construct new road	Haven Road to Salem Ave
26	Showalter Road	Widen to four lanes	Interstate 81 to US Route 11
27	MD Route 60	Reconstruction	Cortland Drive to Marsh Pike
28	E. Oak Ridge Drive & South Pointe Drive	Signalization	Intersection of E. Oak Ridge Drive, South Pointe Drive, and Oakmont Drive
29	Haven Road	Reconstruction	US Route 11 to end
30	Edgewood Drive	Widen to four lanes	Haywood Cir to Howell Rd
31	US Alt 40	Reconstruction	Funkstown to MD Route 68
<b>Locally-Identified Projects Not Included in 2040 LRTP</b>			
32	Eastern Boulevard	Widen to four lanes	Security Road to Antietam Drive

Source: HEPMPO 2040 Long-Range Transportation Plan, Washington County 2015-2024 Capital Improvement Plan (CIP)

Among the projects shown in Tables 5-1 and 5-2, the MPO 2040 Long-Range Transportation Plan lists the following committed road projects around the city and in the MRGA.

Current Projects (underway or soon to be underway as of 2017):

- Southern Boulevard Phase I – from Frederick Street (US Alt 40) to Villa Ridge Dr.
- Eastern Boulevard widening from Jefferson Boulevard to Security Road
- Eastern Boulevard widening from Security Road to Antietam Drive near YMCA

Future Projects (varying funding commitments in the City CIP):

- Construction of Northwest Connector from New Haven Road to Salem Avenue
- Extension of Professional Court to Meritus Medical Center and Hagerstown Community College

- Construction of Paul Smith Blvd

Widening I-81 and I-70 is essential to alleviate the projected congestion in the Hagerstown region and will reduce bypass trips through the city. Improving major thoroughfares outside of the Corporate Boundaries (but within the UGA) will keep intra-regional travel on the city's periphery, rather than in the downtown. New roads such as the Haven Road extension and the Eastern Boulevard/Robinwood Drive connector will shorten trips and alleviate traffic on Dual Highway, Pennsylvania Avenue, and other arterial roads, and will add interconnectivity and flexibility to the road system.

In addition to accommodating future traffic, these transportation improvements also support the City's growth management goals. Added road capacity and new connections are concentrated in the northern and eastern portions of the Medium-Range Growth Area, where there is a large amount of undeveloped land and several potential annexation properties. Setting aside rights-of-way for new or widened roads during the development review and permitting process should become a priority. This can provide important connections between new development, redevelopment, and existing neighborhoods.

Those road improvement projects recommended in Figures 5-1 and 5-2 that are located within the city (#5, 6, 11, 20, 25, 29, and 30) will be coordinated by the City or in some cases, the County or State. Since the added capacity needs for those projects are mostly generated by new development, the City anticipates construction to occur in concert with private development projects with funding by the developer. Timeframes for those projects are dependent upon the timing of private development on the vacant tracts along those routes. The balance of the recommended projects in Figures 5-1 and 5-2 are located outside the city and as such the planning and oversight of those projects will be by Washington County and/or the State of Maryland. Additional detail on the timing and funding plans for these roads is outlined in the *Direction 2040* Long Range Transportation Plan.

## Transportation Policies

- Policy 5-1.** The Plan recommends completion of the Long Range Transportation Plan projects and City-identified projects listed in Figures 5-1 and 5-2, and shown in Map 5-3.
- Policy 5-2.** The City of Hagerstown will work with Washington County, the Towns, the State of Maryland, and Hagerstown Eastern Panhandle Metropolitan Planning Organization (HEPMPO) to pursue the timely completion of selected projects that facilitate traffic movement around the city's periphery. Specific projects are:
- Widening of I-81 and I-70.
  - Widening and extension of Eastern Boulevard from MD Route 60 to MD Route 64.
  - Construction of Southern Boulevard
  - Construction of the Northwest Connector
- Policy 5-3.** Transportation improvements will support the *visionHagerstown 2035's* growth management and land use goals.
- Policy 5-4.** Desired alignments for new roads will be identified in advance of new development, and developer participation will be sought.
- Policy 5-5.** The City should review and evaluate the Curb and Sidewalks Policy periodically and update as necessary.
- Policy 5-6.** The City encourages alternatives to automobile travel, specifically:
- Expansion of the County Commuter system, including extending hours of operation
  - Inclusion of sidewalks and pedestrian paths as part of new development, and
  - The establishment of bicycle routes on existing and new city streets.
- Policy 5-7.** Continue to encourage ride-sharing by maintaining existing park-and-ride lots, and by developing new park-and-ride lots as necessary.

## Transportation Implementation Actions

- Action 5-1.** Work with Washington County, the towns, the State of Maryland, and the HEPMPO to complete the transportation improvements identified in this Comprehensive Plan. In particular, review and comment on the annual City and County Improvement Programs (CIPs) and the State Consolidated Transportation Program as they relate to furthering objectives of this plan.
- Action 5-2.** Work with Washington County to review County Commuter bus service, to evaluate the adequacy of existing routes, adequacy of bicycling features at stations and on buses, transit information, and bus shelters in light of the Growth Management and Land Use element of *visionHagerstown 2035*.
- Action 5-3.** Work with the Maryland Transit Authority to evaluate the need for expanded commuter bus service and additional commuter bus stops in Hagerstown, making existing stops bicycle and pedestrian friendly and making new stops multi-modal (accessible to roads, sidewalks, and multi-use paths)
- Action 5-4.** Expand the city's pedestrian and bicycle infrastructure by considering the following improvements:
- Develop a new walking path/greenway along Antietam Creek (see Map 5-2 or 9-4).
  - Develop east-west bicycle-friendly routes through downtown using existing alley system
  - Develop a continuous multi-use path along Memorial Blvd and Marsh Run from City Park to Municipal Stadium
  - Work with Washington County and the State to develop a multi-use path from City Park along CSX right-of-way and former B&O right-of-way to connect Hagerstown to C&O Towpath in southern Washington County
  - Reserve right-of-way on new or expanded roads for bicycle lanes.
  - Should rail lines be retired from service by the railroads, explore re-use opportunities for pedestrian and bicycle paths.
  - Implement the City's Livable Streets Initiative as new streets are constructed or when existing streets are repaved/reconstructed
- Action 5-5.** Investigate the feasibility of alternate funding sources for transportation projects, such as development impact fees and assessment districts, as well as increased State and Federal aid.

- Action 5-6.** Continue to require new development and redevelopment to include interconnected street networks and sidewalks that connect to existing sidewalks, especially where continuous sidewalks facilitate access to parks and schools.
  
- Action 5-7.** Work with Washington County and State of Maryland to implement pedestrian safety recommendations for the Dual Highway and at challenging intersections in the study area.

**visionHagerstown 2035**  
Comprehensive Plan

**Map 5-1: Existing Road, Rail, and Air Network**



- Corporate Boundary
- Medium Range Growth Area
- Other Municipality
- Transportation**
- Interstates
- Major Thoroughfares
- Local Street
- Railroads
- County Commuter Transfer Station
- Hagerstown Regional Airport

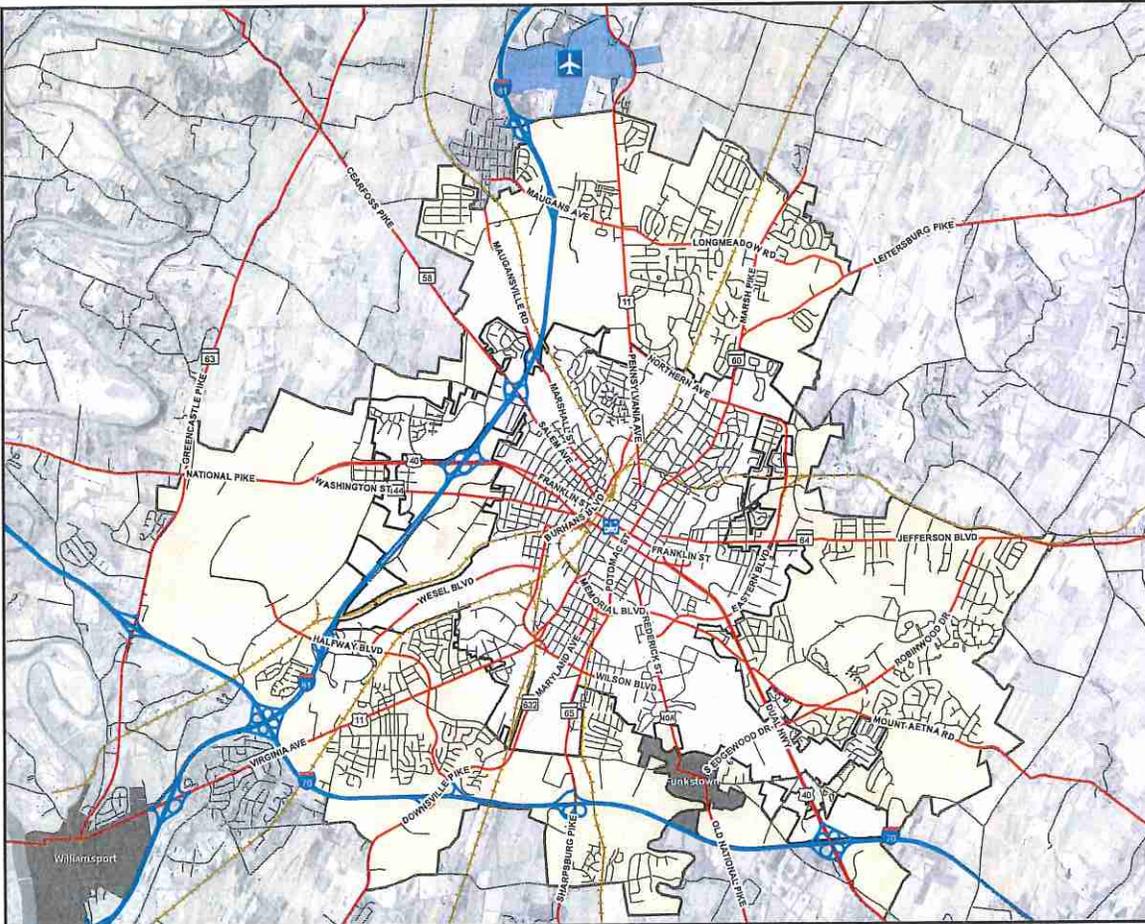
**Downtown Thoroughfares**



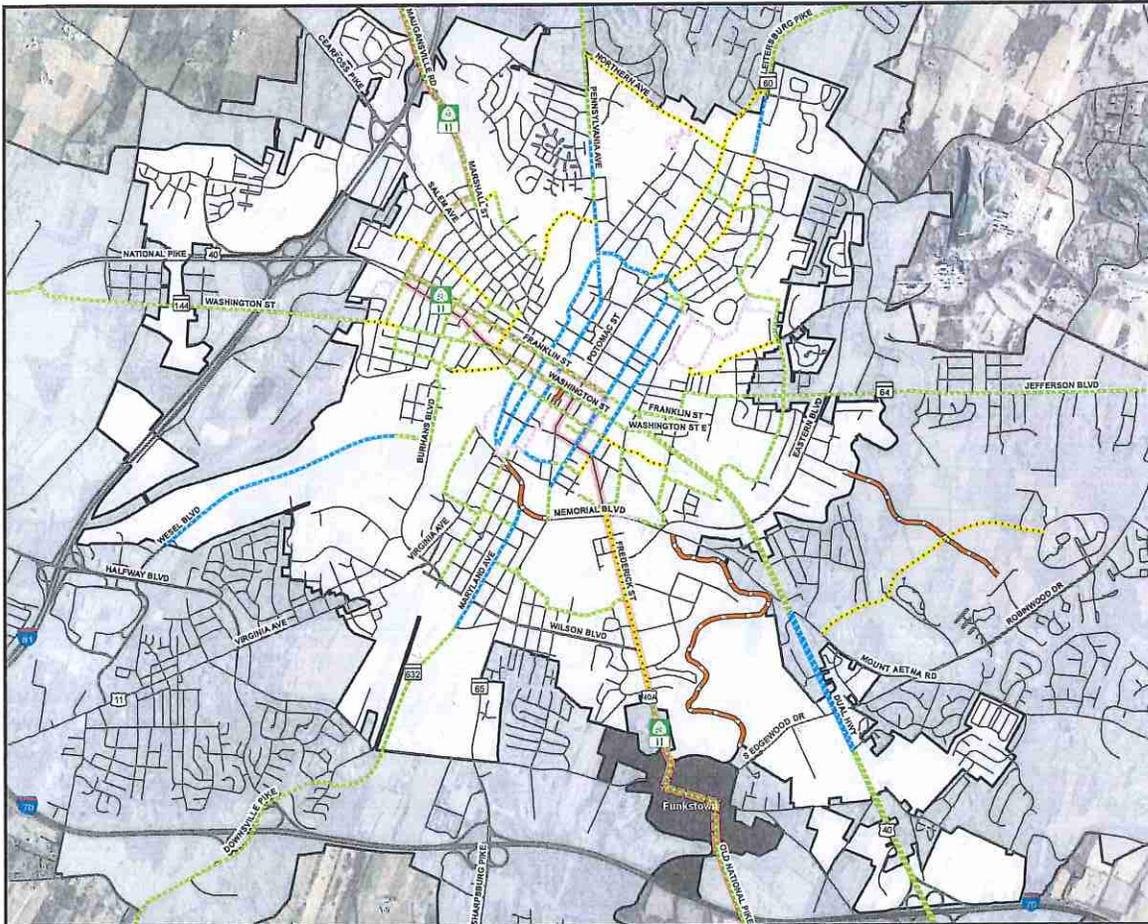
Map Projection: NAD83 State Plane Maryland FIPS (feet)

Data Sources:  
City of Hagerstown, 2016; State of MD Imagery, 2014  
Washington County, 2007

Prepared By:  
Hagerstown Planning & Code Admin Dept, 06/08/17, (rev. 10/27/17)



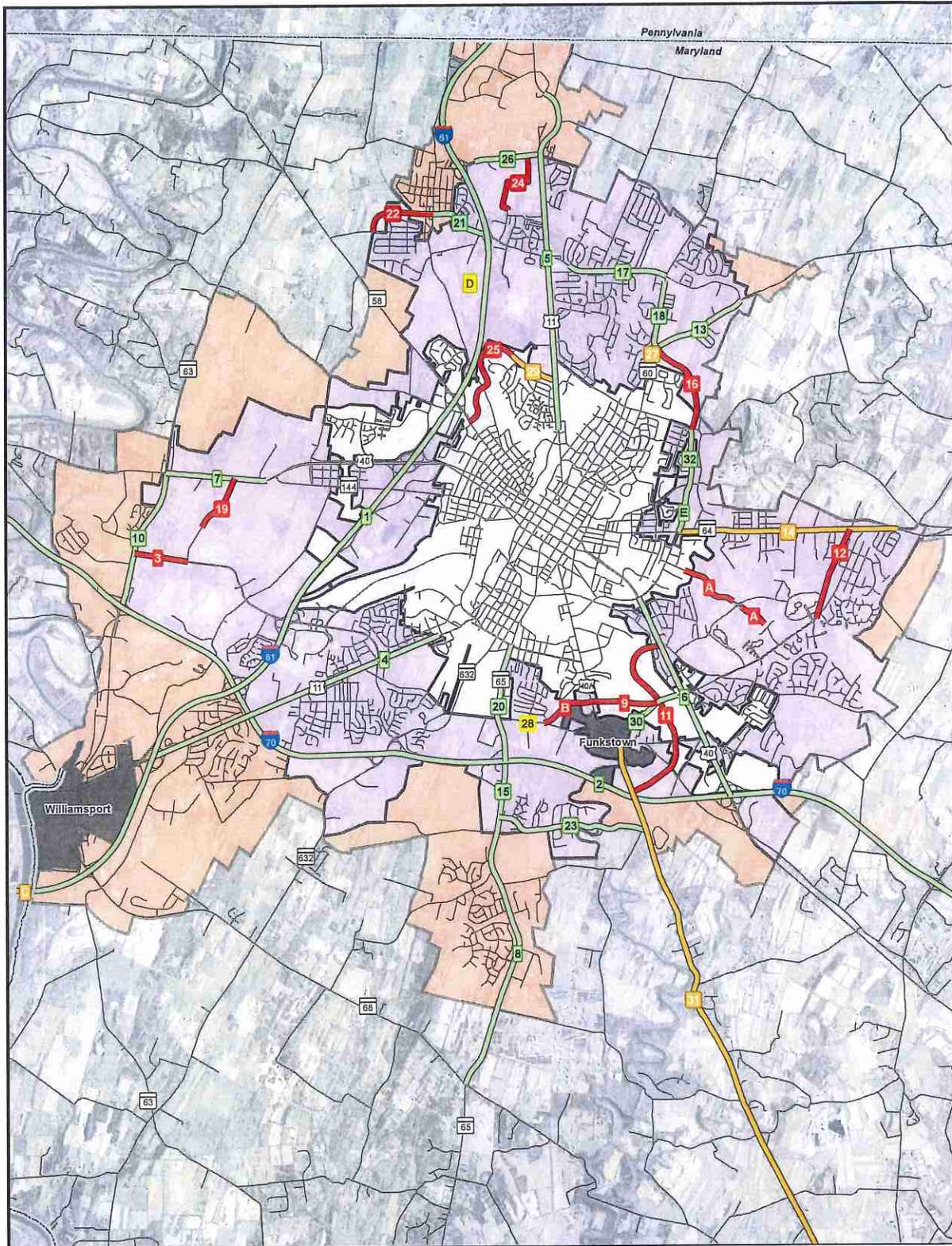
Map 5-2:  
Bicycle Infrastructure  
Existing and Planned



- N
- Street
  - Corporate Boundary
  - Medium Range Growth Area
  - Route Type**
  - Existing Shared-Use Path
  - Existing On-Street Bike Lane
  - Bicycle-Friendly Route
  - Proposed Shared-Use Path
  - Proposed Bike Lane
  - US Bicycle Route 11 Alignment



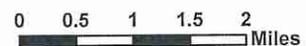
Map Projection: NAD83 State Plane Maryland FIPS (feet)  
 Data Sources:  
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 Washington County, 2016  
 Prepared By: Hagerstown Planning & Code Admin Dept, 01/27/17



**visionHagerstown 2035 Comprehensive Plan**  
**Map 5-3: LRTP Recommended Upgrades**



- |                          |                                 |
|--------------------------|---------------------------------|
| Road                     | <b>Recommended Improvements</b> |
| Corporate Boundary       | Construct new road              |
| State Boundary           | Reconstruction                  |
| Medium Range Growth Area | Signalization/Traffic Control   |
| Long-Range Growth Area   | Widen                           |



Improvement Project Letters and Numbers are referenced in Figure 5-1 and Figure 5-2, respectively

Map Projection: NAD83 State Plan Maryland FIPS (feet)

Data Sources:  
 City of Hagerstown, 2017; State of MD Imagery, 2014  
 Washington County, 2016, HEPMP0, 2014

Prepared By:  
 Hagerstown Planning & Code Admin Dept, 01/27/17, (rev. 10/27/17)



visionHagerstown 2035  
Comprehensive Plan

Map 5-4: Recommended  
Re-Alignment of Urban  
Transit Route Service



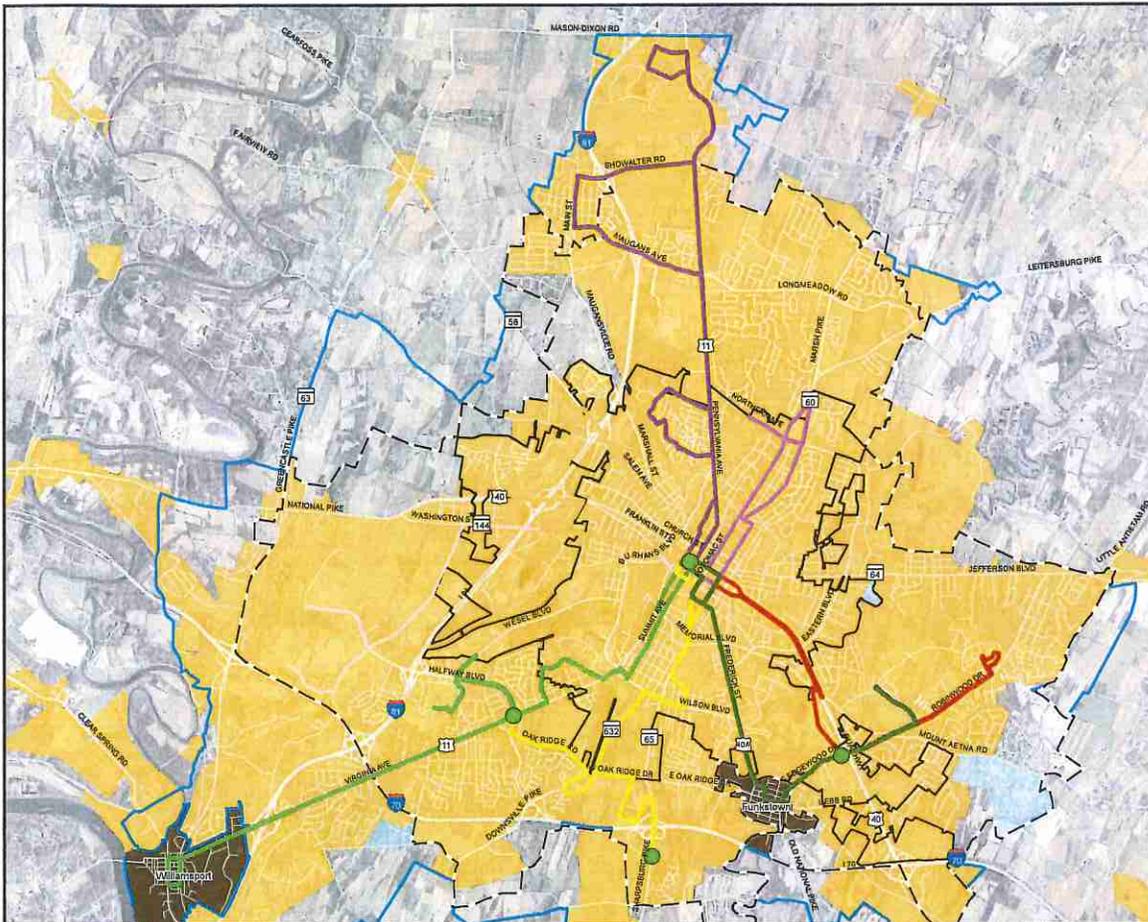
- Major Road
  - Street
  - Corporate Boundary
  - Medium-Range Growth Area (MRGA)
  - Long-Range Growth Area (LRGA)
  - Priority Funding Area (PFA)
  - PFA Comment Area
  - Transfer Points
- Recommended Urban Transit Routes
- Route 1
  - Route 2
  - Route 3
  - Route 4
  - Route 5
  - Route 6
  - Route 7
  - Hopewell Express

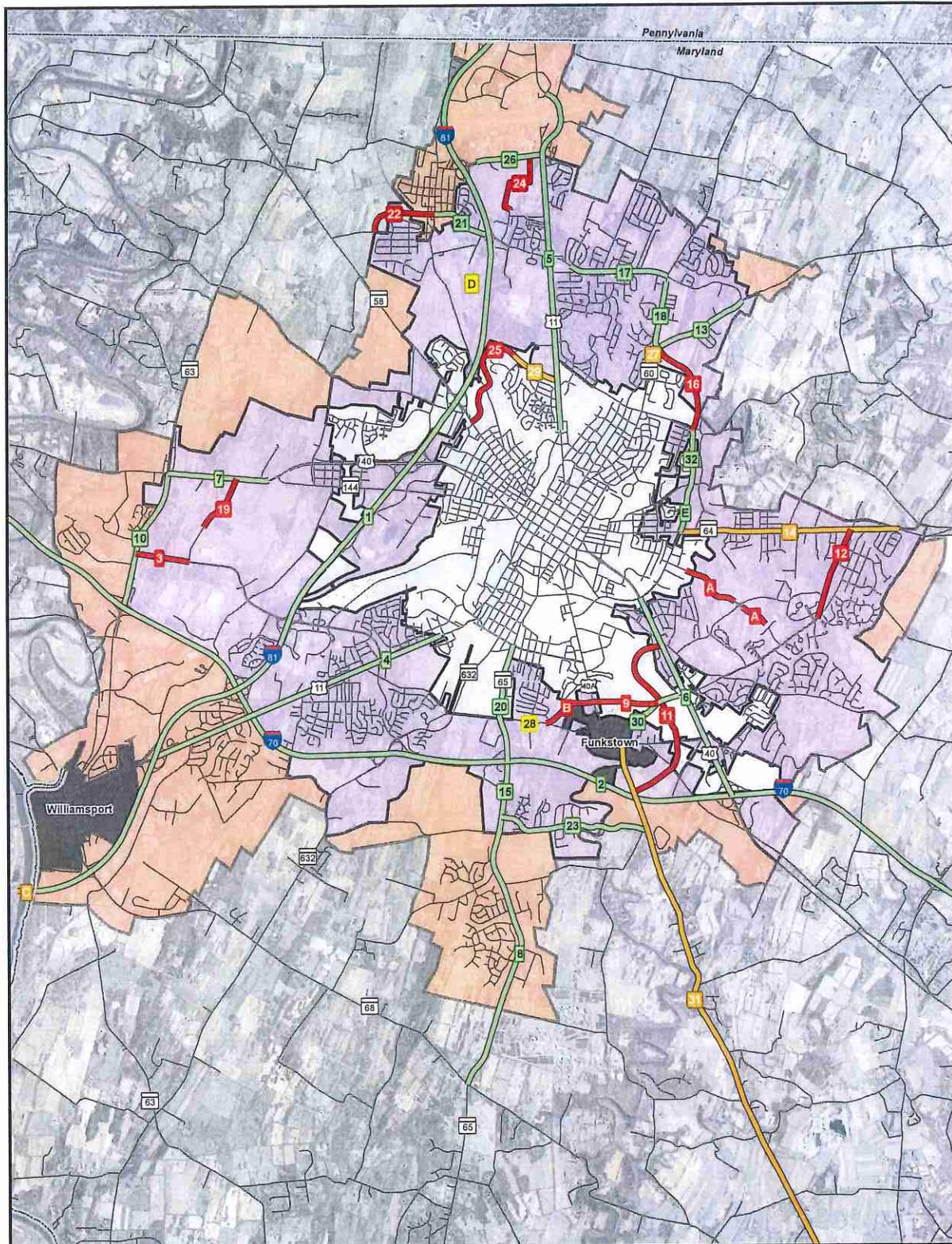
PFA Comment Area: Areas certified by the county as part of its Priority Funding Areas but do not meet the criteria in the 1997 Law for PFAs.



Map Projection: NAD83 State Plane Maryland FIPS (feet)  
Data Sources:  
City of Hagerstown, 2017; State of MD Imagery, 2014  
Washington County, 2017

Prepared By:  
C. Wien, Hagerstown Planning & Code Admin Dept, 11/18/17

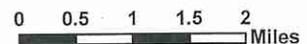




**visionHagerstown 2035 Comprehensive Plan**  
**Map 5-3: LRTP Recommended Upgrades**



- |                          |                                 |
|--------------------------|---------------------------------|
| Road                     | <b>Recommended Improvements</b> |
| Corporate Boundary       | Construct new road              |
| State Boundary           | Reconstruction                  |
| Medium Range Growth Area | Signalization/Traffic Control   |
| Long-Range Growth Area   | Widen                           |



Improvement Project Letters and Numbers are referenced in Figure 5-1 and Figure 5-2, respectively

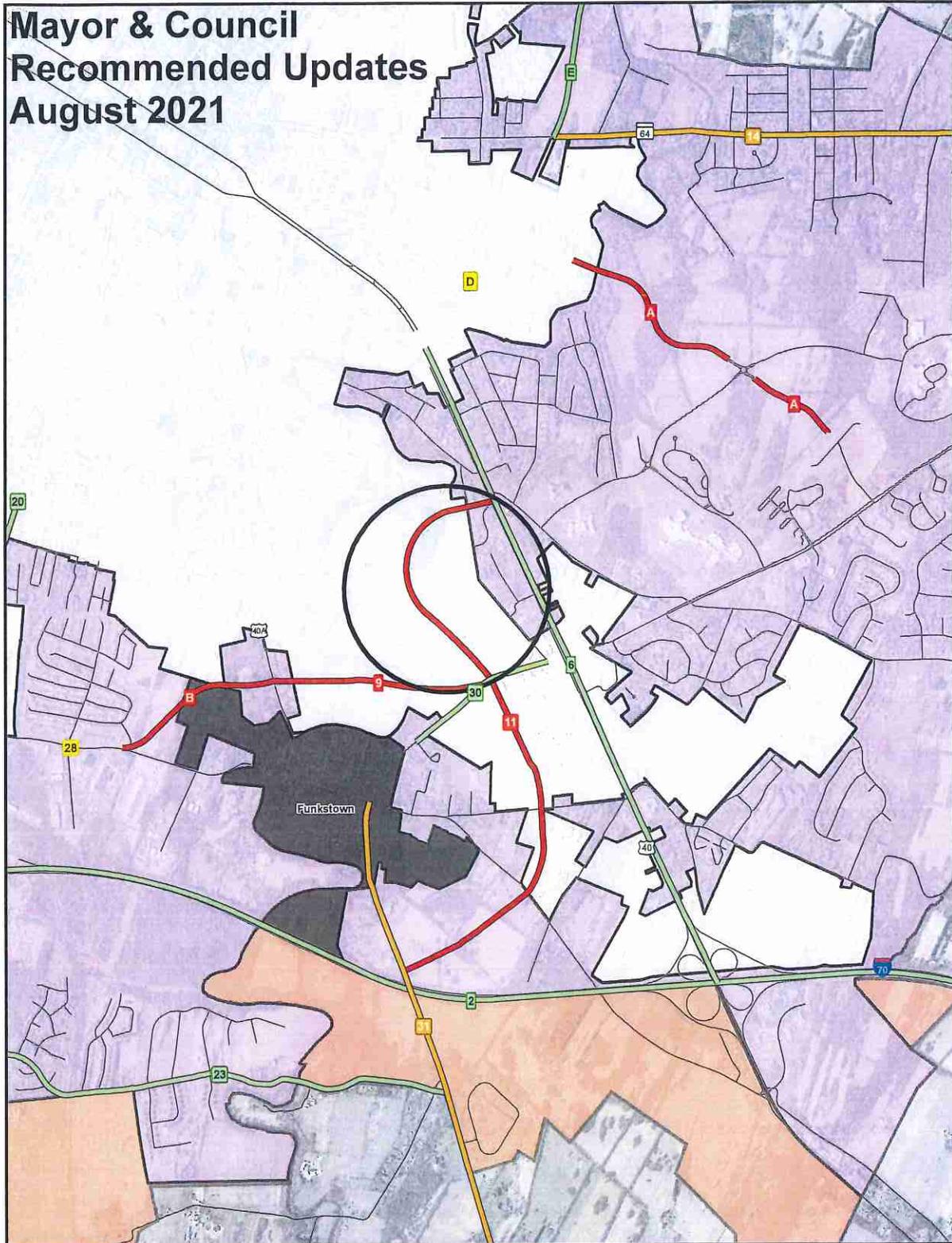
Map Projection: NAD83 State Plan Maryland FIPS (feet)

Data Sources:  
 City of Hagerstown, 2017; State of MD Imagery, 2014  
 Washington County, 2016, HEPMP0, 2014

Prepared By:  
 Hagerstown Planning & Code Admin Dept. 01/27/17, (rev. 10/27/17)



# Mayor & Council Recommended Updates August 2021



## visionHagerstown 2035 Comprehensive Plan

### Map 5-3: LRTP Recommended Upgrades

- |                          |                                 |
|--------------------------|---------------------------------|
| Road                     | <b>Recommended Improvements</b> |
| Corporate Boundary       | Remove                          |
| State Boundary           | Construct new road              |
| Medium Range Growth Area | Reconstruction                  |
| Long-Range Growth Area   | Signalization/Traffic Control   |
|                          | Widen                           |

0 0.15 0.3 0.45 0.6  
Miles



Improvement Project Letters and Numbers are referenced in Figure 5-1 and Figure 5-2, respectively

Map Projection: NAD83 State Plan Maryland FIPS (feet)

Data Sources:  
City of Hagerstown, 2017; State of MD Imagery, 2014  
Washington County, 2016, HEPMP0, 2014

Prepared By:  
Hagerstown Planning & Code Admin Dept, 01/27/17, (rev. 10/27/17; 08/04/2021)





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DATE	DESCRIPTION

SITUATE ON THE NORTH SIDE OF U.S. ROUTE 40  
ELECTON DISTRICT NO. 10-1  
WASHINGTON COUNTY, MARYLAND

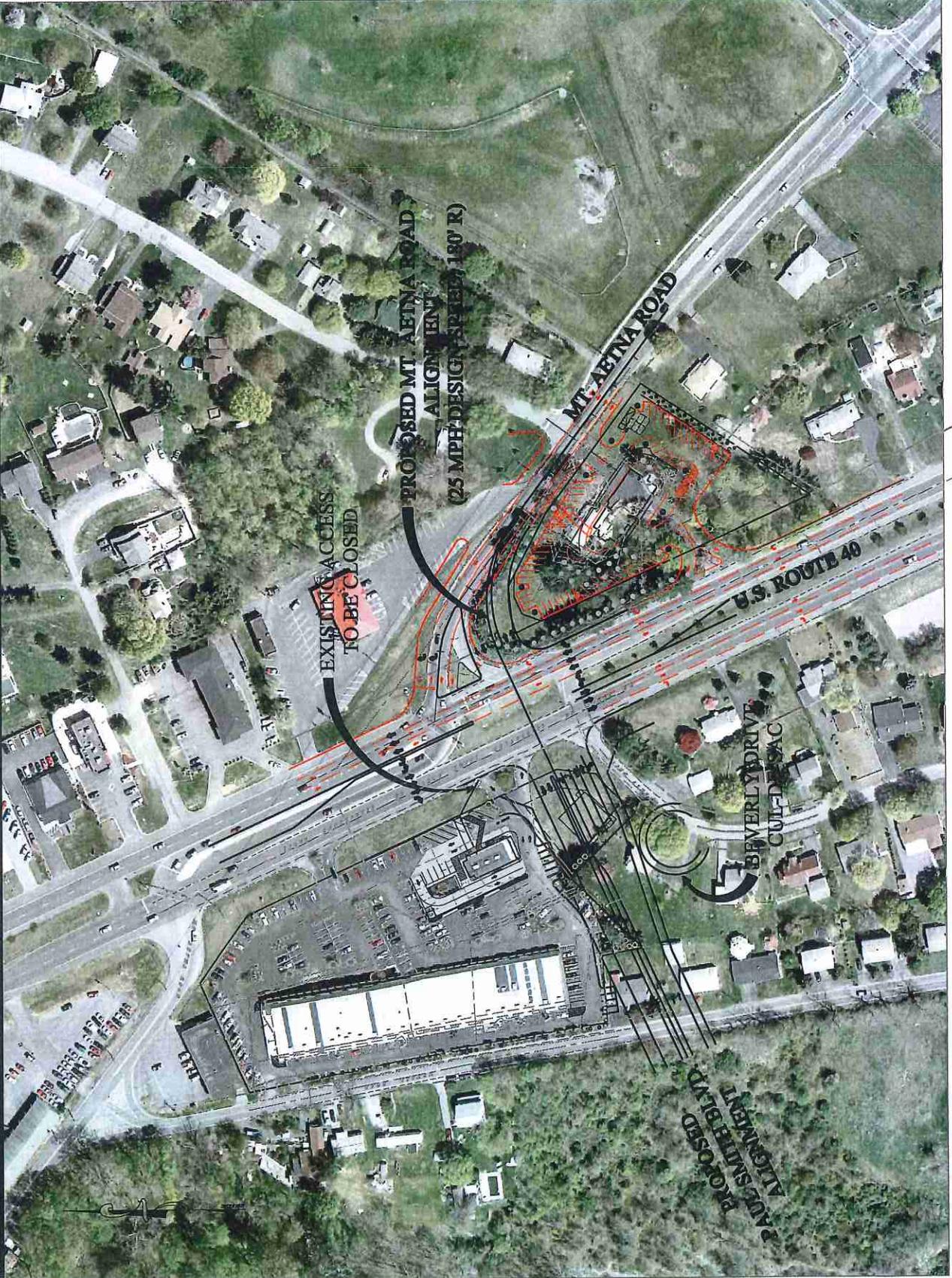
### MACKWEST PROPERTY ALIGNMENT STUDY

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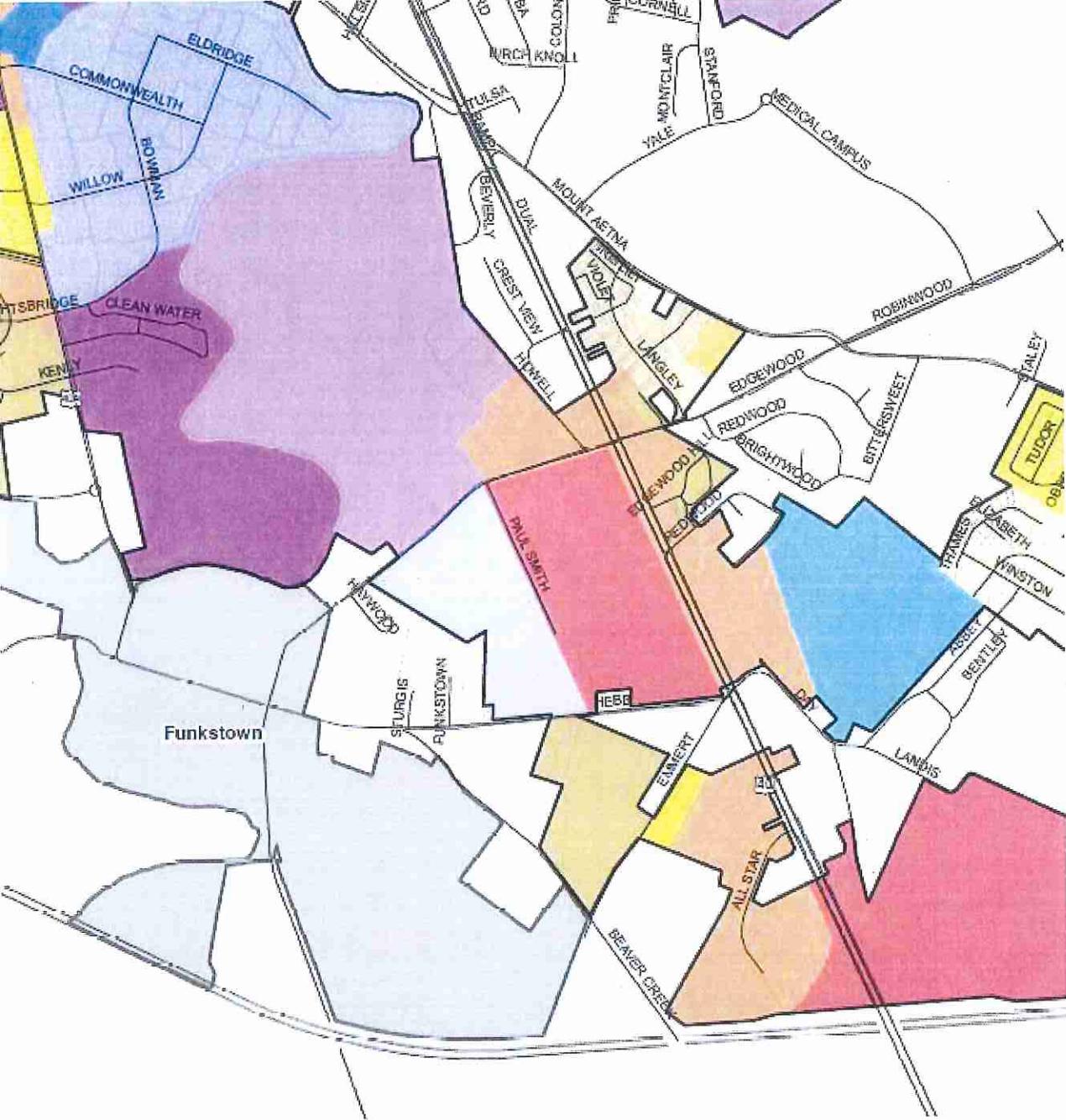
PROFESSIONAL CERTIFICATION

A LICENSED PROFESSIONAL ENGINEER  
APPROVED FOR THIS PROJECT AND SEAL AS A  
MEMBER OF THE PROFESSION OF ENGINEERS OF THE  
STATE OF MARYLAND  
DATE: 05/10/07  
PROJECT NO.: 07-000029  
DRAWING NO.: 002  
DRAWN BY: G.S.F.  
CHECKED BY: G.S.F.

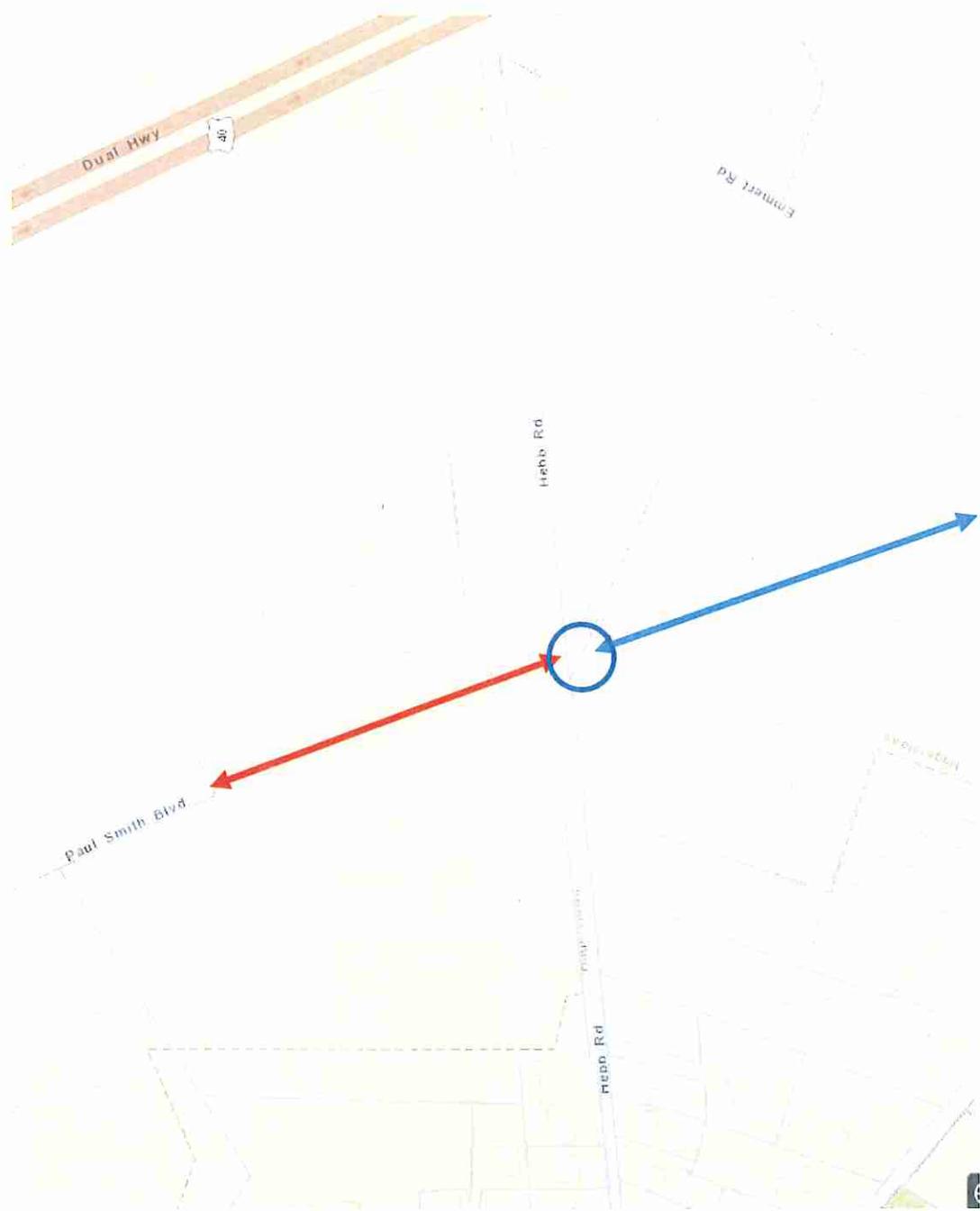
SHEET 1 OF 1



# Current Zoning and Funkstown Boundaries in Southeast Area of Hagerstown



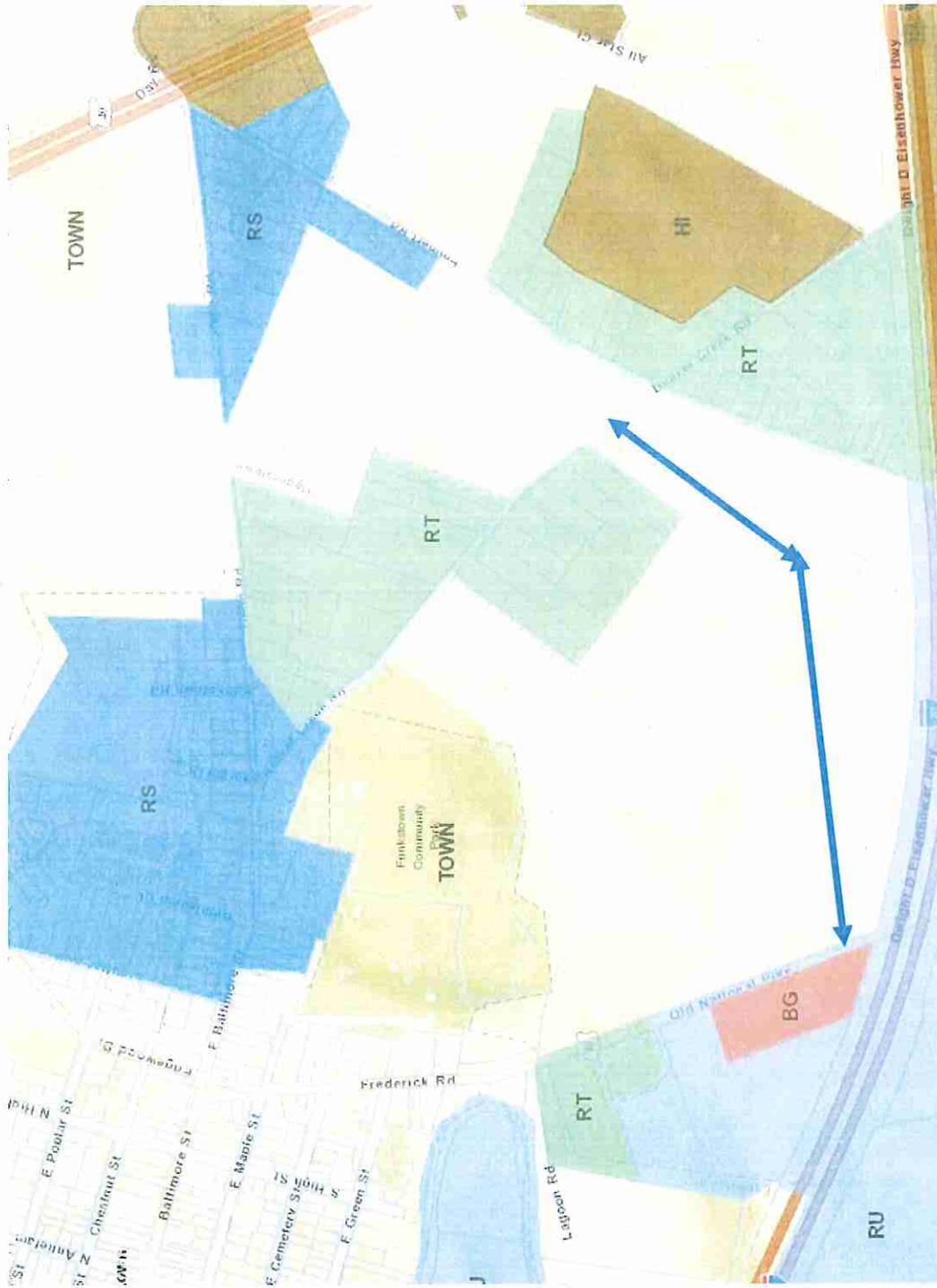
August 17, 2021



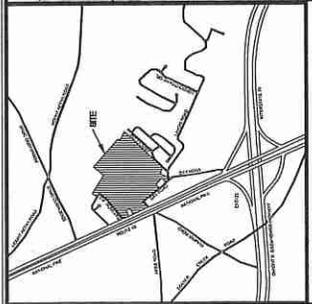
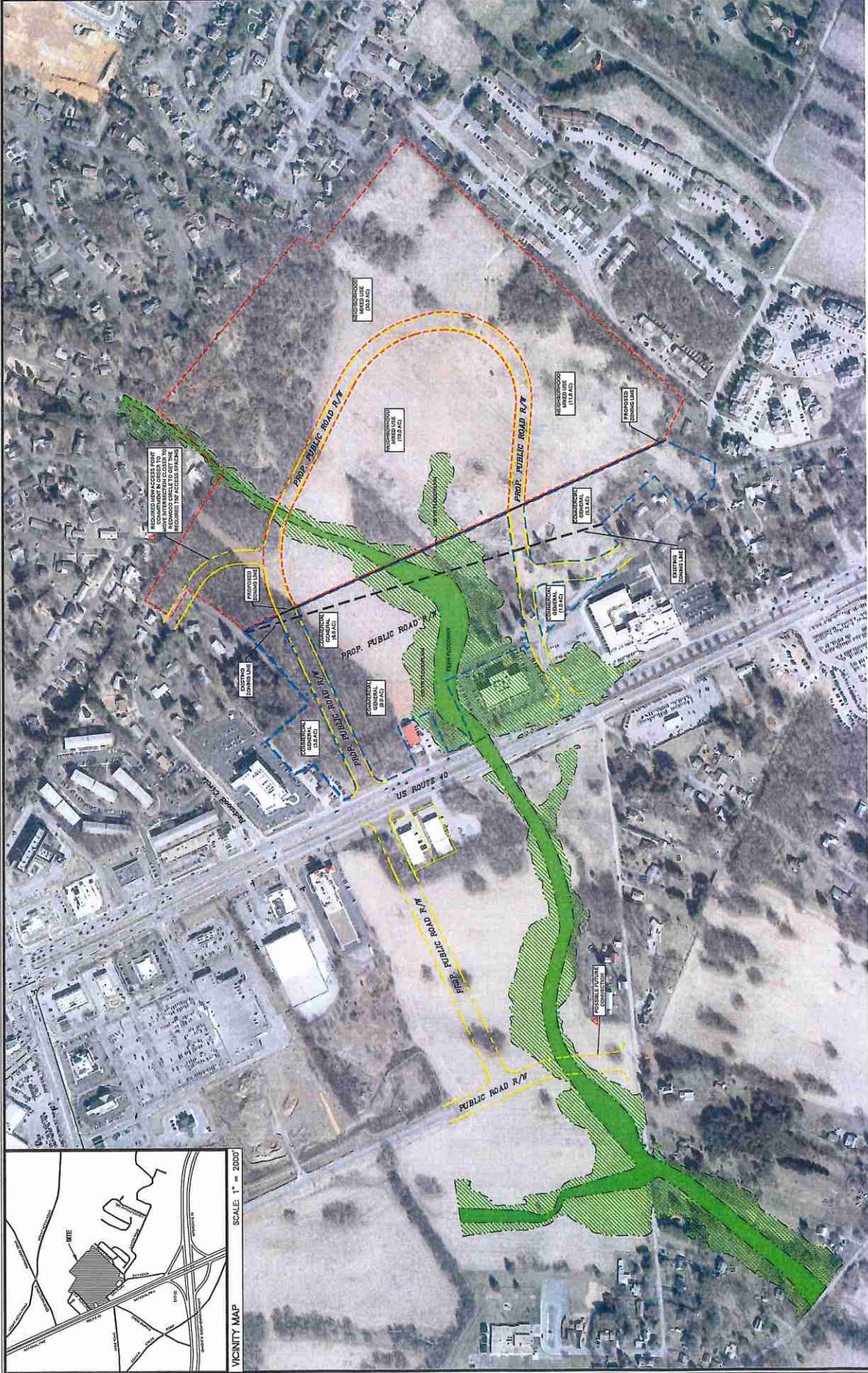
Lyles Tract south of Hebb Road does not touch Hebb Road. Circle shows land acquisition needed from two existing house lots to allow connection.

Box shows possible path of R. Paul Smith south of Beaver Creek which was closed off with construction of three houses on south side of Beaver Creek Road (705, 711, 717) in 2016 and 2017





Funkstown annexed land south of Beaver Creek Road in November 2019. Town approved plan for Gaver Meadows (150 SFRs) in November 2020. Phase 1 platted in April 2021. Arrows show possible alignment of R. Paul Smith between Beaver Creek and ALT 40 through Gaver Meadows and Funkstown Park land if the Town was in agreement.



**NOTES:**

1. THE PROPOSED ENTRANCES ARE ALONG A MARYLAND STATE HIGHWAY ROAD, AND WILL BE REVIEWED AND APPROVED BY THE MARYLAND STATE HIGHWAY ADMINISTRATION.
2. THE FIELD SURVEY WAS CONDUCTED IN ORDER TO IDENTIFY ANY CONSTRAINTS NOT SHOWN ON THIS EXHIBIT. THE CONCEPT PLAN MAY ULTIMATELY CHANGE BASED UPON ANY CONSTRAINTS FOUND DURING THE SURVEY.