

MUNICIPAL GROWTH

Future Growth/Annexations

Article 66B requires that the municipality address and consider the affect of future growth by way of Annexations. As indicated, Williamsport did not grow geographically at a rapid scale until the late '50s, early '60s and then again in the early '70s and finally a small annexation in 1984. The construction of I-81 and I-70 and the Potomac River have caused the town to become a sort of isolated island without a lot of potential for interest in annexation. A study of the map readily establishes this concept.

ANNEXATION POLICY

It has long been the annexation policy of the Town of Williamsport to first follow all of the procedures as set forth in Article 23A §19 of the Annotated Code as it existed and now exists. The former and existing annexation policy is basically as follows:

A. The developer approaches the Town and presents his Annexation Plan in complete detail.

B. It is then determined whether or not it is feasible even to consider a Petition. If the Mayor and Council are interested and the developer wishes to proceed, then an Annexation Agreement, Petitions and Resolutions are ultimately prepared.

C. All of the expenses of whatsoever nature or kind including planning agencies, engineering services, legal services, and any other expense that may be incurred are the responsibility of the developer.

D. The developer also must construct all infrastructure of whatsoever nature or kind, i.e., streets, waterlines, sewer lines, drainage facilities, cable t.v., electrical facilities, etc.

E. All permits of whatsoever nature or kind whether Federal, state, county or municipal must be obtained by the developer at the developer's expense.

F. Upon completion of the annexation it may be required that the developer dedicate and/or offer to dedicate all of the infrastructure to the Town. (Note: This could cause some conflict under the circumstances in relation to the Town and its utilities).

G. The developer must first post a Performance Bond in an amount determined in the Agreement.

H. The developer must post a Completion Bond to assure proper completion in compliance with all codes and standards of whatsoever nature or kind.

ULTIMATE EFFECTS OF ANNEXATION

a. Allegheny Power has pretty much an exclusive through the Power Service Commission to service any area that would be annexed including the most viable area adjacent to the Town. Currently, Milestone Gardens is serviced by Allegheny. This was ordered by the PSE at the time of the annexation and development of Milestone Gardens. The Town does not have the capacity or financial means to "take over" the service.

b. Sewage is provided by the County. It would be doubtful whether the County would want the lines, etc. to be turned over to the Town to get the revenue although the County would be ultimately paid. This would present problems in negotiating and impact on fees and water and sewer resources development. These facilities are presently in the plan service area for the County.

c. Presently, the City of Hagerstown's Water Department furnishes all of the water in the area in question. Any extension of the Town lines and water service would be subject to approval by the City pursuant to its water and wastewater policy and dependent on whether or not the Town had sufficient allocations in its permit and agreements with the City. The same would be true as in relation to the sewer.

d. There would definitely be a population impact on the schools and the infrastructure supporting same. Of course, the Adequate Public Facilities Ordinances would govern this. The density of whatever a development would be would govern other than on the schools. It would not necessarily have an impact on the Town other than in the furnishing of the utility services if the Town accepted same.

e. Police services and general administrative services would be something that the Town must shoulder and whether it is economically feasible at this juncture or even in the future is something that would have to be considered in depth.

f. If after all of these elements are resolved, would the tax base justify the annexation from an economic standpoint? It may very well not. The only susceptible annexation area is shown on the County Urban Growth Map and would seem to be developed more cohesively with that plan.

POSSIBLE ANNEXATION AREAS

A. The Town is bordered on the West by the Potomac River and the Conococheague Creek. Obviously, by virtue of the industrial complexes, the river and the creek, there is no possibility of annexation in that general area that would be make any sense from a good planning and/or economic standpoint.

B. On the north, one parcel next to the Shell station shown on the map owned by the Hagerstown Development Corporation would not only be possible but probably would be desirable from a planning standpoint in conjunction with any commercial development that would take place on that tract. The area in question is presently land-locked and adjacent to I-81. The annexation of that acreage would not impact on the population to any great extent or affect the services other than in connection with the commercial development. All of the above annexation procedures and elements would of course of necessity have to be followed.

C. On the south, a small parcel of land is shown on the map near Lockwood Road. This appears to be locked in by I-81 also and thus far no interest has been shown in annexation or the residents petitioning annexation.

Note: The Bowman tract on the opposite side of I-81 is rather substantial but it is zoned in such a manner by the County that the Bowman Group would probably continue to wish to remain outside the corporate limits. However, it does not appear to be an area susceptible to good planning and annexation development and addition.

D. Shown on the attached map is a development referred to as "Cloverton". This is bordered by Potomac Street, Route 63 and by what is shown on the map as "Hetzer Farms and Bowman Farms".

Years ago when Cloverton was developed the possibility of annexation was considered. Springfield Farm was annexed. Cloverton was developed at approximately the same time commencing in the late 1950's and early '60s. Over the years as Cloverton was developed and Milestone was developed there were discussions with the Town between the developers and the Town as to the possibility of annexation. This never came to fruition. Thus, Cloverton remains as somewhat of an island between the Hetzer/Milestone properties, Potomac Avenue, and Route 63.

The area shown on the map would in an annexation plan be considered as a high density residential area according to the County Urban Growth Map. This would definitely impact on the school system. Again, the electrical, water and sewer facilities may or may not be the area dedicated to the town.

Another factor that should be considered in the possible annexation of the Hetzer/Bowman properties is the fact that there may be an enclave created. Actually, legally, if the area in question were annexed, there would technically be no enclave because there would be a slight space between the Williamsport corporate limits and even though Cloverton would be somewhat surrounded it would technically not be an enclave because an enclave is created when a municipality annexes and completely surrounds an

area with its corporate limits. However, it may not be a very desirable situation from a planning standpoint at that juncture.

There has some been inquiry on the part of the properties as to whether or not the Town might consider annexation and the feasibility thereof. To date, there has not been much activity towards growth along those lines at this time.

The following are Maps prepared by the Washington County Planning Department GIS for reference purposes.

Note: The following Maps are intended to graphically clarify and demonstrate the information set forth in the preceding text in this Chapter.

Growth Area Boundaries

Key

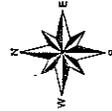
- Major Roads
- ▭ County Boundary
- ▨ Municipalities
- ▭ 2005 Growth Area Boundaries

Data Sources :

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

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

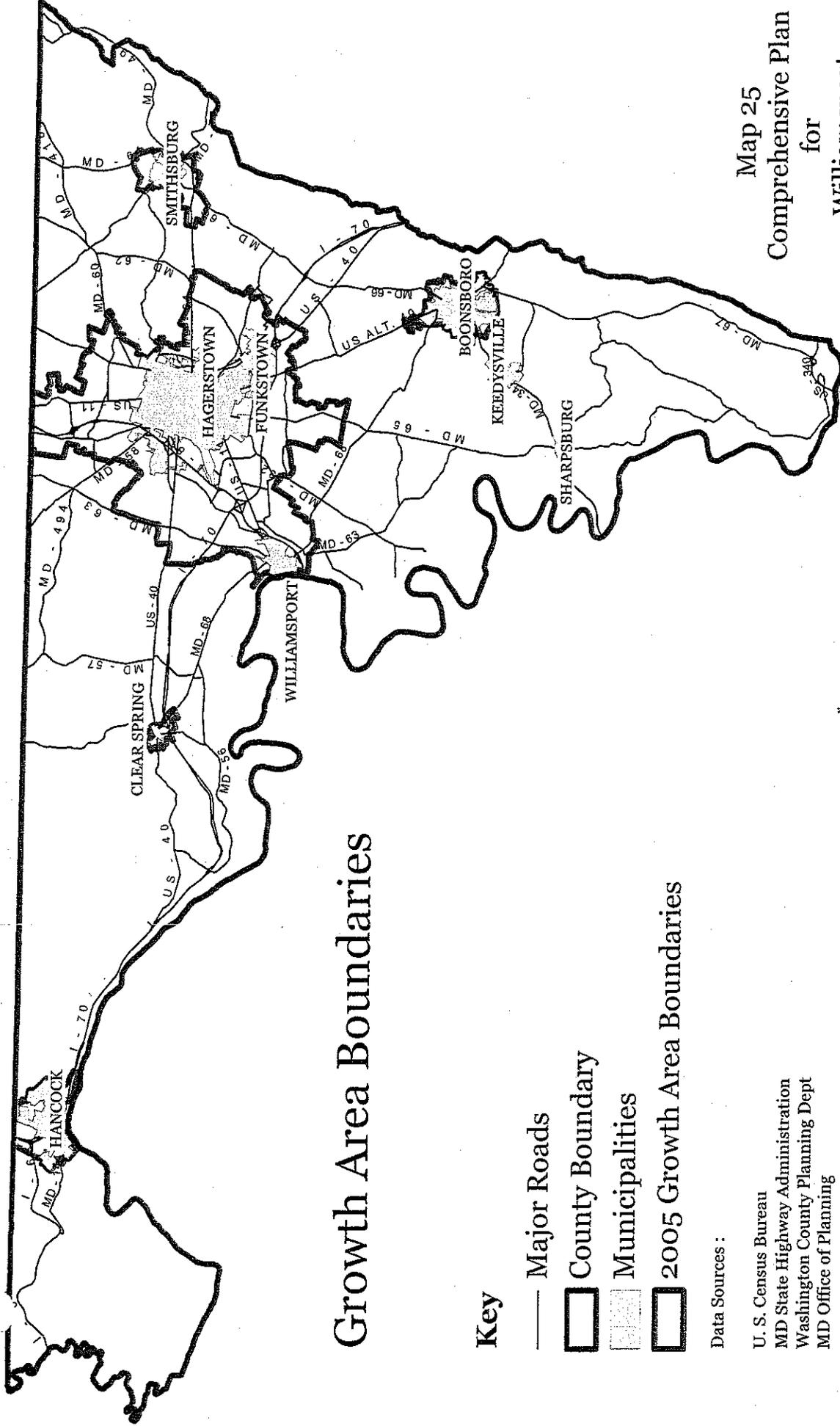
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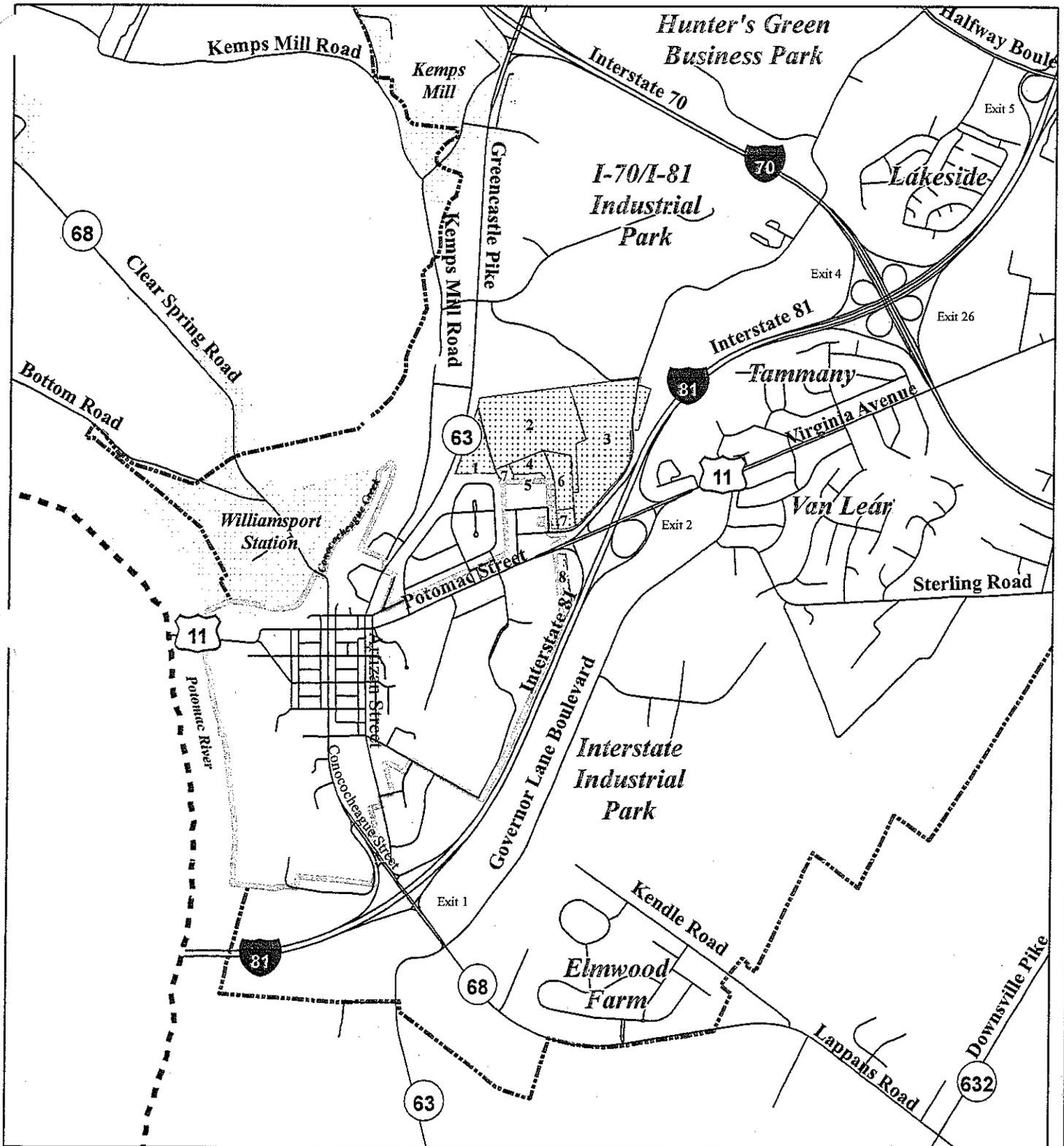
6-25-2010

Map 25 Comprehensive Plan for Williamsport, Maryland 2010

Prepared by the
 Washington County
 Planning Department
 Geographic Information System



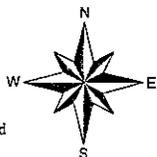
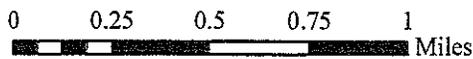
Town of Williamsport, Maryland



Prepared by the
Washington County
Planning Department
Geographic Information System
6-25-2010

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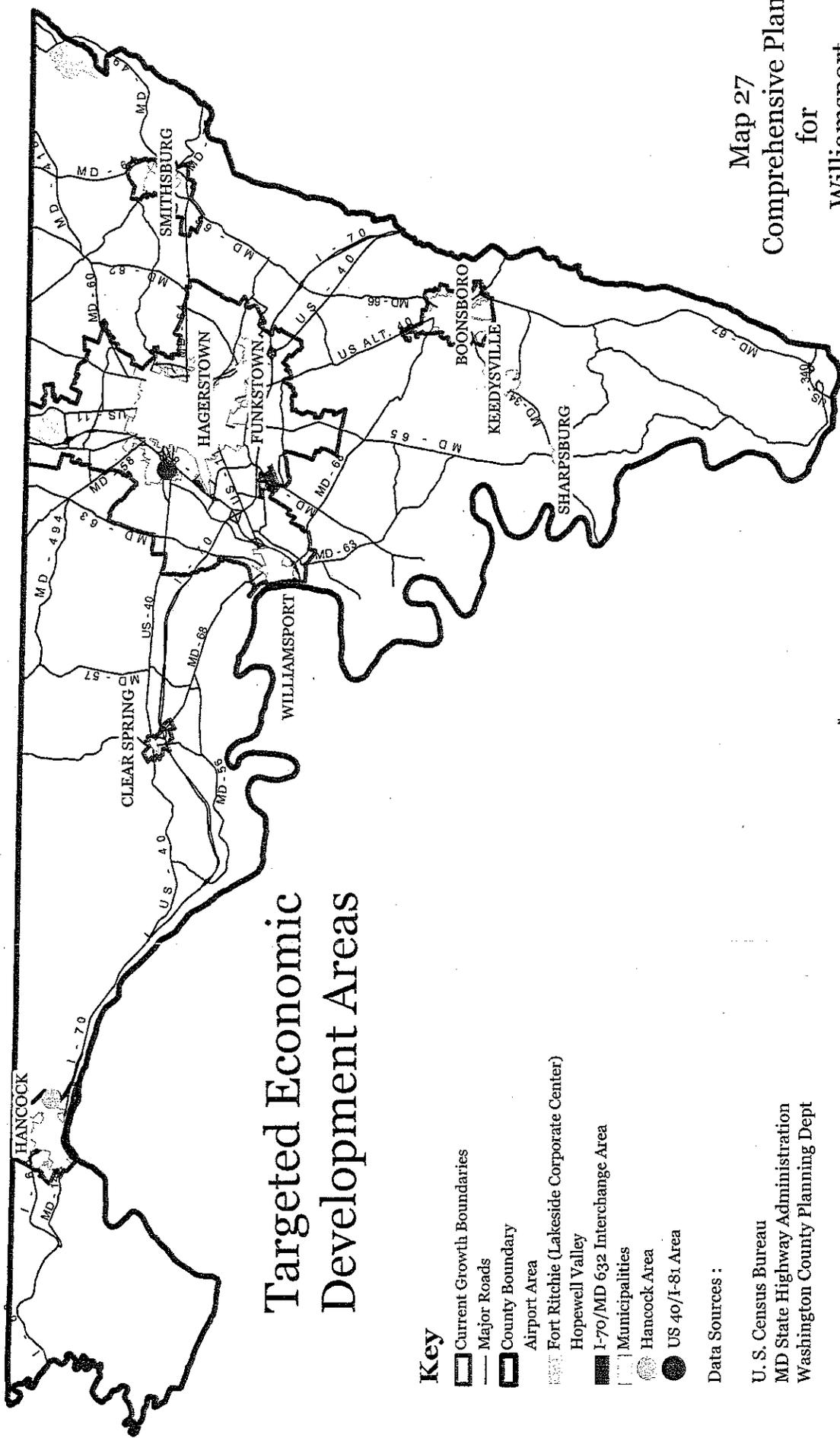


Possible Annexations

Map 26
Comprehensive Plan
for
Williamsport, Maryland
2010

Site Number	Parcel	Acreage	Current County Zoning
1	P. 969	10.17	RR-Rural Residential
2	P. 282	48.55	HI-2-Highway Interchange 2
3	P. 59	47.37	HI-1-Highway Interchange 1
4	P. 391	7.16	HI-2-Highway Interchange 2
5	P/O P. 799	2.00	HI-2-Highway Interchange 2
6	P. 671	8.48	HI-2-Highway Interchange 2
7	P. 115	4.58	HI-2-Highway Interchange 2
8	P. 1034	4.50	HI-1-Highway Interchange 1

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3	P. 59	47.37	HI-1-Highway Interchange 1
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5	P/O P. 799	2.00	HI-2-Highway Interchange 2
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7	P. 115	4.58	HI-2-Highway Interchange 2
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Targeted Economic Development Areas

- Key**
- Current Growth Boundaries
 - Major Roads
 - County Boundary
 - Airport Area
 - Fort Ritchie (Lakeside Corporate Center)
 - Hopewell Valley
 - I-70/MD 632 Interchange Area
 - Municipalities
 - Hancock Area
 - US 40/I-81 Area

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

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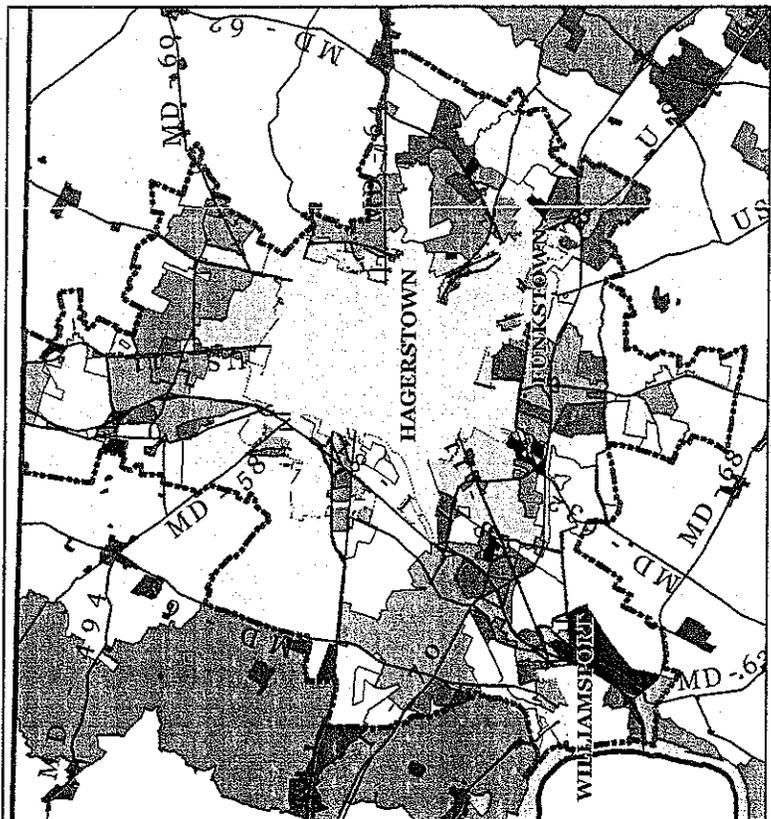
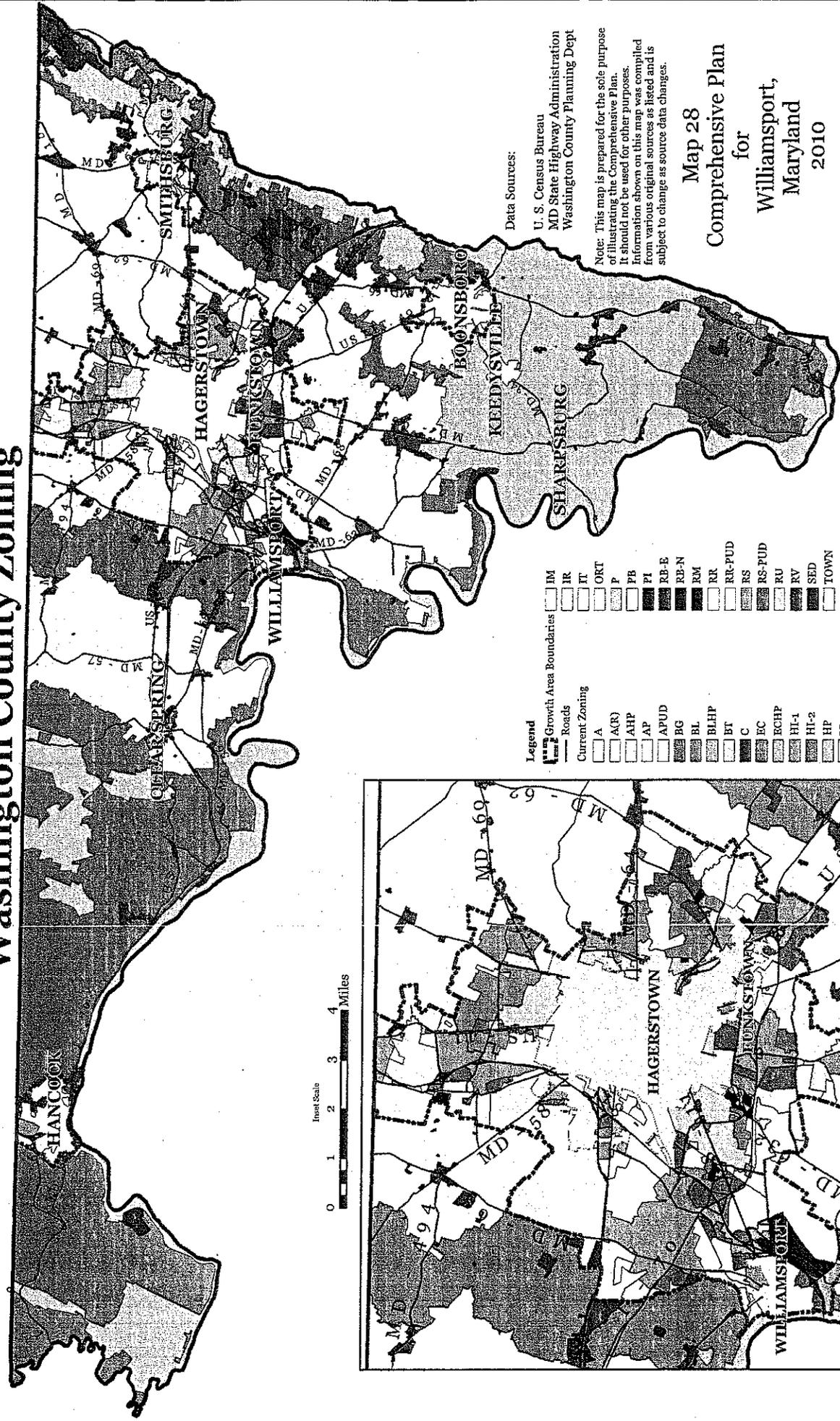
Map 27
 Comprehensive Plan
 for
 Williamsport,
 Maryland
 2010

Prepared by the
 Washington County
 Planning Department
 Geographic Information System



6-25-2010

Washington County Zoning



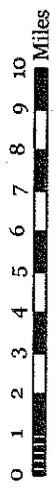
- Legend**
- Growth Area Boundaries
 - Roads
- Current Zoning**
- A
 - ACR
 - AHP
 - AP
 - APUD
 - BG
 - BL
 - BLHP
 - BT
 - C
 - EC
 - ECHP
 - HI-1
 - HI-2
 - HP
 - IG
 - IM
 - IR
 - IT
 - ORT
 - P
 - PB
 - PI
 - RB-E
 - RB-N
 - RM
 - RR
 - RR-PUD
 - RS
 - RS-PUD
 - RU
 - RV
 - SED
 - TOWN

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

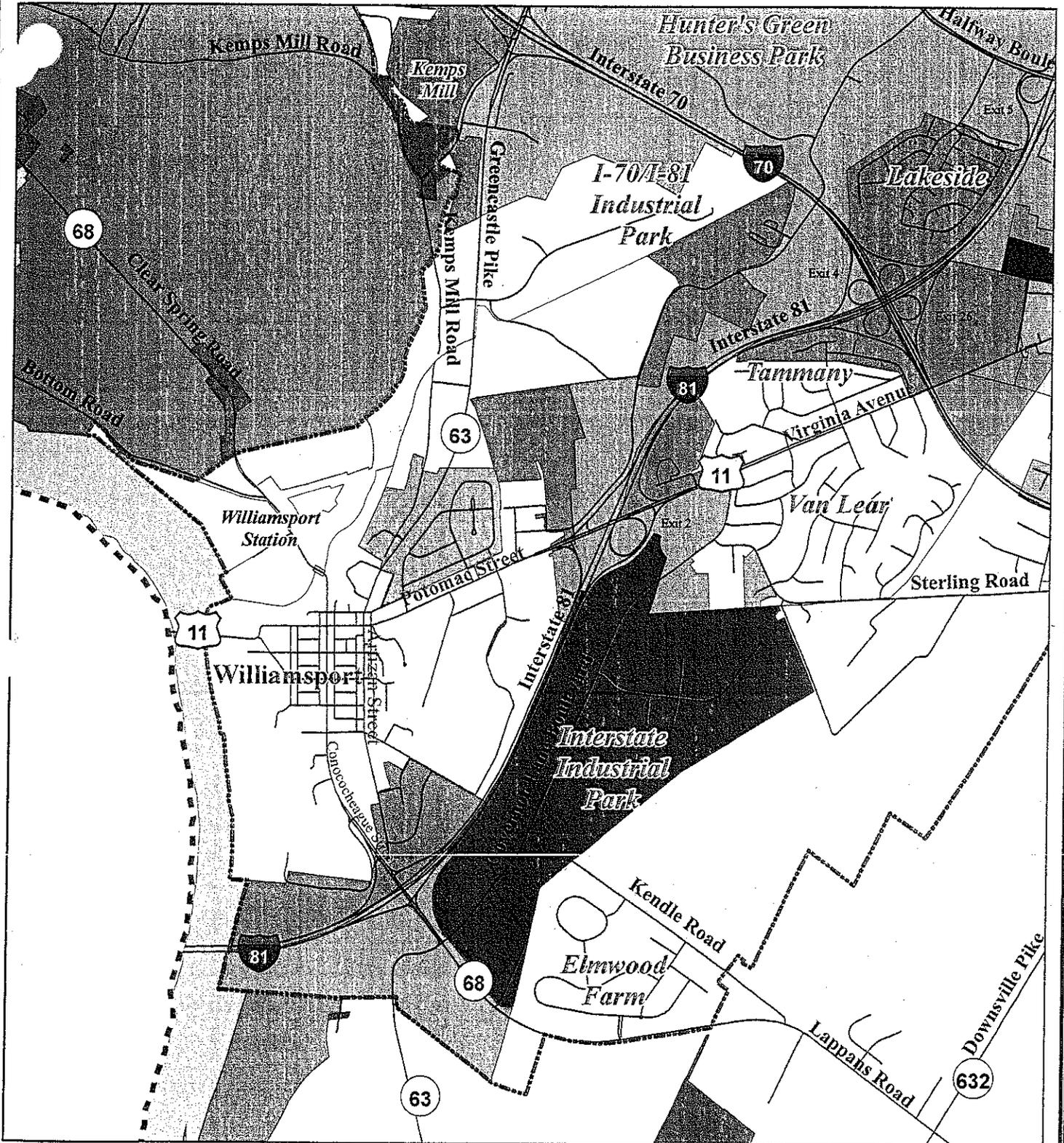
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Map 28 Comprehensive Plan for Williamsport, Maryland 2010

Prepared by the
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 Planning Department



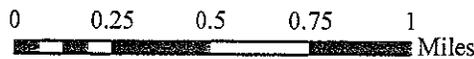
Town of Williamsport, Maryland



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Graphic Information System
6-25-2010

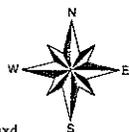
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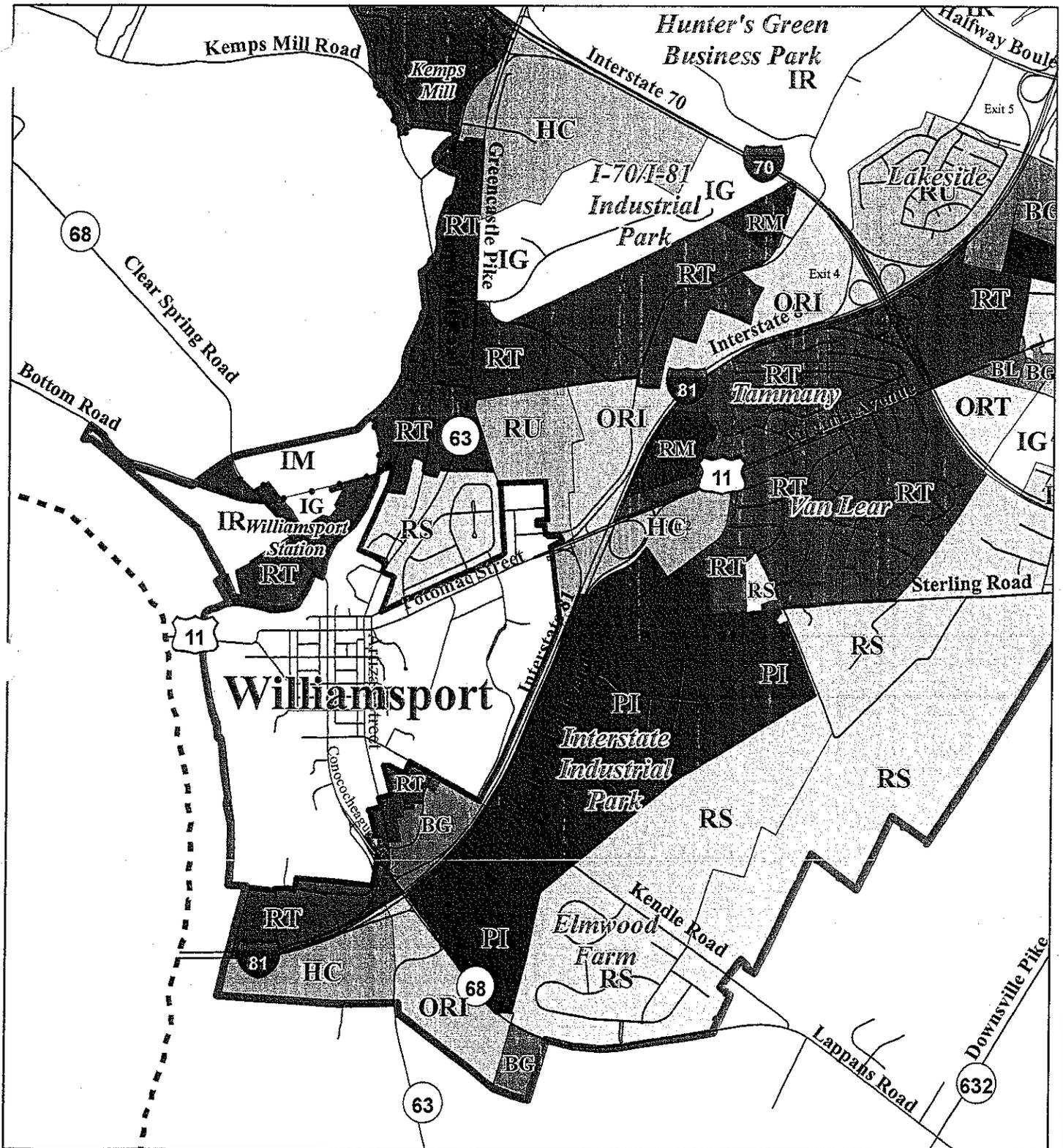
Current County Zoning

Map 29
Comprehensive Plan
for
Williamsport, Maryland
2010



Legend	
	County Boundary
	2005 Urban Growth Area Boundary
	Roads
	A
	A(R)
	AHP
	AP
	APUD
	BG
	BL
	BLHP
	BT
	C
	EC
	ECHP
	HI-1
	HI-2
	HP
	IG
	IM
	IR
	IT
	ORT
	P
	PB
	PI
	RB-E
	RB-N
	RM
	RR
	RR-PUD
	RS
	RS-PUD
	RU
	RV
	SED
	TOWN

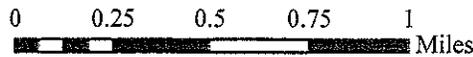
Town of Williamsport, Maryland



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6-25-2010

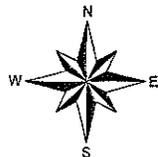
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UGA Zoning Proposals

Map 30
Comprehensive Plan
for
Williamsport, Maryland
2010



Legend

- Roads
- 2005 Urban Growth Area Boundary
- Urban Growth Area Boundary Adjustments
- County Boundary
- Town of Williamsport
- AP
- BG
- BL
- BLHP
- ERT
- HC
- HP
- IG
- IM
- IR
- ORI
- ORT
- PB
- PI
- RB
- RM
- RS
- RS-P
- RT
- RT-P
- RTHP
- RU
- TOWN