

MAIN STREET GETTYSBURG

BALTIMORE STREET

HISTORIC PATHWAY REVITALIZATION

MASTER PLAN

February 2018



PREPARED BY:



CROSSROADS ~ ADAMS COUNTY

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Acknowledgement

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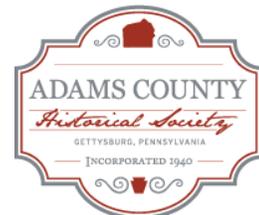
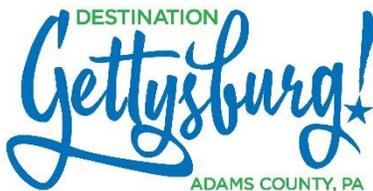
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ACKNOWLEDGEMENTS

The Baltimore Street Economic Revitalization Project Master Plan was financed in part by grants from the **Adams County Community Foundation**, **The Robert C. Hoffman Charitable Endowment Trust**, and the **South Mountain Mini-Grant Program** through the South Mountain Partnership with management oversight of the Appalachian Trail Conservancy.

Other partners committing cash or in-kind services for the Master Plan include:

- Gettysburg Borough
- Destination Gettysburg
- HABPI
- Adams County Historical Society
- Gettysburg Tours
- Open Minds
- Ron & Marybeth Sprankle
- Main Street Gettysburg
- Ruth Brown & Rebecca Brown
- Adams County Library System
- Lincoln Into Art
- Elaine Henderson
- Loring Shultz
- Shriver House Museum
- The Drawing Room Gallery
- Charles Gable
- Mike Shestok
- Becky Brown



PREFACE

Baltimore Street is one of the most historic streets in Gettysburg and impacts not only the entire town, but the entire Gettysburg experience. Gettysburg's major economic driver is tourism and history is its brand. Fighting during the Battle of Gettysburg actually occurred on Baltimore Street and the stories of what the citizens did through and after the Battle need to be told. Abraham Lincoln's story of his stay in Gettysburg and his famous Gettysburg Address happened on this street.

Gettysburg has a unique challenge of preserving the important historic character created by the Civil War Battle of Gettysburg, while creating modern amenities to provide for and maintain economic vitality. Gettysburg's relatively low population of only 7,600 (including approximately 2,500 college students) hosts approximately 3 million visitors per year within a 6-month season. There is a high cost associated with the public infrastructure and amenities necessary to accommodate the seasonal visitors. The National Military Park's 6,000 acre battlefield surrounds the town and restrains development. There are also additional costs associated with the preserving of the town's historic character. Add a lack of a sales tax as an avenue to generate revenues to cover these costs and lower paying seasonal tourist related jobs, the situation creates tight municipal budgets and economic challenge for the low populated Borough.

Baltimore Street corridor is the main street running north and south through the 1-1/2 mile in diameter town. It connects the two commercial ends of town, Steinwehr to the south and the Lincoln Square and the Lincoln Train Station to the north. Baltimore Street has a diverse mix of renters, low income residents and tenants, small businesses and non-profit entities such as the library, county courthouse and offices, schools, and several churches.

The economic strategy used in this Master Plan has been successful in Gettysburg. In the past 8 years, the Borough completed a revitalization project with the Steinwehr Avenue community that has proven to help attract new businesses and economic investment in the community. This revitalization project has resulted in 29 new businesses, several millions of dollars of private business investments, and more than \$7 million of streetscape improvements. It has been an incentive to expand this economic strategy onto Baltimore Street. Through these revitalization projects, the Community and Borough benefit because they improve the economic climate and property values for the Community.

VISION

When entering the major gateways into Gettysburg, having a visually beautiful and consistent design along the main arteries that showcases the historic and cultural ambiance of the town. Since Baltimore Street is the backbone of the town, it is important that the revitalization of this street draws residents, businesses, and visitors to the District.

MISSION

To improve the economy, create jobs, showcase the historical significance and enhance the quality of life within the Baltimore Street District.



GENERAL PROJECT DESCRIPTION

The project primarily follows the Baltimore Street corridor from the Borough limits at Evergreen Cemetery, north into Lincoln Square, and continues north one block onto Carlisle Street, coming to an end at the Lincoln Train Station and the Bus Transfer Center. This project is being proposed in three phases, with the first phase being in the middle consisting of the Steinwehr Avenue to Wade Avenue area. The Community Stakeholders and Steering Committee voted for this area to be completed first, therefore making this area Phase One. At the time this Master Plan was completed, Phase 2 has not yet been determined, therefore the northern third of the project has been labeled Phase 2A and the southern third has been referred to as Phase 2B. These Phases are subject to change as funding opportunities present themselves for this project. Additional details for each phase is provided within their respective sections of this report.

The project generally fits within the limits of the public right-of-way. This was done to avoid any restrictions or limitation being put on governmental grants and funding sources, as well as, eliminating the need to acquire additional right-of-way or purchase of land.



GOALS AND OBJECTIVES

This project is important to provide additional support to existing businesses on Baltimore Street and eliminate obstacles for recruiting new businesses while showcasing the historic significance including Lincoln's Gettysburg Address and his inspirational message of peace and unity. It will create a safer, welcoming, and more livable environment, thus attracting more retail and restaurant businesses. Since Baltimore Street is the link that connects the southern Steinwehr area of town to the northern Lincoln Square and Carlisle Street transit station, revitalizing this area will draw more patrons down Baltimore Street to support the local businesses in this area. This connection to the downtown improves opportunities for the entire commercial corridor and enhances the entire historic town of Gettysburg. It links Baltimore Street to the surrounding local agricultural industry of wineries, cideries, and farmer's markets. It showcases the Cultural Arts, music, writing, and theater elements present on Baltimore Street. This project opens doors to educational opportunities for visitors and locals, and enhances a national historic site not only on Baltimore Street but in Gettysburg as a whole.

Problems to be addressed:

- The current streetscape detracts from the historical significance and architectural attributes of Baltimore Street.
- Sidewalks are narrow and broken up which is a trip hazard and creates ADA compliance issues.
- Much of the on street parking is underutilized making it a waste of valuable space.
- The uninviting character makes challenges for businesses to thrive.
- Baltimore Street is also a state road with a large amount of through traffic and an overwhelming amount of large commercial truck traffic. This traffic creates noise pollution, unsafe crossing situations, and generally uninviting.
- Many vehicles exceed the posted speed limit coming into town from the southern end.
- It is difficult to make a left turn from Lefever Street to southbound Baltimore Street, as well as, an awkward offset intersection with South Street.

Goals and Objectives:

- Revitalize on street parking by adding parking kiosks, consider more efficient use of parking spaces, and consideration of regional collective parking.
- Additional pedestrian/heritage street lighting to provide an inviting atmosphere and enhance safety.
- Improved wider brick sidewalks to provide consistency with adjacent sidewalks, improved safety, ADA compliance, and a generally inviting character.
- Additional benches and trash receptacles to provide an inviting atmosphere.
- Improved crosswalks to enhance safety, accommodate pedestrian circulation, and improve safer walking paths for elementary and middle school students, including the addition of signalized crosswalks.
- Enhanced landscaping and street trees.
- Improve overhead utilities by eliminating old unused wires, realigning the poles to match new curb alignments, and replacing old data cables with options that push the technology into the future such as fiber optics.
- Consideration of wireless internet.
- Improve storm drainage including accommodations for curb bumps.
- Incorporate stormwater management features such as, curbside rain gardens and permeable pavers including consideration of the requirements for the Municipal Separate Storm Sewer (MS4) Permit.
- Traffic calming by providing curb bump outs, narrowing of drive lanes, and creation of a Gateway.
- Curb bump outs to shorten crosswalks and provide space for amenities such as benches, trash receptacles, and landscaping.
- Identify other utilities that may be in conflict with proposed facilities.
- Provide facilities for bicycle traffic such as shared sidewalks, sharrows, and parking racks.

- Create an entrance Gateway.
- Provide a traffic signal at the intersection of Baltimore Street with Lefever Street and South Streets.
- Historic interpretation and story-telling will be added through creative and artistic means, for example, sculptures of barricades, waysides, technological venues of history telling and education.
- Historical emblems will also be embedded into the sidewalks that commemorate the path President Lincoln took to the Nation Cemetery where he delivered the Gettysburg Address.
- Preserve/improve the public transit system such as bus stops.
- Consideration of a public restroom.
- Marketing, branding, events, and promotions that lure people to naturally flow through the main artery of the town.
- Identify partnership opportunities.

PURPOSE OF MASTER PLAN

The purpose of this Master Plan is to:

- Engage the community in developing a vision that will improve safety of their street and attract more residents and businesses throughout the Baltimore Street Corridor.
- Progress the project from visionary stages to a sketch plan stage.
- Provide sketch plans and renderings to help conceptualize the project.
- Provide a list of typical construction materials and appurtenance for consistency with Borough amenities.
- Collect and compile data obtained by various groups.
- Provide clear guidance to the design engineer when the project progresses into the design phase.
- Assist with the applications for funding of the Master Plan.
- Provide opinions of probable cost.
- Identify potential hurdles at an early stage prior to beginning detailed design.
- Identify existing rights-of-way and easements.
- Provide sketches to regulatory authorities identifying permitting requirements and feasibility including PennDOT and Gettysburg Borough.
- Inform and gain concurrence from property owners, businesses, and stakeholders on design concepts.
- Provide enough information that will gain Municipal and Community approval and be a solid foundation to seek the funding necessary for implementation of the plan.

PROCESS

The Baltimore Street Master Plan has incorporated many different elements, design practices, and processes to provide detailed images, mapping, and design descriptions through downtown Gettysburg. The Team performed the following tasks to prepare this Master Plan:

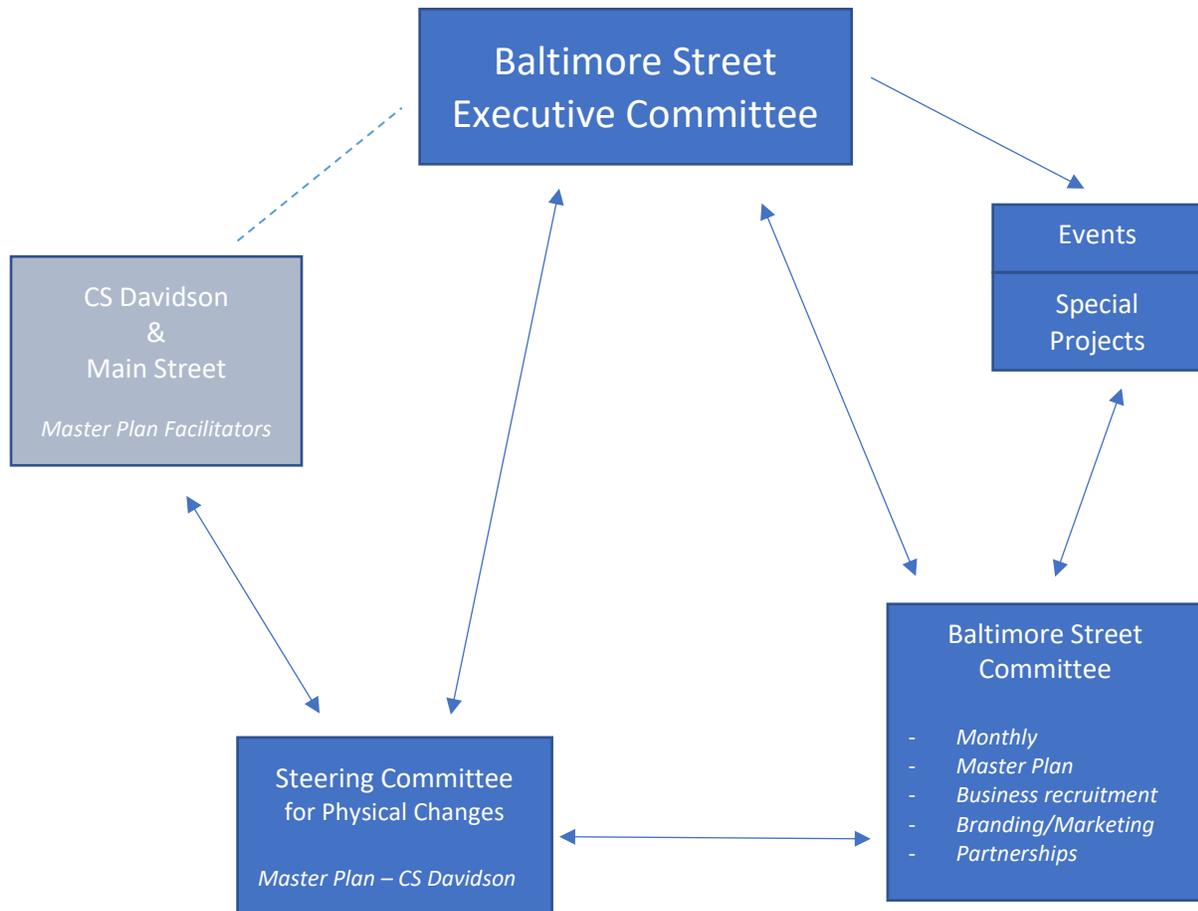
- Main Street Gettysburg worked with C.S. Davidson, Inc. and Community Members to create the committee structure and organize public meetings for this planning process. Three committees were created: The Baltimore Street Executive Committee, the Steering Committee, and the Stakeholders Committee. These Committees and their responsibilities are further described in this Section. In total, over 80 people were engaged in this project.
- Base mapping was created which showed the existing conditions of the streets and sidewalks. This was completed by overlaying aerial mapping database and Light Detecting and Ranging (LIDAR) aerial images. These base maps were then used as the platform to prepare the sketch plans.
- Two-dimensional sketch plans were prepared to show all proposed improvements.
- Three-dimensional images were prepared to conceptualize before and after improvements. Full plans and images can be found in the individual sections of this Master Plan document.
- Design manuals and reference documents were consulted when performing the layout. A list of these documents can be found in the General Engineering and Design Requirements section of this Master Plan.
- Descriptions of proposed features including engineering and design considerations, as well as, recommendations of traffic flow are provided within each phase section.
- Evaluations were completed to analyze the revitalization of street parking with assistance from Gettysburg Borough's Parking Department.
- Three committee groups were formed and a Baltimore Street Organizational Structure has been developed with these committees. This organizational structure is attached at the end of this section. Minutes from meetings from the different committee groups are located in Appendix B.

- Three site walks were conducted which were attended by many Stakeholders.
- Three meetings were held with members of the Healthy Adams Bicycle and Pedestrian Inc. (HABPI) to determine the best way to incorporate bicycle traffic into the plan.
- An opinion of probable cost was prepared and can be found in Appendix C.
- Research was conducted to determine the available rights-of-way on each street and alley within the study area.
- Construction and materials standards were researched to be used on the project. Photographs of existing appurtenances within the Borough, such as, benches, light poles, bike racks, and trash receptacles have been included which should be used in the design phase and provide consistency through the Borough. A list of these materials has been included in Appendix A.
- Businesses located within the Baltimore Street corridor are shown on the plans found in each phase section and also on the list attached at the end of this section.
- Main Street Gettysburg will spearhead the next step which is to seek funding for the design and construction of the elements described in this plan.

BALTIMORE STREET

HISTORIC PATHWAY REVITALIZATION PROJECT

Recommended Baltimore Street Structure 2017



BALTIMORE STREET

HISTORIC PATHWAY REVITALIZATION PROJECT

COMMUNITY GOALS & OBJECTIVES

Topics of Discussion

Community &
Stakeholder Committee
Economic Development Initiatives

Steering Committee
Design & Physical Improvements

- | | | |
|---|---|---|
| ✓ | - Parking
- Additional Parking
- Kiosks | ✓ |
| ✓ | - Intermodal Transportation
- Bike Lanes/Rails
- Rabbit Transit | ✓ |
| ✓ | - Stormwater Management | ✓ |
| ✓ | - Additional Lighting | ✓ |
| ✓ | - Safer Sidewalks | ✓ |
| ✓ | - Additional Benches | ✓ |
| ✓ | - Safer Crosswalks | ✓ |
| ✓ | - Additional Trash Receptacles | ✓ |
| ✓ | - Enhanced Landscaping | ✓ |
| ✓ | - Utilities/Infrastructure Review | ✓ |
| ✓ | - Marketing, Branding, Events & Promotion | |
| ✓ | - Partnership Opportunities
- HABPI
- South Mountain Partnership
- Destination Gettysburg
- Farmer's Markets
- Historic Preservation | |
| ✓ | - Business Recruitment | |

BALTIMORE STREET

HISTORIC PATHWAY REVITALIZATION PROJECT

ORGANIZATIONAL STRUCTURE

I. Baltimore Street Executive Committee - BSEC

- **Mission:** To achieve the Master Plan and oversee the process to acquire funding and execute the Master Plan.
- **Role:** BSEC leads the oversight of the project with MSG available to support and seek sources to help with achieving the revitalization project.
- **Meeting Schedule:** Scheduled as needed
- **Members**
 - Tim Woodward
 - Lynn Chronister
 - Jesse Coulter
 - Wendy Allen
 - Sarah Kipp
 - Nancie Gudmestad
 - Nancy Kramer

BALTIMORE STREET

HISTORIC PATHWAY REVITALIZATION PROJECT

ORGANIZATIONAL STRUCTURE

II. Baltimore Street Community and Stakeholder Committee

- **Mission:** To represent the Baltimore Street Community in discussing the list of issues that have been identified to improve the economic health of this district, enhance the quality of life, and showcase the historic and cultural assets of the district. Stakeholders who are outside of the district, but who have invested in partnering with the project, will also be invited to participate in the dialogue.
- **Role:** The role of this committee is to identify priorities for achieving the mission and ways to make improvements. From these discussions, recommendations will be proposed to the Executive Committee. It is also this committee's role to gather additional input from their neighbors.
- **Reporting Structure:** The recommendations of this committee will be presented to the Executive Committee to be considered for inclusion in the Master Plan.
- **Responsibilities:** The committee will meet on a monthly basis to bring insight to the discussion. They will also be asked to seek out information from residents, businesses and property owners along the Baltimore Street Corridor.
- **Committee members**
 - Lynn Chronister
 - Jesse Coulter
 - Mike Shestok
 - Nancy Kramer
 - Tim Woodward
 - Nancie Gudmestad
 - Elaine Henderson
 - Wendy Allen
 - Norris Flowers
 - Max Felty
 - Andrew Donahue
 - Susan Naugle
 - Sarah Kipp
 - Karla Trout/Dawn Smith
 - Barb Ernico
 - Beth Kirby
 - Charles Gable
 - Katie Hess
 - Dave Monsour/Jay Schmitt
 - Becky LaBarre
 - Monica Oss/Jay Mackie
 - Rep from a Church
 - Tom Jolin
 - Ben Neely
 - Rep from National Park
 - Jim Biesecker
 - Deb Adamik
 - Annie Letendre
 - Larry Redding

BALTIMORE STREET

HISTORIC PATHWAY REVITALIZATION PROJECT

ORGANIZATIONAL STRUCTURE

III. Baltimore Street Steering Committee

- **Mission:** To acquire a general agreement among property owners and vote on the decisions for what will be in the Baltimore Street Master Plan as it relates to property changes and improvements.
- **Role:** This committee will have 12 property owners and be facilitated by Chad Clabaugh and Deb Adamik. This is the group who decides what is included in the Master Plan.
- **Reporting Structure:** This committee will ultimately report to the BSEC
- **Responsibilities**
 - Learn about the project
 - Attend meetings
 - Gather information from neighbors and other property owners
 - Make decisions about the goes into the Master Plan
- **Committee members**
 - Wendy Allen
 - Becky Brown
 - Sarah Kipp
 - Kathy Reid
 - Linda Atiyeh
 - Max Felty
 - Jim Ekdahl
 - Andrew/Amy Donahue
 - Becky LaBarre/Danny Hilliard
 - Carly Marshall
 - Todd King
 - Larry Redding
 - Rad Schultz
 - Jim Biesecker
 - Susan Saum-Wicklein
 - Ed Clark
 - Monica Oss/Jay Mackie

BALTIMORE STREET

HISTORIC PATHWAY REVITALIZATION PROJECT

ORGANIZATIONAL STRUCTURE

IV. C.S. Davidson

- **Mission:** To provide paid consulting services and expertise to produce a Revitalization Master Plan by December 31, 2017 for the Baltimore Street Executive Committee.
- **Role:** C.S. Davidson will work with the Executive Committee, MSG and Steering Committee to gather the information necessary to produce a Master Plan. Questions from the community will be directed to either the Executive Committee or MSG.
- **Reporting Structure:** C.S. Davidson – reports to MSG and BSEC
- **Responsibilities**
 - Assess existing information necessary for the Master Plan
 - Create a decision structure and information gather strategy with MSG
 - Create a Master Plan Schedule – to include decision group (Steering Committee meetings)
 - Discuss process questions and major decisions that are beyond Steering Committee’s scope with BSEC
- **Contact:** Chad Clabaugh

BALTIMORE STREET

HISTORIC PATHWAY REVITALIZATION PROJECT

ORGANIZATIONAL STRUCTURE

V. Main Street Gettysburg

- **Mission:** To provide support and direction with the process to assist the BSEC and Baltimore Street Community create a Revitalization Plan, funding and resources to execute the plan.
- **Role:** To provide services to the Baltimore Street Community in helping them achieve a revitalized neighborhood and district that benefits not only the neighborhood, but the town. As a 501(c)3, MSG offers the ability to fundraise and oversee the management of donations and grants. MSG also offers the organizational structure and role as Borough Liaison to connect the revitalization initiatives with Borough-wide initiatives. MSG will sign the contract with C.S. Davidson for the services that they are providing the BSEC. MSG will also participate on all of the committees and provide administrative support to help keep the project moving on schedule.
- **Reporting Structure:** MSG works for the Baltimore Street Executive Committee when it comes to direction for the initiative. However, as it relates to fundraising and the non-profit expectations, the BSEC must abide by the non-profit rules and laws that MSG is held to.
- **Responsibilities**
 - Establish a project structure and decision structure with the Baltimore Street representatives and C.S. Davidson
 - Communications between all groups, community and stakeholders
 - Administer the funding paperwork and management, i.e. grants, etc.
 - Facilitate Baltimore Street Committee and provide facilitation wherever needed during this process.
 - Schedule meetings and produce documentation of minutes
 - Arrange for special community feedback venues
 - PR – keeping the entire community informed
- **Contact:** Deb Adamik, Annie Letendre, Lori Korczyk (temporarily)

Business Name	Street No.	Street Name	Town Zone	Business Type
1863 Escape	247	Baltimore St.	Baltimore St	Escape Room
1863 Inn of Gettysburg	516	Baltimore St.	Baltimore St	Hotel
A Civil Home	777, Suite 103	Baltimore St.	Baltimore St	
A Sentimental Journey	431	Baltimore St.	Baltimore St	B&B
Aces High	433	Baltimore St.	Baltimore St	Art gallery
Adams County Courthouse	111	Baltimore St.	Baltimore St	Courthouse
Adams County Library System	140	Baltimore St.	Baltimore St	Library
Americian History Store	461	Baltimore St.	Baltimore St	Bookstore
Artifact at 777	777	Baltimore St.	Baltimore St	Artifacts & Relics
Battlefield Mini-Mart	517	Baltimore St.	Baltimore St	Convenience Store
Battlefield Woodshop	777, Suite 107	Baltimore St.	Baltimore St	Woodworking Sutler
Beegles Chiropractic	255	Baltimore St.	Baltimore St	Chiropractor
Blue & Gray Bar & Grill	2	Baltimore St.	Lincoln Square	Bar/Grill
Blue & Gray Gift Shop	531	Baltimore St.	Baltimore St	Gift Shop
Boutique 229	327	Baltimore St.	Baltimore St	Vintage Clothing Boutique
Buddy Boy Winery	777, Suite 112	Baltimore St.	Baltimore St	Winery
Button Baron	336	Baltimore St.	Baltimore St	Civil War Buttons
Campbell & White Attorney at Law	112	Baltimore St.	Baltimore St	Attorney
Chester G. Schultz	145	Baltimore St.	Baltimore St	Law Office
Chris Wetzel Family Medicine	312	Baltimore St.	Baltimore St	Doctor
Christine's Café	48	Baltimore St.	Baltimore St	Café
Civil War Tails at the Homestead Diorama Museum	785	Baltimore St.	Baltimore St	Museum
Coffman Jewelers	28	Baltimore St.	Baltimore St	Jewelry Store
Cone Sweet Cone	433	Baltimore St.	Baltimore St	Ice Cream Parlor
DelVal Business Finance Corp	344	Baltimore St.	Baltimore St	Business Loans
Dirty Billy's Hats	20	Baltimore St.	Baltimore St	Hat Shop
Dogs of Gettysburg	777, Suite 102	Baltimore St.	Baltimore St	Dog Store
Drawing Room Gallery	333	Baltimore St.	Baltimore St	Art gallery
Empty	1	Baltimore St.	Lincoln Square	Café
Empty	123	Baltimore St.	Baltimore St	
Empty	23	Baltimore St.	Baltimore St	
Empty	533	Baltimore St.	Baltimore St	
Farnsworth House	401	Baltimore St.	Baltimore St	Restaurant & B&B
Farnsworth House Candlelight Ghost Walk	415	Baltimore St.	Baltimore St	Ghost Tour
Forevermore Scrapbooks	238	Baltimore St.	Baltimore St	Scrapbook Supplies
Forsythe & Donahue Tax Solutions	122	Baltimore St.	Baltimore St	Tax
Four Corners Comics	42	Baltimore St.	Baltimore St	Hobby Shop
G Force Investigations	112	Baltimore St.	Baltimore St	Investigation/Security
Gettysburg Battlefield Books & Collectibles	777, Suite 104	Baltimore St.	Baltimore St	Bookstore
Gettysburg Cigar Company	523	Baltimore St.	Baltimore St	Cigar Shop
Gettysburg Emporium	421	Baltimore St.	Baltimore St	Period Clothing
Gettysburg Grind	122	Baltimore St.	Baltimore St	Work & Meeting Space
Gettysburg Group Reservations	789	Baltimore St.	Baltimore St	Museum
Gettysburg Museum of History	219	Baltimore St.	Baltimore St	Museum
Gettysburg Polish Pottery	102	Baltimore St.	Baltimore St	Pottery
Gettysburg Tour Center	778	Baltimore St.	Baltimore St	Tour Center
Ghostly Images	777	Baltimore St.	Baltimore St	Museum
Ghosts of Gettysburg	271	Baltimore St.	Baltimore St	Ghost Tour
Hagarman Attorney	110	Baltimore St.	Baltimore St	Attorney
Hartman & Yanetti Attorneys at Law	126	Baltimore St.	Baltimore St	Attorney
Henry O. Heiser III Title Ins Agent	104	Baltimore St.	Baltimore St	Insurance Agent
Home Front General Store	777, Suite 105	Baltimore St.	Baltimore St	Period Clothing

Business Name	Street No.	Street Name	Town Zone	Business Type
House of Time	1	Baltimore St.	Lincoln Square	Watch & Clock Maker
Hypnotherapy Center of Gettysburg	223	Baltimore St.	Baltimore St	Hypnotherapy
Inn at Cemetery Hill	613	Baltimore St.	Baltimore St	Hotel
Irish Brigade Gift Shop	504	Baltimore St.	Baltimore St	Gift Shop
Jennie Wade House	548	Baltimore St.	Baltimore St	Museum
Joyce's Hairstyling	227	Baltimore St.	Baltimore St	Salon
Justice Works Youthcare	250	Baltimore St.	Baltimore St	Youth Services
Keller Williams	223	Baltimore St.	Baltimore St	Realtor
King James Gallery	15	Baltimore St.	Baltimore St	Art Gallery
Law Offices of Wilcox, James & Cook	234	Baltimore St.	Baltimore St	Attorney
Lincoln Into Art	329	Baltimore St.	Baltimore St	Art Gallery
Locke Studios	12	Baltimore St.	Baltimore St	Tattoo & Piercing
Lola's of Gettysburg	777, Suite 106	Baltimore St.	Baltimore St	Gift shop
Martin's Family Shoes	26	Baltimore St.	Baltimore St	Shoe Store
Marty Mummert Studio	137	Baltimore St.	Baltimore St	Hand Painted Signs/Custom Art
Michele...The Spirit Whisperer	777, Suite 111	Baltimore St.	Baltimore St	Spiritual Guidance
Misfit Interactive	122	Baltimore St.	Baltimore St	Web Design
Mr. G's Icecream Parlor	404	Baltimore St.	Baltimore St	Ice Cream Parlor
Murphy Law Firm	223	Baltimore St.	Baltimore St	Law office
Musselman & Creager, LLP	251	Baltimore St.	Baltimore St	Accounting
National Civil War Memorial Commission	777	Baltimore St.	Baltimore St	
Old Village Shoppes	777	Baltimore St.	Baltimore St	
Ping's Café	34	Baltimore St.	Baltimore St	Restaurant
Presbyterian Church of Gettysburg	208	Baltimore St.	Baltimore St	Church
Prince of Peace Episcopal Church	205	Baltimore St.	Baltimore St	Church
Puhl, Eastman, & Thrasher	220	Baltimore St.	Baltimore St	Attorney
Redbud House	19	Baltimore St.	Baltimore St	Kitchenwares
Reid's Winery	400	Baltimore St.	Baltimore St	Winery
Rita's Italian Ice	523	Baltimore St.	Baltimore St	Italian Ice
Ronn Palm's Museum of Civil War Images	229	Baltimore St.	Baltimore St	Photo shop
Rupp House History Center	451	Baltimore St.	Baltimore St	Entertainment
S&W Coins	9	Baltimore St.	Baltimore St	Buy/Sell/Appraise Coins
Sage & Crystal	777, Suite 112	Baltimore St.	Baltimore St	
Scaringi Law	122	Baltimore St.	Baltimore St	Attorney
Shriver House Museum	309	Baltimore St.	Baltimore St	Museum & Shop
Shultz House	419	Baltimore St.	Baltimore St	Gift shop
Sturgill Trostle	139	Baltimore St.	Baltimore St	
Subway	619	Baltimore St.	Baltimore St	Restaurant
Sweet!	100	Baltimore St.	Baltimore St	Candy store
Tastie Teas	777, Suite 100	Baltimore St.	Baltimore St	Tea Shop
The Antique Center of Gettysburg	30	Baltimore St.	Baltimore St	Antique
The Brickhouse Inn	452	Baltimore St.	Baltimore St	B&B
The Christmas Haus	13	Baltimore St.	Baltimore St	Artifacts & Relics
The Crystal Wand	529	Baltimore St.	Baltimore St	Gift shop
The Gettysburg Dime Museum	224-228	Baltimore St.	Baltimore St	Museum
The GhostHunter Store	242	Baltimore St.	Baltimore St	Ghost Hunting Equipment
The Maryland Sutler	250	Baltimore St.	Baltimore St	Sutler
The Moccasin Shop	777, Suite 108	Baltimore St.	Baltimore St	Moccasin Shop
The Primitive Daughter	523	Baltimore St.	Baltimore St	Home Gifts
Thompson Photography	777	Baltimore St.	Baltimore St	Photography Studio
Tillie Pierce House Inn	301	Baltimore St.	Baltimore St	B&B
Treat Yo' Self	430	Baltimore St.	Baltimore St	Frozen Yogurt & Bakery

Business Name	Street No.	Street Name	Town Zone	Business Type
True Friends Boutique	22	Baltimore St.	Baltimore St	Women's Boutique
Union Cigar Club	5	Baltimore St.	Baltimore St	Cigar shop
Union Square Apartments	21	Baltimore St.	Baltimore St	
Varsity Barber	16	Baltimore St.	Baltimore St	Barber shop
WM. F. Hill & Associates, Inc.	207	Baltimore St.	Baltimore St	Engineers

GENERAL ENGINEERING AND DESIGN REQUIREMENTS

While specific guidance has been provided along with known design issues, it will be the responsibility of the designer to consider final layout, grading, materials, specifications, and construction requirements based on field conditions, required authorizations, and as approved by the Borough. The following general considerations shall be taken into account during the design.

- All layout, design, and specifications shall be in accordance with MUTCD, PennDOT Design Manual Part 2, PennDOT Design Manual Part 3, Guide for the Development of Bicycle Facilities (Fourth Edition, 2012) published by AASHTO, The Manual on Uniform Traffic Control Devices (latest edition), NACTO Urban Bikeway Design Guide published by the National Association of City Transportation Officials, and ADA requirements by the Department of Justice.
- All design shall be in compliance with State, County, and Borough laws and ordinances as required. The designer will be responsible for obtaining all necessary permits and approvals for construction. This may include but is not limited to erosion and sediment pollution control, NPDES, PennDOT Highway Occupancy Permits, PA Department of Environmental Protection Chapter 105 designs, plans, and permits.
- Topographic, boundary, and utility survey will be necessary.
- The project shall be designed considering the use of environmentally sustainable infrastructure. Locations have been provided on the master plan for potential curb side rain gardens. The final decision for what materials will be used for the surface and stormwater treatment will be made by the designer in conjunction with Gettysburg Borough.

Appropriate geotechnical testing shall be completed for all improvements where vehicular loading is present. These recommendations shall be incorporated into the design.

- A different color surface should be utilized for the sidewalks where it intersects access drives and alleys (to be established in design). The coloration transitions are intended to provide a warning to both traffic and pedestrians of potential travel conflicts. Vehicles shall yield to pedestrians and appropriate signage should be considered.

- Curbing (depressed or faced, as necessary) will be utilized on the edge of all improvements.
- Some areas near the right-of-way limits may require additional construction easements for working in and matching to existing conditions outside of the right-of-way, the extent of which is to be determined during design. Preparation of a temporary construction easement plan and coordination with property owners will be required.
- Existing drainage flow paths will be considered so that drainage problems are not created and in areas of current issues, are rectified. The proposal of curb bump outs presents the potential for improper drainage. Where drainage area improvements are made, a full hydraulic and hydrologic analysis is required.
- Generally speaking, adjustments and relocations of existing utilities will be required. Coordination for relocations is the responsibility of the designer. The designer should consider the elimination or reduction of as much of the overhead utilities as possible. The relocation of the curblines presents a potential issue with an existing water main therefore, designer will need to consult with Gettysburg Municipal Authority.
- Since the majority of the work is to be completed in the PennDOT right-of-way, it is essential for the designer to consult with PennDOT in order to successfully complete this project. The bumping of the curblines may trigger the requirement for the Borough to take over snow removal efforts. Also, a warrant analysis will need to be done to determine if PennDOT will allow the proposed traffic signals to be installed.
- A maintenance plan and reserve study specifying expected maintenance revenues shall be developed for all improvements.
- Crash data for Baltimore Street has been obtained from The Borough of Gettysburg Police Department and is kept on file for this project. The crash data will need to be taken into consideration during the design phase of this project.

PHASE 1

BALTIMORE STREET CENTER

PHASE I - DESCRIPTION:**Limits:**

Phase I is the middle section of the Baltimore Street corridor which consists of the area from Steinwehr Avenue to Wade Avenue.

Roadway:

The roadway will be narrowed to provide 13-foot travel lanes and 8-foot on-street parking spaces with some on-street parking being repurposed. The purpose of the roadway narrowing is to calm traffic and provide wider sidewalks. The entire roadway surface will be milled and overlaid at the completion of construction.

Sidewalks:

The current sidewalks are narrow and uneven in many places which causes tripping hazards and presents ADA compliance issues. New curb and brick sidewalks will be installed along both sides of Baltimore Street. The proposed sidewalks will be wider and will feature ADA compliant curb ramps, where applicable, to accommodate larger pedestrian volumes.

The color and/or surface will be changed at locations where sidewalks cross access drives and alleys to alert both pedestrians and vehicle operators. All crosswalks will be repainted with higher visibility “piano key” style patterns.

Emblems will also be embedded into the new sidewalks that call out attention to and commemorate the path President Lincoln took from the Lincoln Square to the National Cemetery where he delivered the Gettysburg Address.

During the Battle of Gettysburg, a barricade was constructed at the intersection of Baltimore Street and Breckenridge Street, therefore consideration is given to a historical preservation of a barricade in this area which will incorporate the history of the Battle along with the Shriver House Museum and the Tillie Pierce House Inn. See Appendix A for a rendering painting of the barricade.

A section of sidewalk near Steinwehr Avenue has recently been replaced with bricks. This plan proposes to have limited effect to this section however, care needs to be taken during design and construction to have a natural, consistent, and seamless connection to this section.

Curb Bumps Outs:

Curb Bump Outs will be installed at most street and alley intersections to improve sight distance, traffic calming, and shorter crosswalks. The Curb Bump Outs also aid in providing a space for appurtenances, such as, benches, street trees, and parking kiosks without obstructing the clear path of the sidewalk, as well as, locations for stormwater facilities and rain gardens.

Street Lights:

One of the most notable improvements will be the addition of new street lights throughout the corridor to create a well-lit and inviting atmosphere in the area, with exception to the Steinwehr Avenue intersection where the street lights have recently been added. The additional street lights are intended to improve safety, as well as, improve the quality of life for residents. With the addition of new street lights, consideration will be given for the removal of existing street lighting currently located on the overhead utility poles in areas where lighting will be supplemented by the new street lights.

Parking:

New parking kiosks are being proposed which will replace individual parking meters throughout the corridor. The intent is to update parking payment efficiency with modern technology, as well as, reduce clutter by eliminating individual parking meters. These parking kiosks can be positioned along any of the curb bump outs. If the opportunity presents itself, the parking kiosks can also double as a place for electric car refueling stations. Additionally, new metered parking areas for Borough use will be considered at the Gettysburg Elementary/Middle School to offset a few of the spaces being repurposed.

Bicycle:

With the general widening of the sidewalks, they will become more accessible to both pedestrians and bicyclists by reducing the width of travel lanes and adding curb bump outs, all while eliminating clutter. The intent is to allow a safer place for less experienced bicyclists, such as children who bike as a means of getting to school.

In addition, bicycle sharrows will be placed on both the northbound and southbound drive lanes to provide a place for faster more experienced bicyclists to travel, especially during times when there is high pedestrian traffic using the sidewalks. The sharrows indicate to vehicle operators that they must share the roadway space with bicycles. Finally, bike racks will be added at key locations throughout the corridor to invite bikers to dismount and patronize local businesses.

Traffic Signals and Signalized Crosswalks:

A traffic signal is being proposed at both the Baltimore Street/Lefever Street intersection and the Baltimore Street/South Street intersection. It is intended for these traffic signals to be timed and work in conjunction with each other, as well as, the traffic signal at the Steinwehr Avenue intersection. The Committees identified issues with turning movement from Lefever Street, left onto southbound Baltimore Street. Additional, analysis will be completed during the design phase to determine the feasibility of a traffic signal at these intersections.

A signalized crosswalk is proposed on the northern side of the Breckenridge Street/Baltimore Street intersection to provide safer crossing for school students, as well as, other pedestrians traffic. This signal is being combined with curb bump outs and signage to improve the safety of pedestrian crossing at this intersection.

Bus Stops:

The existing Gettysburg Transit bus drop-off and pick-up areas on both the west and east side of Baltimore Street near Breckenridge Street will remain. An additional Gettysburg Transit bus pull-off area is being added on Lefever Street to promote a drop-off and pick-up location that is less obstructive along the Baltimore Street Corridor.

Pedestrian Access to the Elementary/Middle School:

Pfeffer Alley is also proposed to be improved as part of Phase I. This alley is used by many children who walk or bike daily to the Gettysburg Elementary and Middle School, but also by other pedestrians who park at the Elementary/Middle School and walk to businesses along Baltimore Street.

The alley will be reconstructed with Permeable Pavers held in place with a depressed curb. Stormwater storage will be provided below the Permeable Pavers in order to provide runoff capture and water quality. A construction detail for Permeable Pavers can be found in Appendix A.

Street lights are also proposed along the alley to enhance the safety for pedestrians. These street lights will be mounted at a lower height than the ones along Baltimore Street to provide lighting coverage in the alley while remaining within the alley right-of-way.

A sidewalk is also proposed along the north side of Lefever Street in the front area of Mr. G's Ice Cream to provide an additional pedestrian path for students and patrons of the commercial businesses along Baltimore Street. The addition of a sidewalk in this location will connect the existing parking area near the Elementary School, which is opposite of Schoolhouse Alley to Baltimore Street. Two new ADA curb ramps are also proposed to traverse Schoolhouse Alley.

Utilities:

Since many of the current overhead communication utilities are outdated and/or unnecessary, encouragement to unclutter, burying, and/or eliminate unnecessary utilities, where appropriate, is being highly recommended to the utility companies. Utility companies are also encouraged to install new and/or updated fiber optic lines. In addition, the utility poles and public waterlines may need to be relocated due to the proposed adjustments in the curb line.

Stormwater Management:

Curb side rain gardens are being proposed to improve the quality and reduce the quantity of stormwater runoff. More specifically, a rain garden is being proposed at the northern corner of the Lefever Street and Baltimore Street intersection. In addition, new storm sewer pipe and inlets will be installed along the entire phase to account for runoff being blocked by curb bump outs and to eliminate roof leader discharge onto the sidewalks which creates a safety hazard to pedestrians, especially during the winter months. Overall the addition of new storm sewer pipe and inlets will improve stormwater conveyance along Baltimore Street.

Miscellaneous Appurtenances:

Additional improvements and appurtenances will be installed along the entire phase such as trash receptacles and benches. Also, new street trees will be added at various locations and tree grates will be installed on both existing and proposed trees. Examples of these miscellaneous appurtenances can be found in Appendix A.

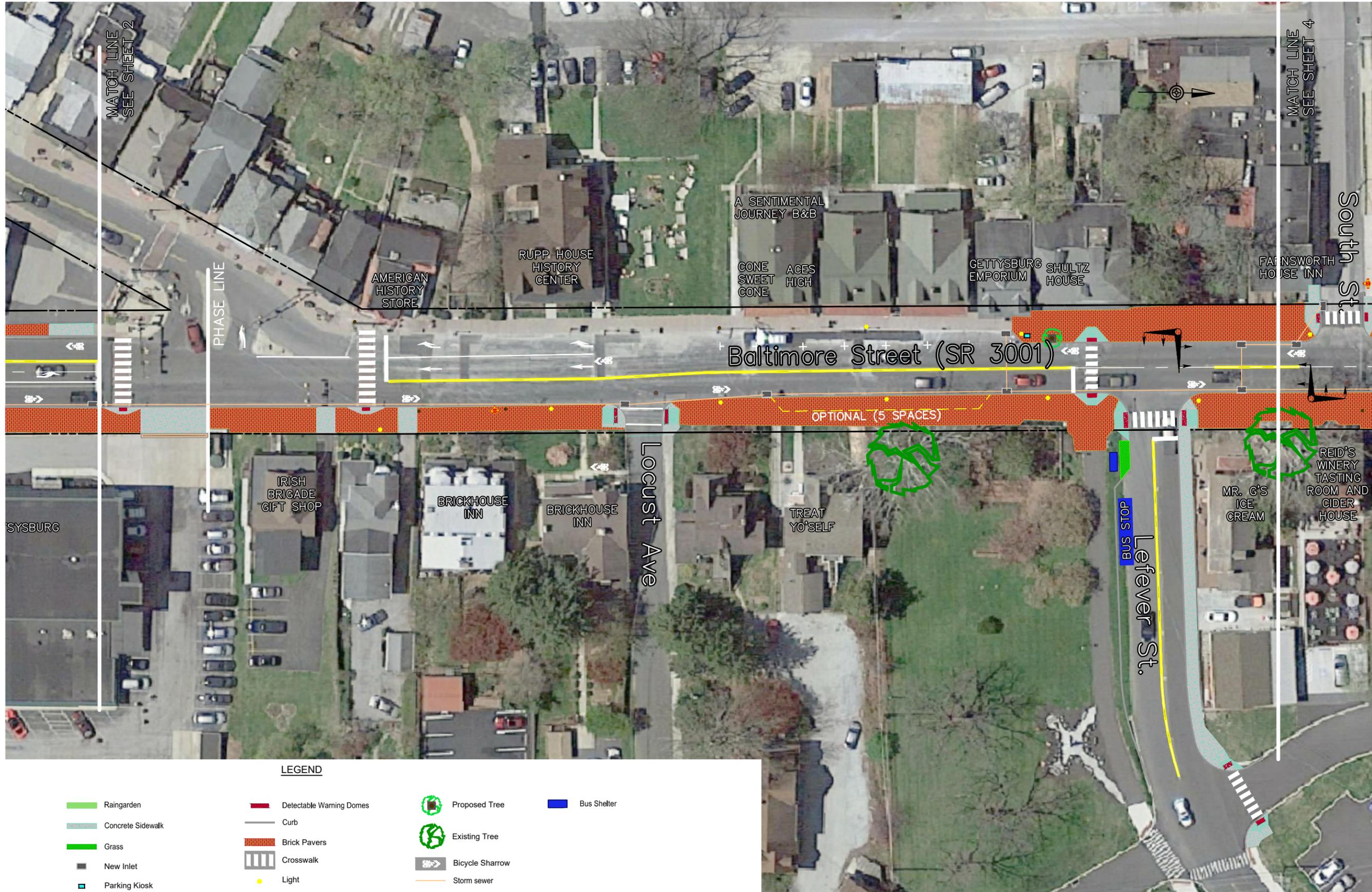
Restrooms:

Currently, there are no public restrooms along the Baltimore Street Corridor. Visitors are forced to depart the area or pester local businesses for the use of their facilities. While the need for public restrooms is evident, a location has not been secured for this feature. One identified potential location for this feature is a lot currently owned by the Gettysburg Area School District at the intersection of Lefever Street and Baltimore Street. However, due to the uncertainty of the location, the perpetual ownership, maintenance responsibility, and funding source of this facility, it has not been added to this Master Plan or the included cost estimate. It is simply being noted as a concern of the Stakeholders and Committee members and will need further investigation.

PHASE I – DESIGN CONSIDERATIONS:

The following design elements will need to be taken into consideration during the design and construction of this Phase.

- Storm sewer sizing and design, including avoidance of utility conflicts;
- Design and layout of new curb line;
- Building and step tie-ins to new brick sidewalk;
- Waterline relocation;
- Pavement design for Baltimore Street and Lefever Street;
- Traffic signal warrant analysis, permit, and signal plan for Lefever Street signal;
- Lefever Street sidewalk layout and right-of-way research;
- Breckenridge Street signalized crosswalk permit and plan;
- Design of all curb ramp;
- Planters or planting beds, placement of street benches;
- Street trees, shrubs, and landscaping;
- Street light and parking kiosk foundation design;
- Street light and parking kiosk electrical design and layout;
- Traffic control phasing and plan for during the construction phase;
- Design of permeable surface and underground storage for Pfeffer Alley;
- Design of retaining wall between the 1863 Inn of Gettysburg and Locust Avenue;
- Utility modifications to water and gas valves;
- Utility pole relocation.



LEGEND

- Raingarden
- Concrete Sidewalk
- Grass
- New Inlet
- Parking Kiosk
- Detectable Warning Domes
- Curb
- Brick Pavers
- Crosswalk
- Light
- Existing Fire Hydrant
- Proposed Tree
- Existing Tree
- Bicycle Sharrow
- Storm sewer
- New Trench Drain
- Bus Shelter

Main Street Gettysburg
 PHASE 1
 STEINWEHR AVENUE TO SOUTH STREET
 GETTYSBURG BOROUGH
 ADAMS COUNTY, PENNSYLVANIA
BALTIMORE MASTER PLAN

C.S. Davidson, Inc.
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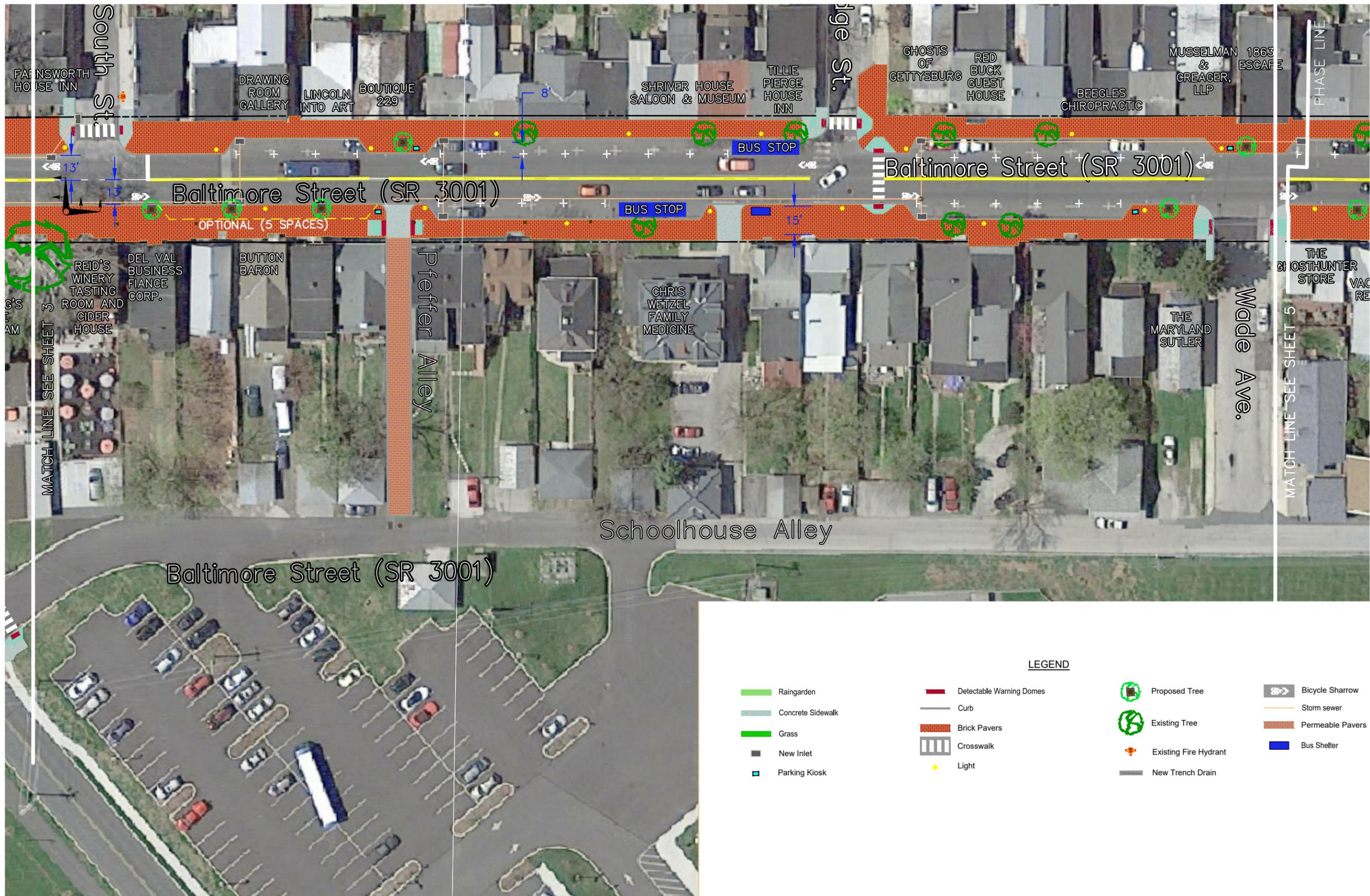
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Lefever Street Before



Lefever Street After





Main Street Gettysburg
 PHASE 1
 SOUTH STREET TO WADE AVENUE
 GETTYSBURG BOROUGH
 ADAMS COUNTY, PENNSYLVANIA
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LEGEND	
Raingarden	Detectable Warning Domes
Concrete Sidewalk	Curb
Grass	Brick Pavers
New Inlet	Crosswalk
Parking Kiosk	Light
Proposed Tree	Existing Tree
Existing Fire Hydrant	New Trench Drain
Bicycle Sharrow	Storm sewer
Permeable Pavers	Bus Shelter

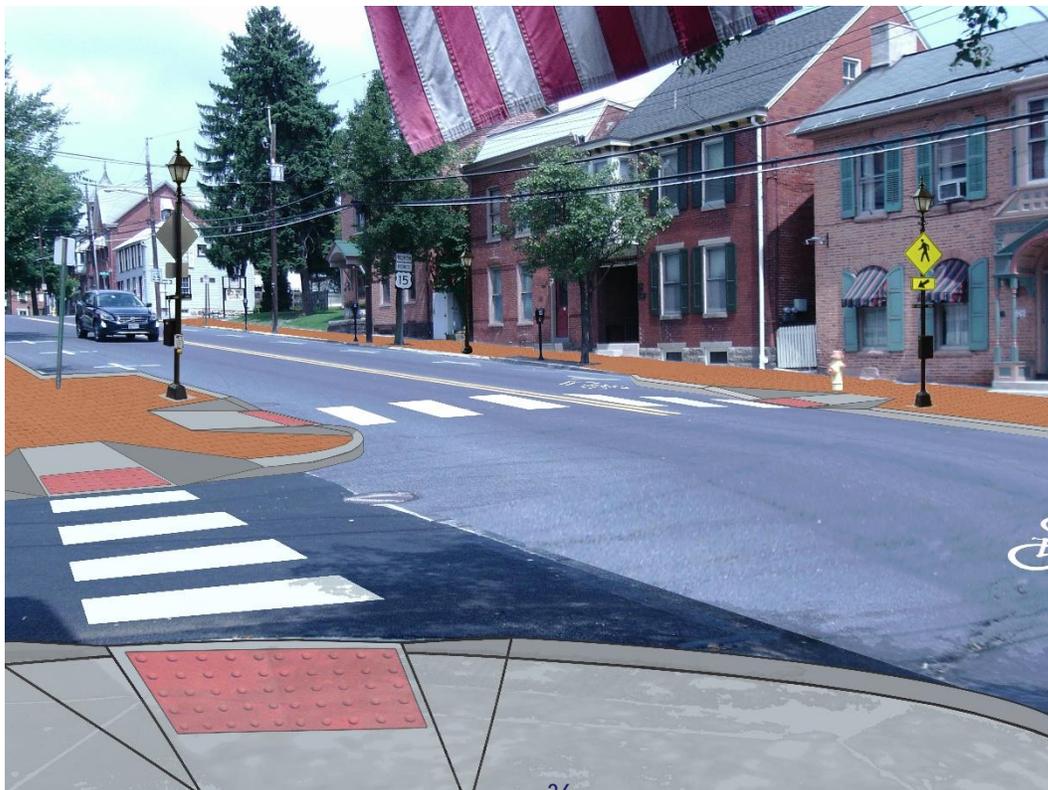
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Breckenridge Street Before



Breckenridge Street After



PHASE 2A

LINCOLN SQUARE

PHASE 2A DESCRIPTION:**Limits:**

Phase 2A runs along Baltimore Street from Wade Avenue north to Lincoln Square and continues along the first block of Carlisle Street coming to an end at the Lincoln Train Station and Bus Transfer Center.

Roadway:

The roadway will be narrowed to provide 13-foot travel lanes and 8-foot on-street parking spaces with some on-street parking being repurposed. The purpose of the roadway narrowing is to calm traffic and provide wider sidewalks. The entire roadway surface will be milled and overlaid at the completion of construction.

Sidewalks:

The current sidewalks are narrow and uneven in many places which causes tripping hazards and presents ADA compliance issues. New curb and brick sidewalks will be installed along both sides of Baltimore Street. The proposed sidewalks will be wider and will feature ADA compliant curb ramps, where applicable, to accommodate larger pedestrian volumes.

The color and/or surface will be changed at locations where sidewalks cross access drives and alleys to alert both pedestrians and vehicle operators. All crosswalks will be repainted with higher visibility “piano key” style patterns.

Emblems will also be embedded into the new sidewalks that call out attention to and commemorate the path President Lincoln took from the Lincoln Square to the National Cemetery where he delivered the Gettysburg Address.

Curb Bump Outs:

Curb Bump Outs will be installed at most street and alley intersections to improve sight distance, traffic calming, and shorter crosswalks. The Curb Bump Outs also aid in providing a space for appurtenances, such as, benches, street trees, and parking kiosks without obstructing the clear path of the sidewalk, as well as, locations for stormwater facilities and rain gardens.

Street Lights:

One of the most notable improvements will be the addition of new street lights throughout the corridor to create a well-lit and inviting atmosphere in the area. The additional street lights are intended to improve safety, as well as, improve the quality of life for residents. With the addition of new street lights, consideration will be given for the removal of existing street lighting currently located on the overhead utility poles in areas where lighting will be supplemented by the new street lights.

Parking:

New parking kiosks are being proposed which will replace individual parking meters throughout the corridor. The intent is to update parking payment efficiency with modern technology, as well as, reduce clutter by eliminating individual parking meters. These parking kiosks can be positioned along any of the curb bump outs. If the opportunity presents itself, the parking kiosks can also double as a place for electric car refueling stations.

Bicycle:

With the general widening of the sidewalks, they will become more accessible to both pedestrians and bicyclists by reducing the width of travel lanes and adding curb bump outs, all while eliminating clutter. The intent is to allow a safer place for less experienced bicyclists, such as children who bike to school or patronize the Adams County Library.

In addition, bicycle sharrows will be placed on both the northbound and southbound drive lanes between Wade Avenue and High Street to provide a place for faster more experienced bicyclists to travel, especially during times when there is high pedestrian traffic using the sidewalks. The sharrows will also continue east onto High Street, as well as, north onto Stratton Street to the area currently defined by the Gettysburg Borough as the REDDI site. A map showing the future bike trail connection throughout Gettysburg Borough is attached within the Phase Plans of this Section. This area is a key location for accessing public transportation, public parking, and connecting to the Gettysburg Inner Loop. The sharrows indicate to vehicle operators that they must share the roadway space with bicycles. Finally, bike racks will be added at key locations throughout the corridor to invite bikers to dismount and patronize local businesses.

Public Library Access:

Consideration is being given to a new ADA compliant driveway apron, which will allow patrons of the Adams County Public Library to access the current parking lot from Baltimore Street. The existing parking lot for the Library is congested, inefficient, and difficult to maneuver. The proposed ADA compliant driveway will greatly improve the existing Library parking lot issues.

Utilities:

Since many of the current overhead communication utilities are outdated and/or unnecessary, encouragement to unclutter, burying, and/or eliminate unnecessary utilities, where appropriate, is being highly recommended to the utility companies. Utility companies are also encouraged to install new and/or updated fiber optic lines. In addition, the utility poles and public waterlines may need to be relocated due to the proposed adjustments in the curb line.

Stormwater Management:

Curb side rain gardens are being proposed to improve the quality and reduce the quantity of stormwater runoff. In addition, new storm sewer pipe and inlets will be installed along the entire phase to account for runoff being blocked by curb bump outs and to eliminate roof leader discharge onto the sidewalks which creates a safety hazard to pedestrians, especially during the winter

months. Overall the addition of new storm sewer pipe and inlets will improve stormwater conveyance along Baltimore Street.

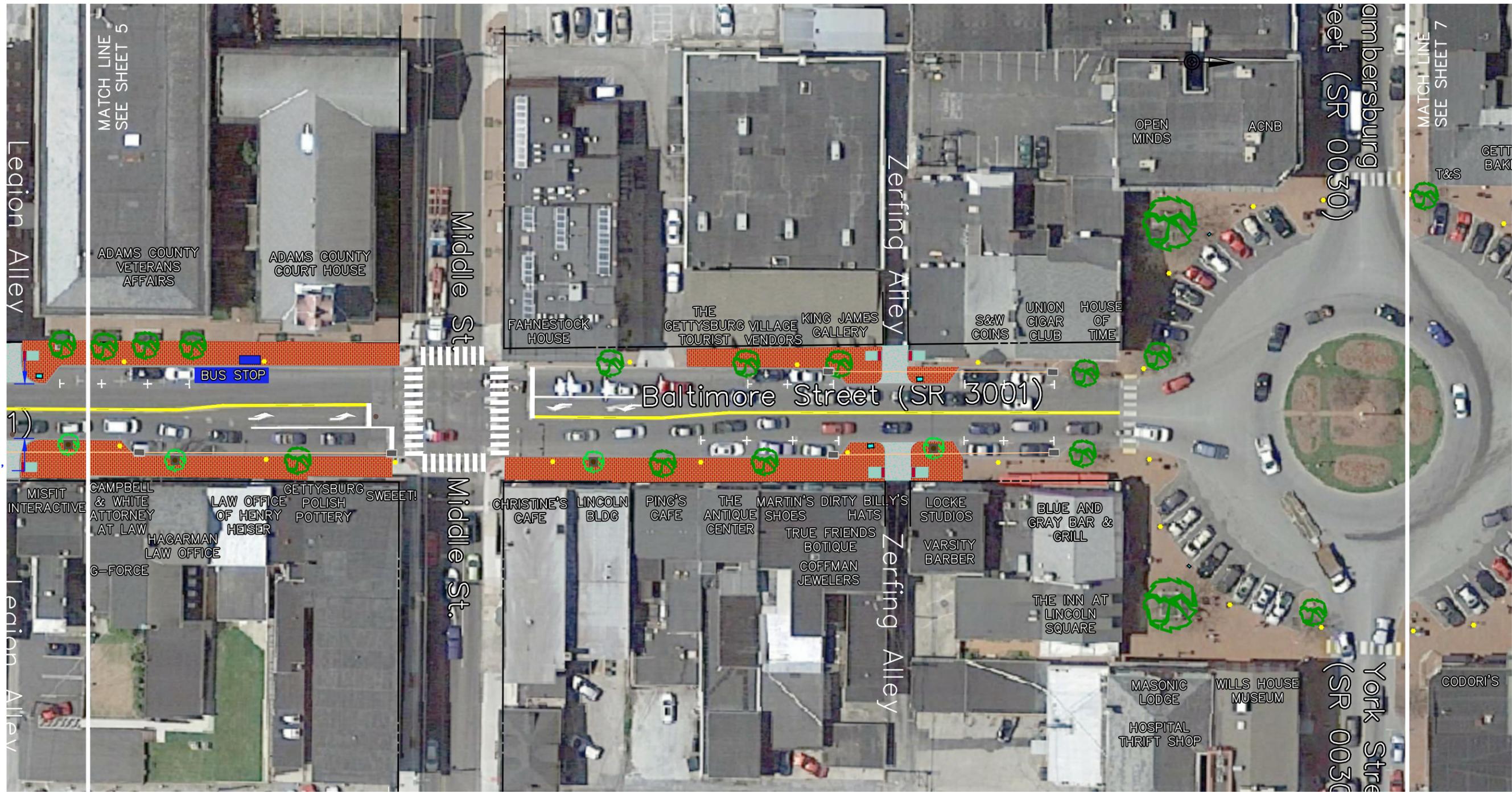
Miscellaneous Appurtenances:

Additional improvements and appurtenances will be installed along the entire phase such as trash receptacles and benches. Also, new street trees will be added at various locations and tree grates will be installed on both existing and proposed trees. Examples of these miscellaneous appurtenances can be found in Appendix A.

PHASE 2A – DESIGN CONSIDERATIONS:

The following design elements will need to be taken into consideration during the design and construction of this Phase.

- Storm sewer sizing and design, including avoidance of utility conflicts;
- Design and layout of new curb line;
- Building and step tie-ins to new brick sidewalk;
- Waterline relocation;
- Pavement design for Baltimore Street;
- High Street and Middle Street Signal Permit Plan update;
- Design of all curb ramps;
- Planters or planting beds, placement of street benches;
- Street trees, shrubs, and landscaping;
- Street light and Parking Kiosk Foundation design;
- Street light and parking kiosk electrical design and layout;
- Traffic control phasing and plan for during the construction phase;
- Utility modifications to water and gas valves;
- Utility Pole relocation.



LEGEND

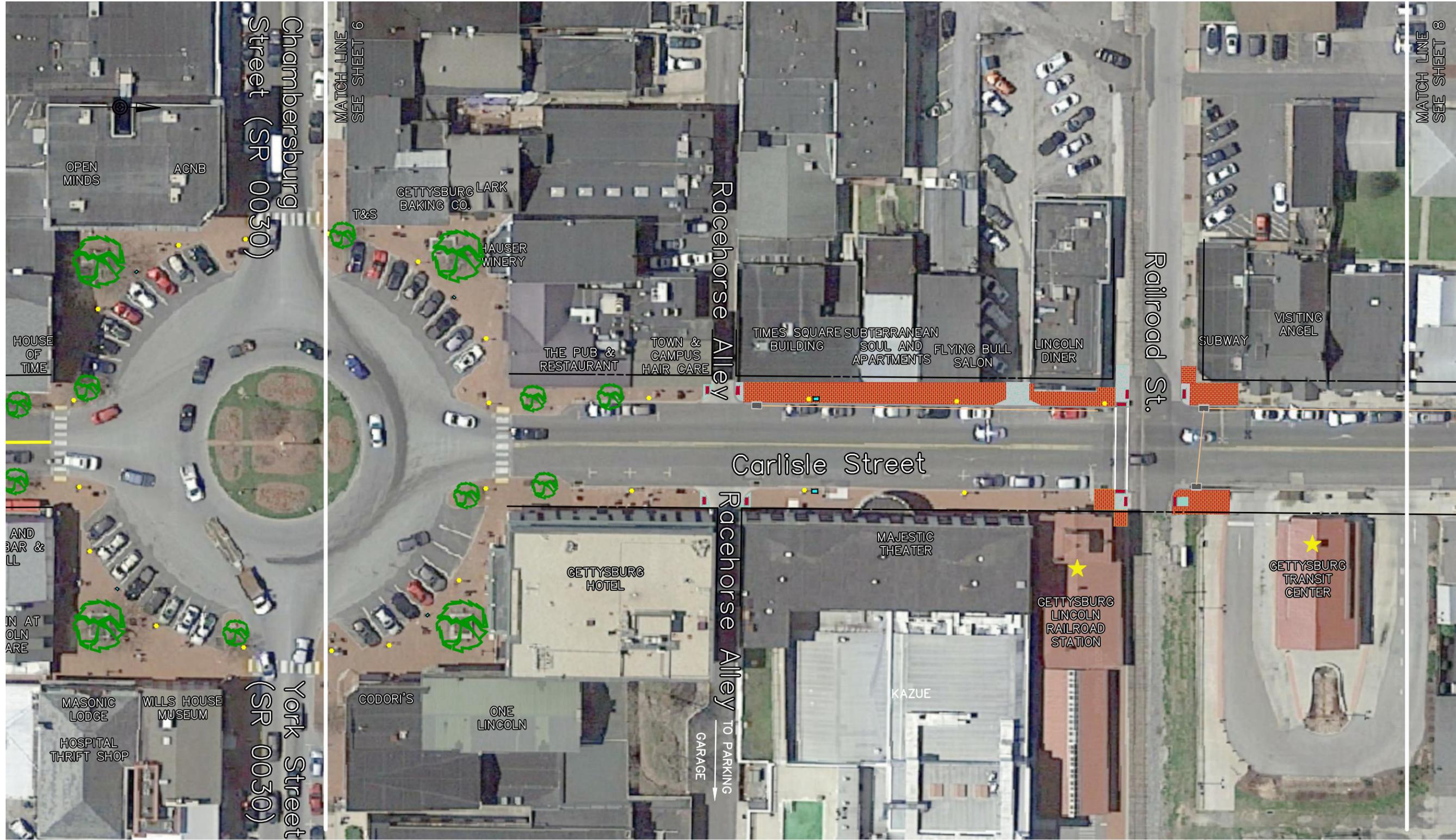
- Raingarden
- Concrete Sidewalk
- Grass
- New Inlet
- Parking Kiosk
- Detectable Warning Domes
- Curb
- Brick Pavers
- Crosswalk
- Light
- Proposed Tree
- Existing Tree
- Existing Fire Hydrant
- New Trench Drain
- Bicycle Sharrows
- Storm sewer
- Bus Shelter

Main Street Gettysburg
 PHASE 2A
 LEGION ALLEY TO YORK STREET
 GETTYSBURG BOROUGH
 ADAMS COUNTY, PENNSYLVANIA
 BALTIMORE MASTER PLAN

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MATCH LINE
SEE SHEET 6

MATCH LINE
SEE SHEET 8

LEGEND

- Raingarden
- Detectable Warning Domes
- Proposed Tree
- Parking Kiosk
- Bus Shelter
- Concrete Sidewalk
- Curb
- Existing Tree
- Light
- Brick Pavers
- New Trench Drain
- Bicycle Sharrow
- Crosswalk
- Existing Fire Hydrant
- Storm sewer
- Grass
- New Inlet

Main Street Gettysburg
 PHASE 2A
 YORK STREET TO GETTYSBURG TRANSIT CENTER
 GETTYSBURG BOROUGH
 ADAMS COUNTY, PENNSYLVANIA
 BALTIMORE MASTER PLAN

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LEGEND

- Raingarden
 - Concrete Sidewalk
 - Grass
 - New Inlet
- Detectable Warning Domes
 - Curb
 - Brick Pavers
 - Crosswalk
- Proposed Tree
 - Existing Tree
 - Existing Fire Hydrant
- Parking Kiosk
 - Light
 - New Trench Drain
 - Bicycle Sharrow
 - Storm sewer
- Bus Shelter

Main Street Gettysburg
 PHASE 2A
 GETTYSBURG TRANSIT CENTER TO STEVENS RUN
 GETTYSBURG BOROUGH
 ADAMS COUNTY, PENNSYLVANIA
 BALTIMORE MASTER PLAN

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PHASE 2B

GATEWAY

PHASE 2B DESCRIPTION:**Limits:**

Phase 2B begins at the southern Borough limit on Baltimore Street in the area of Evergreen Cemetery and continues to the northern most entrance at the 1863 Inn of Gettysburg.

Gateway:

A gateway feature such as flanking monuments, is being proposed at the top of the hill near the entrance to Evergreen Cemetery. The goal of the gateway is to create a sense of arrival and community for visitors and residents. A gateway is fundamentally important, as they are the first signs visitors see when crossing into the Borough limits and begin forming an impression of the area. Not only does the gateway create a welcome, but it also enhances the economic vitality within the redeveloped streetscape area.

Another important feature of the gateway is that it establishes an entrance, which will notify visitors and residents that they are entering a densely-populated area with high pedestrian volumes creating a traffic calming effect. The goal of using the gateway is to slow down motorists who are entering the Borough via Baltimore Street. Consideration is also being given to the addition of a small speed measuring device, that would display drivers speed when entering the Borough, as well as, additional speed limit signage that encourages motorists to reduce their speed.

Roadway:

The roadway will be narrowed to provide 13-foot travel lanes and 8-foot on-street parking spaces with some on-street parking being repurposed. The purpose of the roadway narrowing is to calm traffic and provide wider sidewalks. The entire roadway surface will be milled and overlaid at the completion of construction.

Sidewalks:

The current sidewalks are narrow and uneven in many places which causes tripping hazards and presents ADA compliance issues. New curb and brick sidewalks will be installed along both sides of Baltimore Street. The proposed sidewalks will be wider and will feature ADA compliant curb ramps, where applicable, to accommodate larger pedestrian volumes.

Currently, sidewalk does not exist and will be added from the starting point in the area of Evergreen Cemetery and the Gateway to the southern edge of the Gettysburg Tour Center parking lot. Consideration and care will need to be utilized during the design and construction phases to minimize potential impacts to current features on Gettysburg National Military Park land in this location. Main Street Gettysburg is currently working with the National Park Service on this sidewalk extension, as well as, a potential connection to a pedestrian trail system in the future.

The color and/or surface will be changed at locations where sidewalks cross access drives and alleys to alert both pedestrians and vehicle operators. All crosswalks will be repainted with higher visibility “piano key” style patterns.

Emblems will also be embedded into the new sidewalks that call out attention to and commemorate the path President Lincoln took from the Lincoln Square to the National Cemetery where he delivered the Gettysburg Address.

Curb Bumps Outs:

Curb Bump Outs will be installed at most street and alley intersections to improve sight distance, traffic calming, and shorter crosswalks. The Curb Bump Outs also aid in providing a space for appurtenances, such as, benches, street trees, and parking kiosks without obstructing the clear path of the sidewalk, as well as, locations for stormwater facilities and rain gardens.

Crosswalks:

Throughout Phase 2B, there is a lack of pedestrian crosswalks for visitors and residents, with the exception of one crosswalk at the intersection of Steinwehr Avenue and Baltimore Street. Therefore, pedestrians are forced to walk out of their way or to unsafely attempt to cross Baltimore Street. The addition of two new crosswalks are proposed in an effort to safely assist pedestrian with crossing the street. One crosswalk is being proposed in the area of the gateway at the top of the hill and the other in the vicinity of the parking lot entrance to Gettysburg Tour Center. Both crosswalks are proposed to be permitted as signalized mid-block crossings and will be defined with a “piano key” style pattern.

Street Lights:

Decorative street lights currently exist along portions of this phase; however, they are inconsistent to the Borough standard which has been developed to create a uniform look throughout town and an inviting atmosphere throughout the Borough for visitors and residents. The existing street lights will be replaced and additional street lights will be added throughout the corridor to create a well-lit and inviting atmosphere in the area. The street lights are intended to improve safety, as well as, improve the quality of life for residents. With the addition of new street lights, consideration will be given for the removal of existing street lighting currently located on the overhead utility poles in areas where lighting will be supplemented by the new street lights.

Parking:

New parking kiosks are being proposed which will replace individual parking meters throughout the corridor. The intent is to update parking payment efficiency with modern technology, as well as, reduce clutter by eliminating individual parking meters. These parking kiosks can be positioned along any of the curb bump outs. If the opportunity presents itself, the parking kiosks can also double as a place for electric car refueling stations.

Elimination of a few parking spaces is needed to allow for the sidewalk improvements and to gain ADA accessibility. Further measures of ADA accessibility will need to be taken to improve steps, railings, etc., into current businesses along Phase 2B. These improvements have been approved and are welcomed by current business owners.

Bicycle:

With the general widening of the sidewalks, they will become more accessible to both pedestrians and bicyclists by reducing the width of travel lanes and adding curb bump outs, all while eliminating clutter. The intent is to allow a safer place for those who are less experienced to bike.

In addition, bicycle sharrows will be placed on both the northbound and southbound drive lanes to provide a place for faster more experienced bicyclists to travel, especially during times when there is high pedestrian traffic using the sidewalks. The sharrows indicate to vehicle operators that they must share the roadway space with bicycles. Finally, bike racks will be added at key locations throughout the corridor to invite bikers to dismount and patronize local businesses.

Utilities:

Since many of the current overhead communication utilities are outdated and/or unnecessary, encouragement to unclutter, burying, and/or eliminate unnecessary utilities, where appropriate, is being highly recommended to the utility companies. Utility companies are also encouraged to install new and/or updated fiber optic lines. In addition, the utility poles and public waterlines may need to be relocated due to the proposed adjustments in the curb line.

Stormwater Management:

Curb side rain gardens are being proposed to improve the quality and reduce the quantity of stormwater runoff. In addition, new storm sewer pipe and inlets will be installed along the entire phase to account for runoff being blocked by curb bump outs and to eliminate roof leader discharge onto the sidewalks which creates a safety hazard to pedestrians, especially during the winter months. Overall the addition of new storm sewer pipe and inlets will improve stormwater conveyance along Baltimore Street.

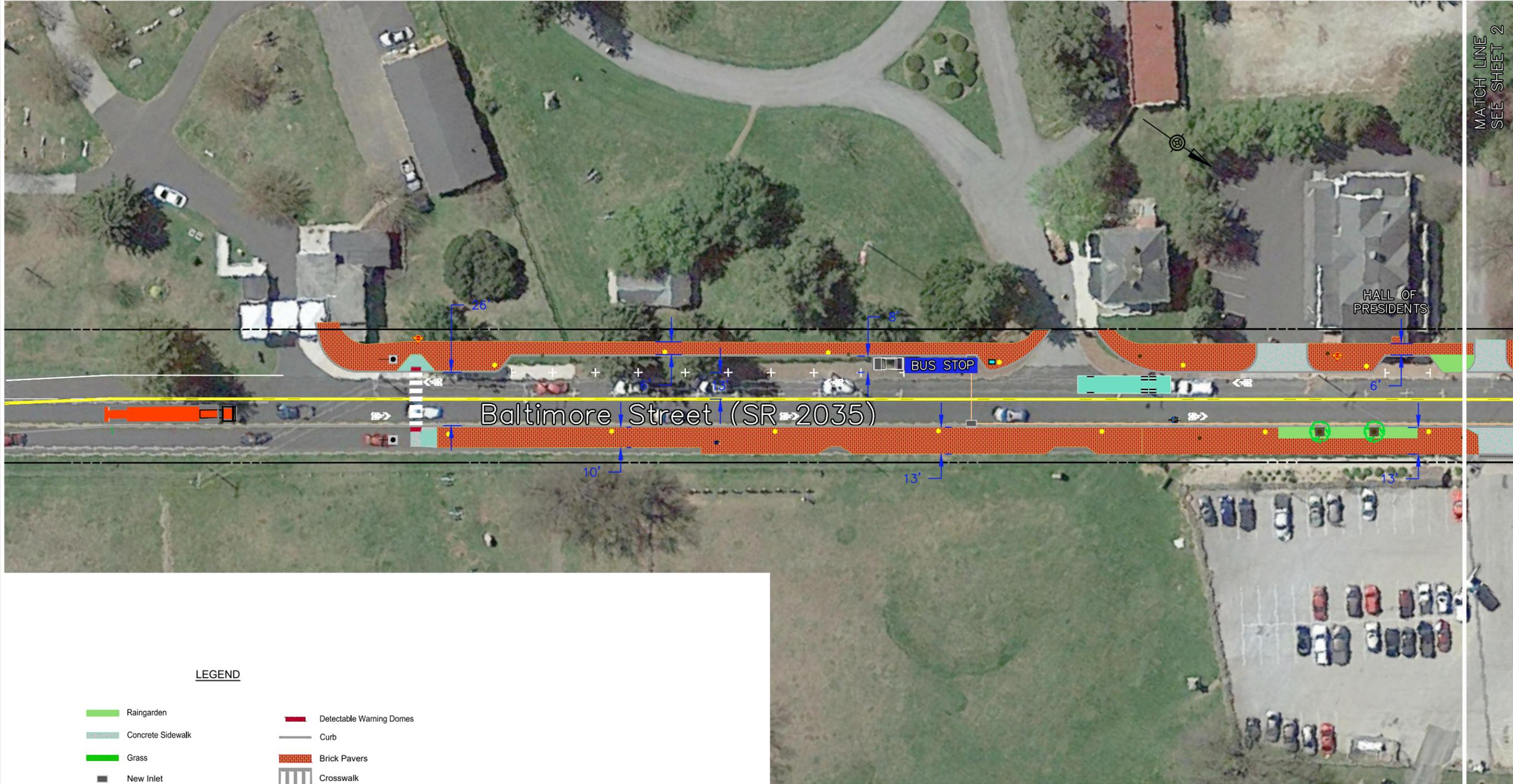
Miscellaneous Appurtenances:

Additional improvements and appurtenances will be installed along the entire phase such as trash receptacles and benches. Also, new street trees will be added at various locations and tree grates will be installed on both existing and proposed trees. Examples of these miscellaneous appurtenances can be found in Appendix A.

PHASE 2B DESIGN CONSIDERATIONS:

The following design elements will need to be taken into consideration during the design and construction of this Phase.

- Storm sewer sizing and design, including avoidance of utility conflicts;
- Design and layout of new curb line;
- Building and step tie-ins to new brick sidewalk;
- Pavement design for Baltimore Street;
- Raingarden design, sizing, and planting layout;
- Sharrow placement;
- Design of all curb ramps;
- Planters or planting beds, placement of street benches;
- Street trees, shrubs, and landscaping;
- Street light and parking kiosk foundation design;
- Street light and parking kiosk electrical design and layout;
- Traffic control phasing and plan for during the construction phase;
- Loading and unloading area for delivery trucks specifically by Rita's Italian Ice;
- Baltimore Street mid-block signalized crosswalk permit and plan at Gettysburg Tour Center and at the gateway near the Evergreen Cemetery;
- Re-setting of existing bricks along the National Cemetery property;
- Utility modifications to water and gas valves;
- Utility Pole relocation.



MATCH LINE
SEE SHEET 2

LEGEND

- Raingarden
- Concrete Sidewalk
- Grass
- New Inlet
- Parking Kiosk
- Proposed Tree
- Existing Tree
- Detectable Warning Domes
- Curb
- Brick Pavers
- Crosswalk
- Light
- Existing Fire Hydrant
- Bicycle Sharrow
- Storm sewer
- New Trench Drain
- Bus Shelter

Main Street Gettysburg
PHASE 2B
BOROUGH LINE TO GETTYSBURG TOUR CENTER
GETTYSBURG BOROUGH
ADAMS COUNTY, PENNSYLVANIA
BALTIMORE MASTER PLAN

C.S. Davidson, Inc.
Excellence in Civil Engineering
38 NORTH DUKE STREET, YORK, PA • PHONE (717) 846-4855 • FAX (717) 846-5811
50 WEST MIDDLE STREET, GETTYSBURG, PA • PHONE (717) 337-3021 • FAX (717) 337-0782
315 W. JAMES STREET, SUITE 102, LANCASTER, PA • PHONE (717) 481-2981 • FAX (717) 481-9600
WWW.CSDAVIDSON.COM

NO.	DATE	DESCRIPTION

DRAWN BY: CJM
CHECKED BY:
SCALE: 1" = 50'
DATE: 2/6/2017
DWG. NO. 619110100_Master Plan
FILE NO. 6191.1.01.00
SHEET NO. 1 OF 8

Gettysburg Tour Center Before



Gettysburg Tour Center After



APPENDIX A

**DETAILS, SPECIFICATIONS &
CONSTRUCTION MATERIAL**





03.19.201

BIKE RACKS

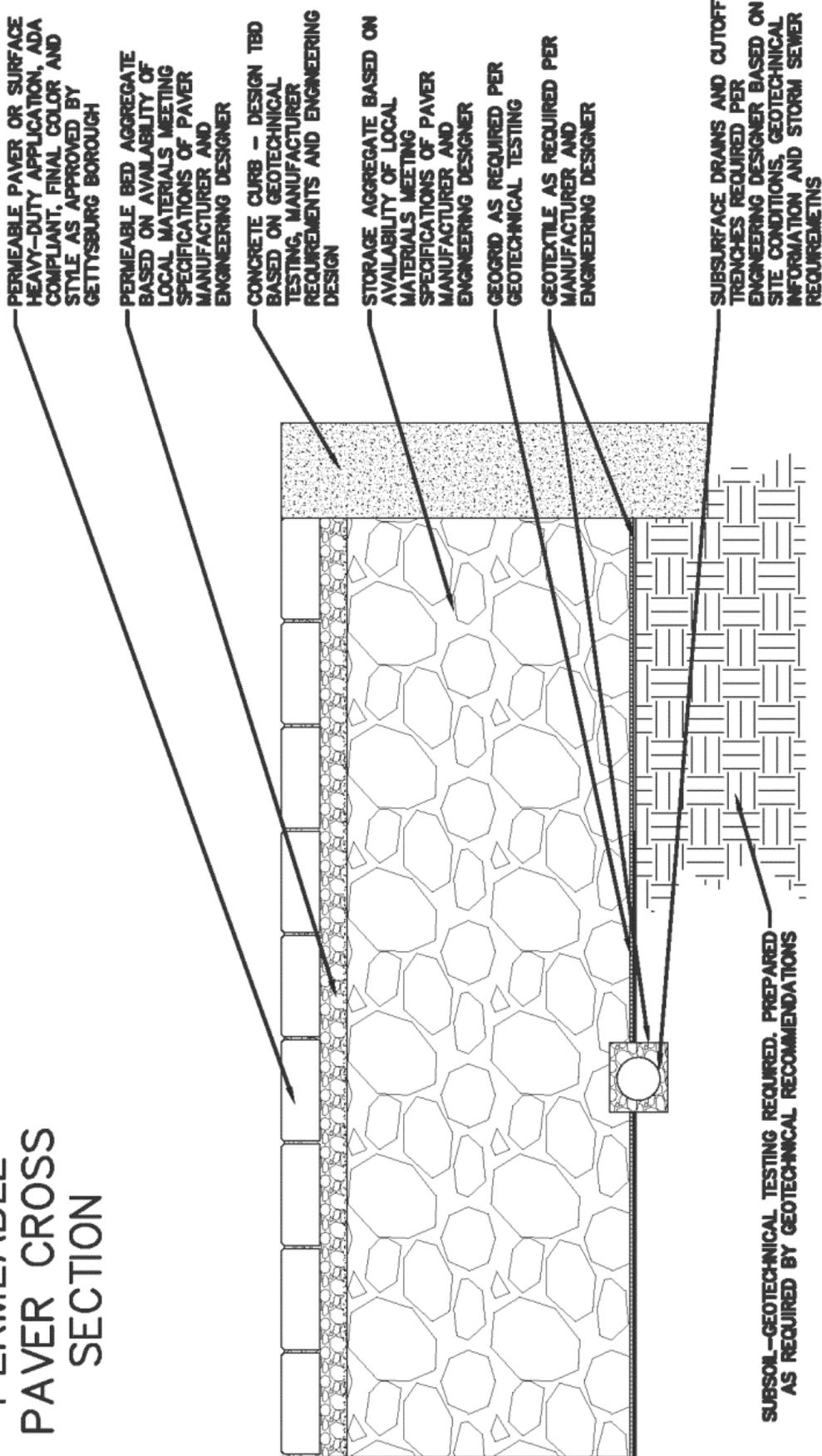




MULTI-SPACE PARKING KIOSK

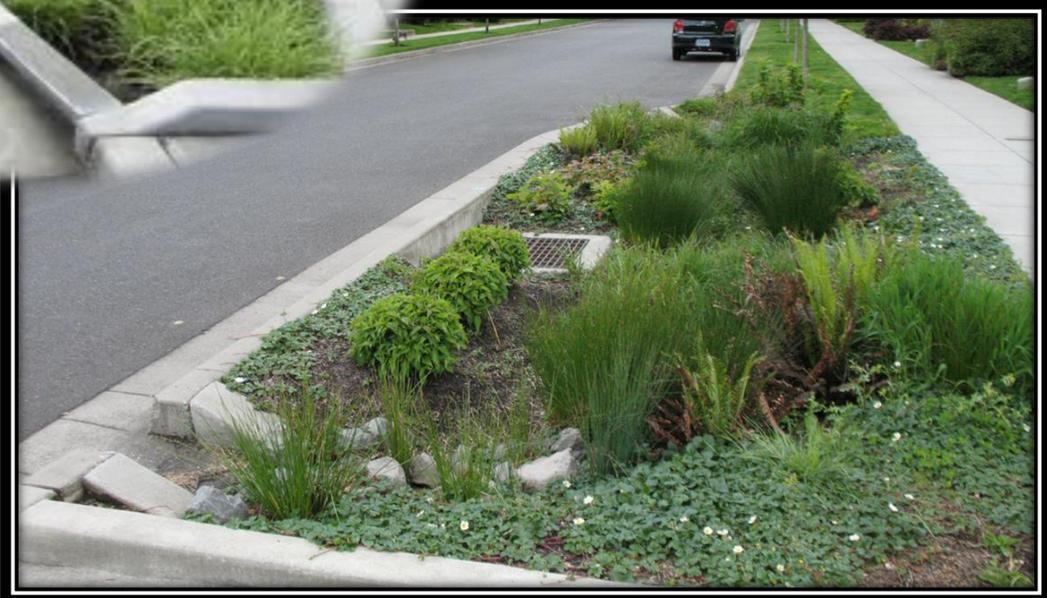
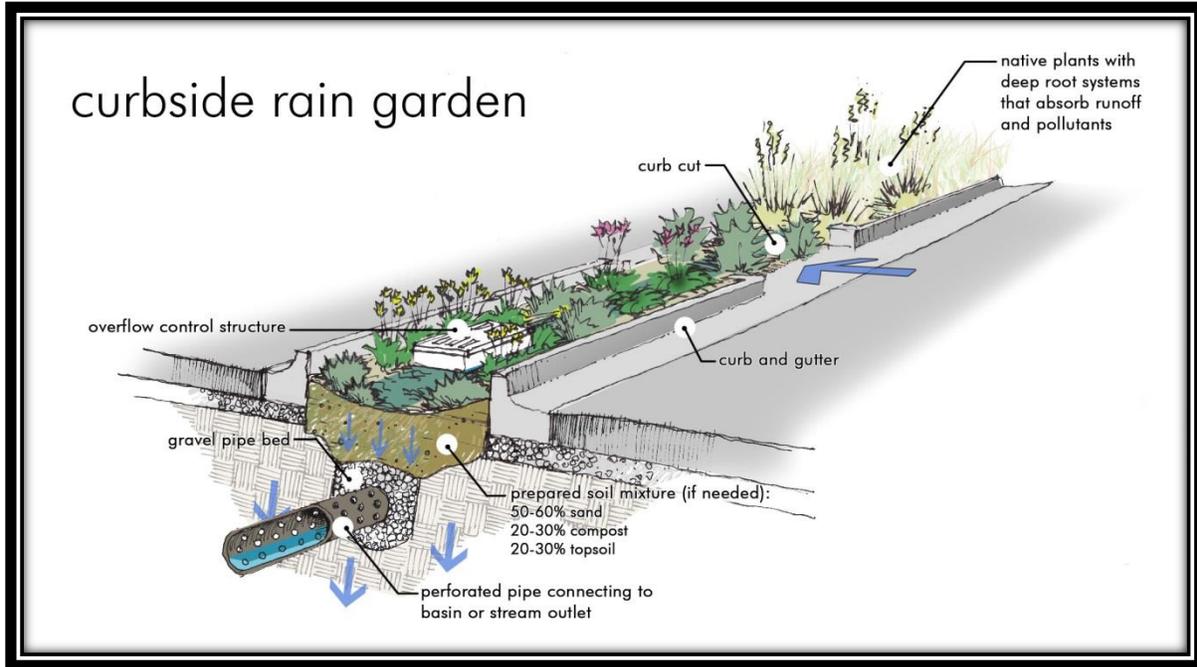


GENERAL
PERMEABLE
PAVER CROSS
SECTION



RAIN GARDEN









TRASH & RECYCLING CANS



APPENDIX B

MEETING MINUTES



**Main Street Gettysburg and Gettysburg Borough
PennDot Meeting – January 9, 2018
Baltimore Street Economic Development Revitalization Project
Highlights of the Meeting**

Attendees:

Steve Moore, ADA Coordinator, PennDot
Adam Wright, Project Manager, PennDot
Jerry Hartman, Adams County Maintenance Manager, PennDot
Charles Gable, Gettysburg Borough Manager
Chad Claybaugh, Borough Engineer, C.S. Davidson
Dan Hilliard, Public Works Manager, Gettysburg Borough
Deb Adamik, President Main Street Gettysburg

Distribution of Notes:

Tony Berger, Portfolio Manager, PennDot
Nate Walker, Planning and Programming Manager

Purpose of the meeting:

The purpose of the meeting was to provide the PennDot representatives an overview of the most recent version of the Baltimore Street Economic Revitalization Master Plan. Chad Clabaugh, C.S. Davidson and Borough Engineer presented the plans to upgrade the Baltimore Street corridor.

Highlights of the discussion:

- Steve Moore had sent an inquiry to Charles Gable, Borough Manager, to gather information that would help PennDot to coordinate their project schedule. There is a resurfacing project scheduled for a portion of Baltimore Street in 2019. The group wanted to understand the Baltimore Street project to determine if there was an opportunity to coordinate and possibly save some money.
- Charles Gable, Deb Adamik and Chad Clabaugh all gave an overview of the project, with Chad drilling down to the specifics that PennDot would be most involved.
- Overall, the PennDot reps present seemed comfortable with the plan given it extended the work done on Steinwehr. However, they were clear to say that they were NOT the people who approve projects and that we needed to talk to Tony Berger and Nate

Walker for their guidance on seeking funding and seeking appropriate approval channels.

- The most significant points of interest were:
 - Widening the sidewalks and replacing them with bricks. Storm water is an issue and there will also be the possibility of moving GMA waterlines. If we could get the utility work done ASAP, this could save upending the resurfacing that PennDot is planning to do.
 - Adding an additional traffic light. There was a concern about the potential of traffic back-up. The Borough group explained that slowing the traffic down and improving safety were major goals of this project.
 - The plan includes sidewalk bump-outs. Snow removal was a concern. Danny Hilliard, Borough Public Works Manager, was aware and agreed that he would handle it.
 - The PennDot reps distributed their plans for resurfacing a portion of Baltimore St. in 2019. They were looking at April, but if we could find funding and get the utilities handled, they may be able to work with us. They do work on a 2-year cycle, so would have to get their work done by the end of 2019.

Follow-up and next steps:

- Everyone agreed to keep each other updated as both projects move forward.
- Deb Adamik will contact Tony Berger and/or Nate Walker to discuss funding possibilities and strategies to get the utilities done ASAP.

Great meeting. Thank you to everyone who invested their time to participate.

Deb

BALTIMORE STREET

HISTORIC PATHWAY REVITALIZATION PROJECT

Community & Stakeholder Committee

Minutes

August 2, 2017

ATTENDING: Max Felty, Katie Hess, Becky LaBarre, Tim Woodward, Kathy Reid, Stephanie McIlwee, Emma Lower, Tom Jolin, Norris Flowers, John Lansing, Dawn Smith, Deb Adamik, Annie Letendre

The meeting was convened at 8:35 a.m. by Deb Adamik at Borough Hall.

- Since the last Community & Stakeholder Meeting on June 21, 2017, there have been two Baltimore Street meetings held: A July 11 District-wide Meeting and a July 25 Steering Committee. The draft of the physical design Master Plan developed by CS Davidson will be presented to Borough Council at 7:00 p.m. at the August 28, 2017 Borough Worksession.

Marketing of Baltimore Street District:

- Deb Adamik provided a review of marketing related ideas that have been discussed by the Baltimore Street District committees. The marketing goals for this revitalization project are to attract new and support existing businesses, new residents, visitors and patrons to the Baltimore Street District.
- Deb asked Norris Flowers, Destination Gettysburg, to provide insight to the group and assist in creating an effective marketing plan. Katie Hess, South Mountain Partnership and the Farmers Market rep, Emma Lower, were asked to provide their input about how the Baltimore Street District can help market and support the regional agriculture industry, especially since “authenticity and food” are important assets for this district. A marketing message that includes the region’s local food business will benefit both the businesses on Baltimore Street and the regional agriculture industry.
- A list of questions was handed out for discussion. Following are highlights of the thoughts shared that address the questions:

Questions Posed to the Committee:

- **Who are the market segments and what will attract each of these market segments to Baltimore Street?**
 - **Businesses:** Infrastructure (lights, sidewalks), thriving business environment, ease of doing business
 - **Residents:** Safety, attractiveness, parking
 - **Visitors/Patrons:** Authentic and memorable experience, desirable products, variety of businesses – An attractive nice place to come
 - **Students:** Food, products geared to their needs
- **What does Baltimore Street offer to town? County? Region? State? Nation?**
 - Lincoln’s Historic Pathway – History, sense of place, lessons for today lived by people on Baltimore Street in 1863 (History)
 - Diverse neighborhood of businesses, residents, community services, visitors, history lovers, school
 - Connections to agriculture –Locally grown food served fresh, wineries, authentic food restaurants, farmers markets, food tours tied into history
 - Inspirational art, music and experience. Messages based on history but communicated in a way to relate to today’s and future generations. (Culture)

- **What will make Baltimore Street unique?**
 - Culture/Arts
 - Fresh Food/Agri-tourism
 - History – Lincoln’s Historic Pathway
 - Authenticity - 40% plus are witness buildings, inspirational stories from history that occurred there
- **What is the product/service we can offer? ---- The Experience**
 - History – Stories (Tours, use of technology, waysides, creatively incorporated in amenities like the bike racks, etc.), Gettysburg Address, Lincoln’s footsteps, the Barricade,
 - Authenticity – Wineries, Food, attractions that showcase how it was in 1863
 - Culture – Events, visual creativity that tells the history, artists & story-telling– music, art, sculpture
- **South Mountain Region**
 - A mechanism to get people that are visiting Gettysburg to be made aware of & visit the South Mountain region. People will stay in town longer if they can also enjoy our surrounding region.
 - Stacy Levy, artist from State College – art that connects towns to country sides
 - Shireen Farr, COO of Cumberland Area Economic Development Corporation is creating a brochure that promotes agricultural tours and other promotional venues by type in Cumberland County. Katie suggested we look into what they are doing to benchmark some of their ideas. There could be an opportunity to model this approach and/or just use that brochure and distribute it by local merchants.
- **Farmer’s Markets**
 - The group agreed the district supports having the farmers markets. The farmer’s markets seek more foot traffic – patrons
 - The farmer’s markets need to be aware of the revitalization project & planned changes such as bump-outs, etc., so when they make decisions about locations, they are informed about future changes. One idea was to consider the Middle Schools’ parking lot near the stadium for a centralized area.
 - Farmer’s Markets provide vibrancy to a streetscape.
- **Who needs to be involved in creating an exceptional marketing plan?**
 - Baltimore Street Committees – businesses and organizations such as the Library
 - Destination Gettysburg
 - South Mountain Partnership

Marketing Discussion Ideas & Topics - Following are highlights of additional ideas and discussion points shared:

- Norris Flowers clarified that Baltimore Street will be a new ‘product’ within the “brand” of Gettysburg
- Much of the marketing will be niche marketing – to focus on specific target audiences (foodie types, history types, art types, etc.)
- Cumberland County is working on updating an Agri-tourism Guide and want to include Adams County
- Gettysburg was a ‘bread basket’ in 1863 and that was what brought the troops here – tell the story. This is an excellent way to tie history to the authenticity and foodie markets.
- Emphasize the idea of ‘Building a Community’, ‘Work in Progress’, things are happening by finding more immediate and visible projects such as bike racks. Tom Jolin, HABPI, is spearheading this initiative.
- The Library can help tell the many stories of Baltimore Street and be a venue to distribute materials related to any marketing, especially for partner organizations such as the Farmer’s Markets, South Mountain, etc.
- Potential Events need to be considered:
 - Bounty of the County/Edible Arts Tour Event -
 - Use school district parking lot as a venue site for events
- Technology/app for Baltimore Street district – highlighting different tours/history/shops/restaurants

Summary of the meeting – In Conclusion:

- At the end of the meeting, the group agreed that the list of ideas that has been collected over six months of meeting, is plenty to form a foundation for building a more in-depth Marketing Plan and messaging. Part of the marketing plan is identifying specific projects, venues for marketing and costs, specific enough to use for grant requests. There were 3 consistent and significant categories identified for creating a marketing messaging plan:
 - Lincoln & Baltimore Street stories of citizens – Sense of place, inspirational messages of peace and unity
 - Authenticity – Celebrating the quaint, natural beauty of the area and surrounding agriculture. Tying history, farmers market, wineries and potential restaurants into an authentic experience.
 - Culture – Art, music, writing, theater, all showcased on Baltimore Street.
- Creating the specific message, may become a topic for a small break-out group.

Next Steps for Stakeholders Group:

- It is now time to step back and regroup. The list of topics for the stakeholders has been completed and discussed at a very high level. It is now time to organize a few small action teams that will dig deeper into some of the specific ideas on the table of this plan. For example, a few individuals to focus on the story telling of history on Baltimore Street, bike share, bike racks. Visitor amenities may be a topic to be hammered out in more detail.
- Deb will be taking all of the information to date and determining where we need these more in-depth discussions. Once these topics are identified, Deb will send out requests to meet and participate.
- Deb will get back to the Stakeholders group as soon as this review is completed and the next steps defined.

Thank you to everyone who has been so committed to date in attending meetings and getting us to this point. I will be calling on many of you to help me move this project to its next level.

Please mark your calendar to attend the Borough Council Worksession on August 28 to show your support of the plan that this community has created.

The meeting was adjourned by Deb Adamik at 10 a.m.

BALTIMORE STREET

HISTORIC PATHWAY REVITALIZATION PROJECT

Baltimore Street Revitalization Steering Committee

July 25, 2017

Attendees: Kathy Reid, Nancie Gudmestad, Wendy Allen, Tim Woodward, Becky Brown, Carly Marshall, Sarah Kipp, Becky LaBarre, Nancy Kramer, Jim Ekdahl, Lynn Chronister, Jesse Coulter, Chad Clabaugh, Deb Adamik, Annie Letendre

Purpose of the meeting: For the group to decide on how to assess the parking feedback provided at the July 11 District Meeting. Chad Clabaugh brought a hybrid plan for the group to review.

The meeting began with a few updates:

- Thank you to Sarah Kipp for her recent article in the Gettysburg Times, which included information on the Baltimore Street project.
- Nancy Kramer has plans to hopefully curb some of the cigarette litter in town.
- Kathy Reid shared several packets of information in regards to bike shares & wayfinding signage.
- Deb Adamik provided a brief recap of the July 11 District meeting.

Hybrid Plan Updates & Changes

- **School Lot:** The plan presented by Chad Clabaugh included some additional features around the Lefever Street intersection. The plan now shows the school parking lot, with additional improvements added as a crosswalk connecting the parking lot with a new sidewalk on the northern side of Lefever Street.
- **Parking:** The hybrid plan reduces a 15 parking spot loss, as opposed to the previously committee-approved plan, which had a 30 parking spot loss. The 15 spots were taken from both sides of the street in the first Phase.
- **Library entrance:** The entrance into the Library Parking lot was changed to ingoing from Baltimore Street and outgoing on High Street.

Discussions/Ideas/Decisions

- **Pfieffer Alley:** The committee discussed ways to use this little alleyway to promote pedestrian travel from the school lot to Baltimore Street. Ideas generated were: add lights, re-pave the alley, and an archway. The lights and paving will be added to the Master Plan.
- **Lefever Light:** The committee agreed on adding a stop light at Lefever Street for safety and to eliminate congestion. Currently cars turning left create congestion and are

unsafe for pedestrians crossing that walkway. The light will be added to the Master Plan, but would ultimately need Borough Council & PennDot approval.

- **Locust Street Property:** Nancy Kramer explained that an ultimate dream would be to purchase a Locust Street property that is currently for sale and use it as an information center and public restroom facility. The committee agreed that this would be a wonderful idea. At this time, someone is looking into the purchase of this property, so we will wait and see.
- **Unity Park Parking Spots:** The handful of parking spots located on Unity Park are currently heavily used spots. While Chad Clabaugh added those spots back in to the Master Plan, the committee ultimately decided that they would like those to be eliminated and moved to the next block to allow for a larger sidewalk at Unity Park to reduce congestion. This will be reflected in the Master Plan.
- **Master Plan Options:** The committee discussed the idea of one Master Plan document including a second option for the first phase for Borough Council approval. One option (and the plan that the committee hopes is approved) will be dependent on the Middle School lot and will include elimination of approximately 30 spaces. The other option will add in some spaces in strategic locations. Both options will be illustrated on the one plan.

The plan will be presented to Borough Council on Monday, August 28, 2016 at 7 p.m.

The meeting was adjourned at 11 a.m.

BALTIMORE STREET

HISTORIC PATHWAY REVITALIZATION PROJECT

District-wide Meeting

Minutes

July 11, 2017

The meeting was convened at 7:05 p.m. by Deb Adamik at Borough Hall (PowerPoint Presentation attached)

Deb Adamik provided a brief introduction and history of the Baltimore Street Revitalization Project.

Tim Woodward, a business owner on Baltimore Street, shared a business person's perspective on the benefits of the revitalization project.

Deb Adamik then went into more detail regarding the vision, mission, goals and current status of the initiatives within the Master Plan, which is the plan that will be the basis for funding for the revitalization project.

Chad Clabaugh of C.S. Davidson, Inc. presented the drafter Master Plan, which is based on the feedback and decisions that have been made by the Steering Committee.

The following feedback was provided by attendees regarding the ideas and design of the Master Plan for the revitalization project and will be taken into consideration when the Steering Committee meets again:

- **Parking**

- The draft Master Plan included relocation of approximately 30 parking spaces from the street to the lot behind Mr. G's. Specific comments were:
 - Assessment of specific spaces is needed – how, when and how often they are being used. This assessment is currently underway.
 - Assessment of impact on borough revenues is being worked on
 - A couple of residents were not in favor of relocating street parking as they use the street parking for easy unloading of groceries, etc. They also noted that on Sunday mornings, the parking spaces are used for churchgoers.
 - The vast majority of the property owners on the Steering Committee were in favor of the relocation of the street parking because they believe the overall district community will benefit.
- The Library is planning on restructuring their parking lot to allow for a driveway on Baltimore Street. C.S. Davidson will include this on the revised draft plan.
- An attendee proposed a shuttle system to allow for local employees to park somewhere for a low cost or free and take a shuttle to their place of employment. Parking fees can be expensive for low wage employees and/or their employers.

- **Sidewalks**

- The draft Master Plan includes new sidewalks
 - The sidewalks will be wider in many places to promote pedestrian travel
 - The vision of the stakeholders and steering committee is to include brick or brick-look sidewalks instead of concrete

- An attendee questioned the durability of brick sidewalks. Chad Clabaugh explained that the Borough lays brick on concrete, which is much more durable than the standard practice of laying brick on stone.
- Trees
 - The draft Master Plan includes additional trees
 - It was discussed by the group that some property owners are interested in having a tree in front of their building – but just as many may not want a tree, as it may block their business or for a variety of other reasons
 - The tree locations will be explored down the road during the design phase
 - An attendee who does walking tours noted that tourists feel Baltimore Street needs more trees as there is not enough shade

Nancie Gudmestad, Shriver House Museum, asked those attending the meeting to consider decorating their property with red, white & blue banners, flags, or bunting for a community statement. If anyone was asked why everyone was decorated with patriotic symbols, Nancie explained that it would be wonderful to answer with, “How lucky are we to live/work in the footsteps of Lincoln?”

Deb thanked everyone for their input and encouraged them to continue the dialogue by either emailing adamik@mainstreetgettysburg.org or info@mainstreetgettysburg.org.

The Steering Committee will meet again to see where improvements can be added based on the input. A presentation to Borough Council will occur by the end of August.

The meeting concluded at 9:00 p.m.

BALTIMORE STREET

HISTORIC PATHWAY REVITALIZATION PROJECT

Baltimore Street Revitalization Steering Committee

June 27, 2017

Attendees: Kathy Reid, Nancie Gudmestad, Wendy Allen, Tim Woodward, Becky Brown, Dan Hilliard, Chris Caba, Carly Marshall, Sarah Kipp, Charles Gable, Wes Heyser, Becky LaBarre, Elaine Henderson, Jim Biesecker, Nancy Kramer, Jim Ekdahl, Chad Clabaugh, Deb Adamik

Purpose of the meeting: For the group to decide on how to include bike lanes and/or options. Then to review 2 drafts of the Master Plan. **Option 1** includes bump outs, and wider sidewalks on both sides. **Option 2** reduces 30 parking spaces on the east side of Baltimore Street between High Street and south to Locust. This would provide the opportunity for even wider sidewalks for pedestrians and business use. Option 2 relies on adding 83 public parking spaces at the Middle School. This arrangement is under consideration with the Middle School and Borough.

Bike Lanes:

Chad met with the HABPI group 3 times and discussed their desires for bike traveling on Baltimore Street. At the end of the day they decided that including bikes on the street, possibly with painted sharrows, would be the best option. Given space restrictions, the group agreed that the priority for this project is pedestrian mobility. The sidewalks are too congested and narrow to designate a bike path and the bike lane. Keeping the bike friendly amenities in the Master Plan, such as bike racks and bike sharing, is still important.

Effective Signage:

Sign clutter is something that has been brought up several times as a concern. One point is that if we add bump outs there would be some parking restriction signs eliminated. An action item will be to have a small group review the current sign situation and develop an action plan for both short term and long-term sign content and placement. Effective signage is what we are looking to achieve.

Utility Poles

Tim Woodward has identified some possibilities of poles that can be eliminated because they are not main electric lines, but communications lines that can be easily updated. Deb will work with Charles and Danny to set up a meeting with the utility and communications folks, along with Tim to discuss this possibility. Chad also pointed out that if we go with wider sidewalks it will involve the expense of moving utility poles out of the center of the sidewalks.

Burying Lines

The group discussed possibilities for burying the lines. Cost is the number one challenge, followed by the willingness of Met Ed to do it. The cost is not only the overall cost of removing and burying the lines, but the reconnect cost that would be the burden of each property owner. The group discussed the possibility of seeking funds from the Civil War Trust. Becky offered some ideas. Deb has planted some seeds with the CWT about how they could financially help the town. Deb will work Becky and others that have connections with the CWT to see if this is a possibility.

Infrastructure – Waterlines

Chad will be looking into waterline conditions and if they need replacement, he will include them in the Master Plan.

MS4

Chad provided an update on the MS4 opportunities. It was hoped that the Borough would gain significant credits for MS4 improvements included in this plan. Unfortunately, Baltimore Street is a state road and it is more beneficial to the Borough to parse this road from their municipal MS4 plan. However, the state still has their own criteria to meet and the group agreed that it is still important to include the MS4 improvement projects in the plan. This could open doors for additional grant opportunities, particularly from the state.

Traffic Congestion:

Chris Caba, Adams County, questioned about congestion of cars that could be created along Baltimore Street. The group pointed out that the vision is to make this district more pedestrian friendly and safer. Slowing traffic actually reduces congestion. The county is working with PennDot regarding options for reducing traffic congestion.

Vote on Option 1 or Option 2:

After much discussion, about the pros and cons of wider sidewalks, and relocating parking spaces to the Middle School, there was a vote of 9 business owners and the results were 8 for Option 2, wider sidewalks and eliminating the parking and 1 for Option 1, narrower sidewalks with on-street parking staying as is. There will be some data research collected by the Borough and community to analyze the pros and cons of this option further, particularly the usage and costs/revenues involved with the 30 spaces being discussed.

Additional information necessary for Master Plan:

- **Gateway Design** – Chad needs some pictures to use for samples of gateways that the group would like to see. Wendy and Deb will work on this piece.
- **Cost Estimate for Gettysburg Address Pathway Program:** Wendy will spearhead this project. Deb will work with Wendy to create an RFP process.
- **Gathering Information regarding parking usage and costs:** Charles is working with the School Board in working out details of the Middle School. Charles will also ask the Parking Department to monitor the revenues collected for the 30 spaces that will be impacted in the plan. After the meeting, Deb asked the members of the Baltimore

Street Committee to randomly document the times of the day and number of cars that are parked in these spaces.

Important meetings to attend: July 10 – Borough Council meeting 7:00 p.m. Borough Office
July 11 – Baltimore Community District meeting – 7:00 p.m.
Borough office

BALTIMORE STREET

HISTORIC PATHWAY REVITALIZATION PROJECT

Community & Stakeholder Committee

Minutes

June 21, 2017

ATTENDING: Max Felty, Katie Hess, Becky LaBarre, Sarah Kipp, Tim Woodward, Charles Gable, Wes Heyser, Lynn Chronister, Carly Marshall, Nancy Kramer, Wendy Allen, Nancie Gudmestad, Jay Mackie, Jim Ekdahl, Chad Clabaugh, Deb Adamik, Annie Letendre

The meeting was convened at 8:30 a.m. by Deb Adamik at Borough Hall.

- Deb Adamik reviewed the progress of the project and several updates were provided.
 - Becky LaBarre & Deb Adamik have met with a local sculptor to discuss options for medallions along Baltimore Street. The committee agreed that a request for proposals should be done to explore options. This idea could possibly be funded through an arts grant.
 - A request for proposals should be done to explore options for the gateway into Gettysburg.
 - Chad Clabaugh explained that he has met with HABPI several times to weigh the best options for bike lanes/bike accommodations.
 - Charles Gable has been having conversations with GASD regarding revenue sharing with the school parking lot. The overall vision is to create centralized parking throughout town and to encourage pedestrian/bike/public transit.
 - The district meeting to review the plan and hear feedback will be held on July 11 at 7 p.m. Invitations will be hand delivered to each address and an email blast has been sent out.

AESTHETICS/BEAUTY

- **Flowers**
 - Continue program that is currently seen on Steinwehr Avenue & Lincoln Square
- **Trees**
 - The committee agreed that including trees in the plan are important for many reasons, but they need to be placed strategically.
 - The shade tree commission will be approached down the road to help select an appropriate type of tree
 - Curb bumps are a good place for trees
 - There are tools available to help quantify the number of trees needed to offset emissions
- **Barricade**
 - A structure near corner of Breckenridge Street to illustrate the fighting that occurred in that area during the Civil War.
- **Gateway**
 - The gateway idea needs to be worked on now in order for Chad Clabaugh to include cost estimates in the Master Plan
- **Other**
 - Nancy Kramer suggested sprucing up Unity Park through partnership with GASD

- Create a visual connection to South Mountain region
 - Katie Hess has a contact in State College that is an artist that does a nice job of connecting towns to their surrounding countryside
 - The wineries may be a good start
- Tim Woodward suggested reducing sign clutter
 - Chad Clabaugh noted that bump outs will hopefully reduce some parking signage

SERVICES/AMENITIES

- **Additional Benches**
 - The committee has discussed in the past to use benches strategically along street
 - Bump outs are a good place for benches
- **Additional Trash Receptacles**
 - The committee discussed trash receptacle options
 - Standard trash receptacles as seen on Steinwehr Avenue
 - Bigbelly trash cans are more environmentally friendly and include trash & recycling
 - Chad Clabaugh indicated that he will need to know which style the committee would like to include on the Master Plan
- **Public Restrooms**
 - A plan to address the lack of public restrooms needs to be explored
 - Deb Adamik asked the committee to send her ideas
 - Chad Clabaugh indicated that he will need to know about any public restroom structures to include on the Master Plan

ENVIRONMENTALLY RESPONSIBLE

- **MS4 – Municipal Separate Storm Sewer Systems**
 - Chad Clabaugh suggests curbside rain gardens
 - Environmental components addressing MS4 compliance open up grant opportunities
 - Katie Hess appreciates the approach being taken by the committee to address MS4 needs with beautifying initiatives. She noted that if curbside rain gardens and other similar ideas are executed in the plan, she would use Gettysburg as an example for other communities seeking MS4 compliance. She stressed the idea of finding even small opportunities for water gardens along the street.
 - Permeable pavement opportunities could be an option as well
 - The committee agreed that MS4 initiatives are important to them and should be included in the Master Plan

OTHER

- The July 11 District meeting would be a good opportunity for the following:
 - Ask for residents & businesses who occupy the buildings along Baltimore Street to decorate with a common theme to dress up the area – flags, bunting, etc.
 - A visual element at the crest of the hill (near Wade Avenue) should be discussed to help pedestrians to venture further in both directions

The meeting was adjourned by Deb Adamik at 10:35 a.m.

BALTIMORE STREET

HISTORIC PATHWAY REVITALIZATION PROJECT

Community & Stakeholder Committee

Minutes

May 17, 2017

ATTENDING: Max Felty, Katie Hess, Tom Jolin, Ben Neely, Becky LaBarre, Stephanie McIlwee, Sarah Kipp, Tim Woodward, Deb Adamik, Lori Korczyk, John Buchheister, Steve Quinley, Treysta

The meeting was convened at 8:35 a.m. by Deb Adamik at Borough Hall.

- Deb Adamik provided an update of where we are in the Master Plan and concentrated on discussing the design charrette that was provided, with attention to safety, lighting and sidewalks.
- It was suggested that Chad add to the map how the zoning is laid out with regards to where Old Town, Residential and Tourist Commercial areas begin and end.
- There was an open discussion about parking strategy with signs and information at the three parking areas.
- Figure a space for public restrooms - Cartoon map – which is scheduled to come out next April – Becky will contact
- The Three phases of the project were discussed:
 - Phase I: encompasses the Middle Street area to around where the Shriver House is located
 - Phase II: Lincoln Square area – hub area of transportation
 - Phase III: Gateway area as you enter into town
- Federal Funding might be available if part of the area touches a federal designated building
- It was discussed that PennDot needs to get involved in the project since they can override it at any point.

HOUSING/BUSINESS SPACE

- Discussed the design of Baltimore Street with a focus on preserving the historic fabric
- Zoning it properly and put criteria in place to achieve vision
- Need to attract not only businesses but people to live here
- Talked about our current two-story building zoning and the fact that they want to retain historic character of the homes
- Envision past and present within our historic fabric and connect the two areas North and South.
- Utilize street vending with wider sidewalks for pedestrians
- Encouraging merchants to utilize the space to be creative with their outdoor space
- Celebrate the artisan culture on Baltimore Street by offering artisan goods.
- We currently have Euclidean style which is limited by its use. Since we are trying to preserve the rhythm of the streetscape, and its more about appearance that use, perhaps we can entertain the idea of using a Formed Based Zoning instead.
- We need to consider green energy technology (green roofs) more options are coming available

- We can provide education and collaborate with other organization to educate. It was mentioned that Adams Electric has a solar farm
- Make bathrooms available throughout town

TECHNOLOGY

- Steve Quinley, Treysta supports businesses from a computer perspective. He suggested offering WIFI downtown.
- The question was raised about what we are actually looking for to attract businesses that would relocate into the Borough. Deciding what types of technology different businesses would need in order to make this area desirable.
- How do we create a technological infrastructure?
- It was stated by several businesses that we need reliable service
- Wiring buildings so as to make it easier for businesses to connect
- Who else do we need to talk to so we are asking the right questions.
- It was suggested to contact the county because they do survey's about this type of topic. Someone will contact Ann Thomas, Planning Office to get further information
- More people are working from home and require state of the art technology to keep connected

PHYSICAL CHANGES

- Lighting – LED lights
- Curb Heights – this is determined by state law
- Infrastructure updates – Chad will be taking care of the details on this

It was suggested that the next meeting be an evening meeting so more people can attend. Also, Katie Hess would like to discuss green infrastructure at the next meeting.

The meeting was adjourned by Deb Adamik at ?

BALTIMORE STREET

HISTORIC PATHWAY REVITALIZATION PROJECT

Baltimore Street Revitalization Steering Committee

May 16, 2017 Minutes

Attendees: Becky Brown, Becky LaBarre, Harlon Lawson, Jim Ek Dahl, Kathy Reid, Larry Redding, Max Felty, Tim Woodward, Todd King, Charles Gable, Chad Clabaugh, Deb Adamik

Chad presented the group with the first draft of a map of Baltimore Street and the physical changes to the sidewalks, roadways, and crosswalks. There were three major decisions that impacted the basis for the masterplan going forward:

- Should we include bike lanes?
- Should we exchange on-street parking from one side of street to add bike lanes and add additional parking in the centralized parking area?
- Should we add Kiosks?
- How do we prioritize the 3 phases of the district?

Bike Lanes & Parking Approach: Adding bike lanes, if possible, was one of the goals and would like to see an option with bike lanes in the plan. Tom Jolin from HABPI said sharrows are acceptable too. The group discussed the option of “exchanging” parking spaces for bike lanes? One option is to pick a side of the street for bike lanes, which would mean losing street parking, but offering parking on the Middle School lot. This ties into the overall “collective parking” strategy. It became apparent that we needed to gather specific facts about the number of current parking spaces available and determine parking needs for the various properties along Baltimore Street. We will need this information as we move forward prior to making final decisions. The group voted and agreed that Chad should create a second option of the plan to include bike lanes.

Bike Share and Racks: Deb has a contact to discuss bike sharing. We should check out what the Library is doing and possibly work out a bike kiosk there.

Signage: Whatever the decision is for parking strategy, we need to consider effective signage to make people aware of the public parking without adding to excessive sign clutter.

Kiosks: The group unanimously supported the concept of adding kiosks for parking in place of meters. We will need to look into more specifics about kiosks so we can determine how to accommodate both the more senior generation of users as well as the younger group. They are envisioning one per block in the center of the block.

Priorities for Phases of Master Plan: Chad identified 3 phases of Baltimore Street that would break the cost of the total project into 3 more fundable sections. There is the northern end, middle section and southern section. The group agreed that the middle section should be the #1 priority to address because it has the greatest needs to help meet the mission of the project. Safety, lighting, infrastructure improvements and connecting Steinwehr to Lincoln Square were all points that supported this decision.

The group was divided about whether the northern or southern end should be the next priority on the Master Plan. There are a lot of considerations to think about, particularly timing for funding, match money and commitment from the District, timing, as well as the pros and cons. This will be determined at a later date.

Gateway Design: Given the fact that Baltimore Street includes some artists in the district, Chad suggested that we ask the community to offer designs for a Gateway coming into Gettysburg on Baltimore Street. Deb will put a request out for ideas. Max requested a 14' height to ensure that his double decker tour buses would fit, if the design arches over the street.

Traffic Calming Ideas: Slowing down traffic is a top priority with this group. Following are ideas for addressing this issue:

- Speed tables or speed bumps – temporary an option
- Rumble Strips – Avoid rumble strips due to noise
- Speed limit signs
- Flashing speed sign
- Bump outs will help with slowing down traffic

The group will look into more specifics regarding possibilities. One possibility is to look into the sign that indicates what speed you are going and set it up as you enter into town. This could be done now, depending on the cost.

Eliminating Lines on first 2 blocks of Baltimore Street South of Square: The current overhead lines for the first 2 blocks of Baltimore Street do not include electric. It could be possible to bury these lines. We need to contact Centurylink.

Aesthetic Design Ideas:

- Uniquely designed bollards
- Sculptures/design for bump outs Nancy
- Gettysburg Address Wendy
- Gateway design Request ideas from neighborhood/local artists

Additional Stakeholders:

- Rabbittransit Rich Farr
- Centurylink
- Penn Dot Deb informed them of project. Need to circle back as plan develops
- Borough Council Wes Heyser will be the rep from Borough Council to join the group.

Stakeholders Meeting topics – May 17 meeting: It would be helpful if the following three topics were brought up in the stakeholders meeting on the 17th and feedback solicited:

- Parking Exchange with centralized approach
- Bike Lanes and impact on parking
- Kiosks – Support or not

Future Meeting Schedule: The group tried to review the meeting schedule in a way that included the decision process with the Borough Council and the rest of the Baltimore Street community. Chad, Charles and Deb will meet to figure the scheduling out and inform the group.

The next meeting of the Steering Committee is June 27 at 9:00 a.m.

BALTIMORE STREET

HISTORIC PATHWAY REVITALIZATION PROJECT

Community & Stakeholder Committee

Minutes

April 5, 2017

ATTENDING: Wendy Allen, Lynn Chronister, Jesse Coulter, Jennifer Eckerson, Max Felty, Norris Flowers, Nancie Gudmestad, Katie Hess, Tom Jolin, Nancy Kramer, Becky LaBarre, Carly Marshall, Stephanie McIlwee, Kathy Reid, Dawn Smith, Seth Trone, Tim Woodward, Deb Adamik, Lori Korczyk

The meeting was convened at 8:30 a.m. by Deb Adamik at Borough Hall.

Since there were several new attendees, Deb Adamik provided a brief overview of the Baltimore Street Revitalization Project with a focus on the project's mission, vision and goals. Deb mentioned the wonderful work accomplished at the 3-hour walk with Chad Clabaugh and the Steering Committee property owners. This group was thinking through physical changes to the sidewalks, lighting, pedestrian crossings, and aesthetic improvements. They were also discussing potential strategies for parking and transportation opportunities. Deb has scheduled a meeting with Rich Farr at Rabbit Transit to invite a representative to attend our meetings. The basis of the idea exchange was to slow down traffic and improve safety to encourage more pedestrians to walk and bike Baltimore Street.

Given the Steering Committee's focus on the physical upgrades, Deb passed out a list of topics that the Stakeholder group would discuss. Some of these topics are independent of the Steering Committee's however, most are interrelated. This is attached to these minutes and prioritized based on the feedback of the Stakeholder group. The topics so they can be discussed in further detail. A few topics will be selected for each meeting and discussed in further detail at each meeting.

A framework for our discussions was posted to help keep the group on track. There are 4 perspectives to consider while brainstorming, 1) Existing businesses, 2) Potential businesses, 3) residents, and 4) Visitors/Patrons. We would like to answer the following questions for each topic discussed:

- What would you like to see for the future Baltimore Street District?
- What steps are necessary to achieve the idea shared?
- Who should be involved to pursuing this idea?
- How do we prioritize this idea?
 - What is the ideal timing for completion?
 - Is this idea doable? How urgent is it to get done?
 - How important is it to get done compared to the rest of the ideas?
 - Cost?

The group then started reviewing the topic list attached with the following results:

Goals to Achieve:

- How to attract new and support existing businesses?
- How to attract new residents?
- How to attract visitors and patrons?

Committee Discussion/Suggestions:

- Main Street Gettysburg has a list of available retail space on their website. If you speak to someone who is interested in renting retail space, direct them here. <http://www.mainstreetgettysburg.org/historic-gettysburg-real-estate.html>

Assets of District:

- History – Sense of place and stories to be told
- Arts
- Wineries
- Wide spectrum of neighborhood make-up – churches, schools, businesses, residents, etc.
- Historic Design and Character – Quaint small town
- Location – Centerpiece to agriculture, natural resources, national park, recreation
- Partnerships

Committee Discussion/Suggestions:

- We need more boutique shoppes and food establishments on Baltimore Street
- Guest feedback was that Gettysburg shoppes are unique
- Our townspeople are courteous and friendly to guests
- Gettysburg offers a mixed vibrant community economically
- Incorporate the fact that Baltimore Street is the most historic street in this town, we really need to promote the fact that it is the Pathway of Lincoln.
- Gettysburg is family friendly – think of ways to incorporate our local library
- Older buildings seem to be maintained and kept up to code
- We have the school district parking lot as a potential centralized parking area
- Compared to other cities we are safer and cleaner

Challenges:

- Lack of parking
- Lack of restrooms for visitors
- Lack of lighting
- Hill to travel and traverse beyond
- Unity of the neighborhood/communications/marketing, etc.
- Lack of walkability and safety of sidewalks

Committee Discussion/Suggestions:

- Too many trucks
- Make alleys one way in, turning off of Baltimore Street
- Consolidate Municipal signage, there seems to be a lot of sign clutter around town. It was suggested that we work with Penndot to condense
- Offer a “complete street” with safe bicycling lanes and amenities (bike rack, bike share concept, etc)
- Trolley to accommodate bikes (like in DC Capitol Bike share)
- There is a lack of food establishments on Baltimore Street – zoning changes to accommodate food businesses is needed, especially that ties parking space requirements to # of tables.
- Food - keep locally sourced. Talk about having a farmer’s market on Baltimore Street

- Lack of a central gathering place. Greenspace area for a band, gathering place, etc.
- The old building stock needs updating. To keep the authenticity of the buildings, they do not have “shop” windows so this is not conducive to store fronts.

BRANDING – MESSAGING

What can we do to create the brand for the Baltimore Street District? We need an experiential component that you can't get anywhere else in Gettysburg, BUT compliments the Gettysburg brand. The idea is to attract people to travel up and down Baltimore Street.

Committee Discussion/Suggestions:

- The brand is Gettysburg. The “message” for Baltimore Street is its history, arts and culture, the most significant asset that this district has to offer. We need to tell the historic and people stories that happened on Baltimore Street.
- Gettysburg's history is not only national but of international significance. We need to tell the stories enthusiastically and it becomes marketing.
- Baltimore Street is the 1st Day of the Battle and a turning point of American History – Have a “First Day Festival”
- Stories can highlight the characteristics of The Best of America – Women, children, men, family, dedication, sacrifice, etc.
- We need to respect the needs and vision of different generations that visit here, i.e., charging cars, available phone plug stations
- We need to be unique, innovative and meaningful
- Highlight local sourcing of food
- Authenticity of food
- Ecologically sensitive in our revitalization approach and highlighting how things were done back in history – its impact on us today.
- Support local farmers – Consider pop-up stores, or market stands for farmers
- Tie in authenticity to Baltimore Street's history and culture
- Unlike Williamsburg, Gettysburg residents are living in and among the history – We need to preserve history while embracing modern life and strike that balance. We are a corporation of citizens and we need to share what makes us great.
- Showcase Lincoln's Walk through town down Baltimore Street (turning point of the war). Use bump outs for artistic or historic markers. Create visual continuity for both walking and driving.
- Use our unique art and culture and present them in a creative manner
- Offer history that's moving into the future (past meets present) – use modern means of sharing the history – media, marketing, virtual 3D tours on phone
- “Preserve history but embrace modern life”
- The Borough is open and willing to do new things and work towards accommodating businesses as we move in the future of Baltimore Street's goals.
- Barricade statues outside of Shriver House – Nancie Gudmestad will look into potential artistic ideas like this.
- Additional waysides added along Baltimore Street along with virtual history
- History apps that tell the stories of Baltimore Street on phones
- J. Seward Johnson's sculpture, *The Return Visit*, depicts Lincoln talking with common man the statue in front of the Wills house. Its message is intended to speak to modern day man to express that the words of the Gettysburg address are still relevant today as they were in yesteryear.
- Look into placemaking planners – Urban Land Institute – Deb will look into at Pittsburgh MS Conference

Project Suggestions:

- Walking in Lincoln's footsteps. Gettysburg Address embedded in the sidewalks from train station to cemetery and back (Wendy Allen will draft a plan of what this could look like)
- Preserving the buildings that are the physical fabric to reinforce the message – Becky LaBarre
- Virtual history - Spy glass through phone to tell story of past (history app) like history nerds
- Contact a specialist from the Urban Land Institute who can work with our committee. They are pro bono specialists
- Barricades – Nancy G.
- Additional Waysides

The next Topics for Discussion are:

1. Housing
2. Technology
3. Physical Changes

Deb Adamik encourages everyone to keep the ideas flowing. Please feel free to email us with your ideas and we can add it to the discussion list for the next meeting.

Deb Adamik will be away at a conference the beginning of May. We will make an announcement shortly with the new date and time at 8:30 a.m. at Borough Hall. The meeting was adjourned by Deb Adamik at 10:00 a.m.

BALTIMORE STREET

HISTORIC PATHWAY REVITALIZATION PROJECT

Master Plan Steering Committee Minutes

Walk Through Meeting - -- Tuesday, March 21, 2017

ATTENDING: Chad Clabaugh, Becky Brown, Bill Baldwin, Katie Lawhon, Jim Biesecker, Jim Ekdahl, Kathy Reid, Larry Redding, Lynn Chronister, Nancie Gudmestad, Nancy Kramer, Rad Schultz, Sarah Kipp, Todd King, Chris Metz, Deb Adamik, Lori Korczyk

The meeting was convened at 9:00 a.m. by Deb Adamik at Borough Hall. This was a walk through the town meeting.

Chad and Chris documented specific details of ideas and placed these on the map of the district. The group walked for 3 hours beginning at High Street, south on Baltimore and back. There will be another meeting scheduled to do High Street north to Carlisle.

Types of things that were discussed:

- Brick sidewalks
- Lighting
- Discussed the different crosswalks available and which are best to use: Line painting, piano keys, brick crossing. The most cost effective is line painting.
- Areas to use bump outs – slow traffic, consider storm water strategy, benches,
 - Some areas (but not all) –
 - Lefever – school parking entrance
 - In front of Dime Museum
 - High and Baltimore is not good for bump out
 - Take away parking on one side of the street within a specific block
 - Others were discussed but I did not catch
- Reduce goose neck lighting
- Bike Safety Lanes
- Designating specific Drop off areas for visitors visiting businesses
- Collected parking strategy – at Middle School
- Rabbit Transit – we need a rep for the project – Deb will call
- Blind alleys
- Surveying property owners and making them aware of possible changes
- 8” reveal on curb and storm water pipe under the sidewalk – more in-flow registers – different ways of doing this – dig out street or raise sidewalks which then means raising steps and repositioning
- Changing alleys with blind entrances onto Baltimore Street to one way in – Safety issues with pedestrians walking
- Determining what trees to save and where to add trees

- Options were discussed for crosswalks – painted, piano key, brick or stamped
- Flashing lights – Breckenridge and Baltimore -- Kids crossing near very visible near school
- Visitor Friendly parking area --Middle School parking lot – potential for centralized parking – coordinated with the trolley—curb bump out at the entrance
- Additional bathrooms near centralized parking
- Goal is to reduce truck speed, noise and hopefully discourage this route
- Width of sidewalks alternating each block – east side vs west side.
- Fancy Gateway entering Baltimore Street at southern end at Borough line – Welcome to Gettysburg in Lincoln handwriting.
- 3-D blockades across from Shriver House – and maybe other 3-D art along bump outs

BALTIMORE STREET

HISTORIC PATHWAY REVITALIZATION PROJECT

Community & Stakeholder Committee

Minutes

March 1, 2017

ATTENDING: Chad Clabaugh, Max Felty, Norris Flowers, Nancie Gudmestad, Katie Hess, Tom Jolin, Dennis Hickethier, Nancy Kramer, Dawn Smith, Becky LaBarre, Carly Marshall, Wendy Allen, Kathy Reid, Tim Woodward, Lynn Chronister, Jesse Coulter, Deb Adamik, Annie Letendre, Lori Korczyk

The meeting was convened at 8:35 a.m. by Deb Adamik at Borough Hall.

I. Introductions

The meeting began with introductions for all those attending the meeting. Deb Adamik also recognized the members of the Baltimore Street Executive Committee that were in attendance.

II. Project Overview

Deb Adamik provided an overview of the Baltimore Street Revitalization Project with a focus on the project's mission, vision and goals. Deb pointed out that this project is a grass roots project. It is MSG that will be signing contracts, so ultimately when it comes to legal or financial decisions, the MSG Board will have the authority to oversee the process to stay in line with the 501 C-3 regulations and contract obligations.

Today was a kick-off meeting with the intent for the group to focus on economic development and differentiate their role from the Steering Committee that focuses on bricks and mortar type improvements. Thought should be given on how to market and attract new businesses, residents, expand and support existing businesses and connect to surrounding areas and beyond.

Deb reviewed the 2017 Baltimore Street Revitalization Project booklet covering the significance of each committee's role and organization chart. The overview allows us to recognize who else we might need in the process to get the Steering Committee to turn items of conversation into action. The timing of future meetings was discussed. Deb wants to make sure that we accommodate everyone's schedule, as best as possible. Morning and evenings meetings were discussed as an option.

III. Steering Committee Process

The Steering Committee met on February 21, consisting of approximately 15 property owners. Chad Clabaugh of CS Davidson facilitates this group through a process that focuses on brick and mortar changes that will become the master plan. He provided an overview to the Stakeholder group regarding the process he will be following and the discussion that was held on at the Steering Committee. He explained that a Master Plan is the first step in the process of achieving a streetscape project. The scope of the project will stretch from the Borough Line at the National Cemetery on Baltimore Street to the Train Station on Carlisle Street and will likely be a \$6-\$10 million project. Following are the Steering Committee notes that Chad reviewed with the Stakeholder Group. He highlighted the points of discussion to date, but note that nothing has been finalized.

IV. Community Goals & Objectives Already Identified for the Master Plan

Chad Clabaugh gave an overview of the Community Goals & Objectives. Chad stated that we are already on Step 2-3 in the process. He explained that this 10-year project is a four-step process and will be completed in phases based on grant opportunities.

- **Parking**

- **Existing On Street Parking.**

The Steering committee was in support of consideration of losing some existing on street parking to make space for wider sidewalks, and intermodal transportation amenities if cluster parking can be found. The committee suggested that the middle third of Baltimore Street does not have a parking issue. Chad offered to provide a few drawings of options to choose from.

- **Additional Parking**

- Cluster parking options for additional parking – at the school district, the REDDI site/existing parking garage, and a possible parking structure/development near Steinwehr Avenue.
 - Non-contributing structures that could be taken down for a parking structure/lot
 - Parking lot across High Street and behind Methodist Church
 - It's probably too late to consider the county parking lot at the magistrate's office.
 - Government funds/grants cannot go towards private parking systems

Committee was in support of seeking additional parking opportunities.

- **Kiosks**

- A kiosk system of payment for parking could be less expensive for the Borough Parking Department & Public Works than meters in the long run, but this needs to be researched.
- Need to see if there are grant/funding opportunities if the kiosk system incorporated an electric car charging station.
- Kiosk system needs to be user friendly
- Kiosks reduce clutter on sidewalks

Committee was in support of investigating kiosks for parking.

- **Intermodal Transportation**

- **Bikes**

- Accommodations for bikes could open funding opportunities
- HABPI supported project financially, so options should be explored
- Bike lanes may eliminate on-site parking – could do bike lanes on only one side of street
- Sharrow is a bike symbol painted on the road in place of a bike lane with no loss of parking
- Bike parking/racks also open doors for grants
- Bike sharing service placed near cluster parking is a consideration.

Committee was in support of including bike accommodations.

- **Rabbit Transit/Bus**

- **Some stops already exist such as near the Doctor's office and the Library.**
- An additional bus stop should be considered near Farnsworth House/Mr. G's/Unity Park
- Coordination of cluster lots/bus stops/bike sharing locations

Committee was in support of strategically adding/coordinating bus stops.

- **Stormwater Management**

- All streetscape plans should include a stormwater management component for funding opportunities & MS4 requirements
- Bump outs are used for stormwater management, are traffic calming devices and can accommodate the decorative items such as trees, benches, etc.
- Bump outs can be difficult for Borough Public Works
- The committee noted witnessed conveyance / flooding issues near South Street.

Committee was in support of exploring stormwater management options.

- **Lighting**

- Lighting will be increased along entirety of project scope with same design as Steinwehr Avenue

Committee was in support of increasing the lighting with Steinwehr Avenue pole type.

- **Sidewalks**

- Sidewalks need to be improved along entirety of project scope
- Sidewalks could be widened for pedestrian ease but could decrease parking
- Sidewalks could be widened for business use (outdoor seating at restaurants) but could decrease parking
- Need to be ADA compliant
- Brick sidewalks with same design as Steinwehr Avenue
- If sidewalks are widened, poles may need to be moved
- Front Porch Stoops or ADA Ramps should not be approved in the public right of way unless the parking spaces are eliminated and the sidewalks are widened. Often “reasonable” ADA accommodations can be incorporated into the side and or back of buildings.

Committee was in support of improved brick sidewalks and reviewing options set forth by C.S. Davidson in regards to widened sidewalks in certain areas.

- **Benches**

- Public benches along entirety of project scope with same design as Steinwehr

Committee was in support of public benches with Steinwehr bench type.

- **Crosswalks**

- Crosswalk at Breckenridge Street for safety of school children – could be done with a bump out
- Crosswalk at southern end from Gettysburg Tours over to the National Cemetery

Committee was in support of including crosswalks at these locations.

- **Trash Receptacles**

- Additional trash receptacles along entirety of project scope with same design as Steinwehr

Committee was in support of trash receptacles with Steinwehr design.

- **Landscaping**

- Shade Tree Commission will be consulted on tree planting
- Trees provide stormwater management
- Flower baskets and brackets along entirety of project scope with same design as Steinwehr

Committee was in support of planting trees and continuing flower baskets with same design as Steinwehr.

- **Utilities/Infrastructure**
 - Burying utilities is cost prohibitive and has proven to be unsuccessful in other Master Plan projects as Met-Ed cost estimates are prohibitive and funders do not want to fund it
 - Moving utilities to alleyways behind the buildings is also very complicated and costly
 - If sidewalks are widened, utility poles will need to be moved

Committee was in support of not moving utility lines due to the cost

- **Other Items Discussed**
 - **Zoning**
 - Current zoning can limit the types of businesses (parking)
 - Zoning will remain mixed use
 - Most of Baltimore Street is zoned RO. Concern is that this limits use. The reason that is zoned this way is to protect the historic character of the street.
 - Could consider making zoning more form based to allow for more flexibility in use while protecting the form and historic character.
 - Any recommendation for zoning amendments need to be coordinated with the joint comprehensive plan initiative.
 - **Public Facilities**
 - Need public restrooms with signage. Recommended at least two, one near the square and one near Steinwehr.
 - **Traffic Calming and Truck Deterrents**
 - Curb Bumps are tools that can be used to calm traffic.
 - The committee would like features that would deter truck traffic although it's not likely that PennDOT would approve such features. Therefore, it's most likely that any streetscape design plan will need to include accommodation for truck traffic
 - Chicane – as used on Steinwehr Avenue is a traffic calming measure that may also decrease truck traffic. In order for this to be considered there would need to be a Truck Bypass route established and there is no existing appropriate truck bypass route from Baltimore Pike to West Route 30 toward Chambersburg.
 - **Other Streetscape Projects**
 - The character of the Baltimore Streetscape should make seamless connections and transitions to others completed streetscapes such as Steinwehr, Middle Street, Railroad Street, and Lincoln Square. Also Future streetscapes on South Street and Breckenridge Street should be coordinated with this project.
 - **Historic Aspects**
 - Wayfinding & waysides focused on Lincoln.
 - Medallions in sidewalks focused on Gettysburg Address.

- HARB should be consulted through the process.

Deb then opened up the floor and called upon several representatives from local organizations to speak.

SOUTH MOUNTAIN PARTNERSHIP GRANT – Katie Hess expressed that her priority is to have downtown Gettysburg linked into the surrounding west and northwest countryside. Integrating this revitalization effort connects the surrounding wineries, cideries and other agricultural sites that are part of the cultural landscape. They work in partnership to help improve sustainabilities that affect our water resources.

HAPBI

Tom Jolin stressed the importance of including the vision of a bike plan in our framework as we think about the culture and future of Gettysburg. He spoke about a model in Boulder, CO that created a bike friendly community by offering dedicated bikeways, on-street bike lanes, contra-flow bike lanes, designated bike routes, paved shoulders and multi-use paths and soft-surface paths.

DESTINATION GETTYSBURG

Norris Flowers shared the fact that Gettysburg receives 4 million visitors annually and that there are increasing challenges as well as opportunities. Statistics prove that the demographic of visitors is changing to a younger audience, and that we need new product. He stated that we are and always will be a historic neighborhood, but we should look at ways to offer young entrepreneurs unique and creative new businesses as well as housing. He suggested that we look at new ways to explore history and support more from a marketing standpoint.

BRIEF DISCUSSION

- Nancie Gudmestad asked that bus parking and loading be considered in the Master Plan.

PROCEEDING FORWARD WITH STAKEHOLDER COMMITTEE

- This was the first meeting of the Stakeholders meeting.

An announcement was made for the next meeting, which is scheduled for April 5, 2017, 8:30 a.m. at Borough Hall. The meeting was adjourned by Deb Adamik at 10:00 a.m.

BALTIMORE STREET

HISTORIC PATHWAY REVITALIZATION PROJECT

Master Plan Steering Committee

Minutes

February 21, 2017

ATTENDING: Bill Baldwin, Chad Clabaugh, Jim Ekdahl, Susan Saum-Wicklein, Todd King, Ed Clark, Max Felty, Dan Hilliard, Larry Redding, Becky LaBarre, Carly Marshall, Wendy Allen, Becky Brown, Rad Schultz, Kathy Reid, Jim Biesecker, Sarah Kipp, Charles Gable, Tim Woodward, Lynn Chronister, Jesse Coulter, Deb Adamik, Annie Letendre, Lori Korczyk

The meeting was convened at 9:00 a.m. by Deb Adamik at Borough Hall.

I. Introductions

The meeting began with introductions for all those attending the meeting. Deb Adamik also recognized the members of the Baltimore Street Executive Committee that were in attendance.

II. Project Overview

Deb Adamik provided a brief overview of the Baltimore Street Revitalization Project in regards to how it began, what has been accomplished and the current goals and Vision. Also reviewed were the funding sources that achieved the ability to start the Master Plan process. Deb also distributed a document which outlined the Baltimore Street Organizational Structure including roles and responsibilities of each group. Deb pointed out that this project is a grass roots project. It is MSG that will be signing contracts, so ultimately when it comes to legal or financial decisions, the MSG Board will have the authority to oversee the process to stay in line with the 501 C-3 regulations and contract obligations.

III. Steering Committee Process

Chad Clabaugh of C.S. Davidson explained that a Master Plan is the first step in the process of achieving a streetscape project. The scope of the project will stretch from the Borough Line on Baltimore Street to the Train Station on Carlisle Street and will likely be a \$6-\$8 million project. The Master Plan will include a written plan, a map, and cost estimate for the streetscape project. The project, based on the cost estimate, will likely be done in phases based on grant opportunities. Chad showed some before and after pictures of successful projects in the Borough as well as some examples of what the final masterplan deliverables will look like.

IV. Community Goals & Objectives

Chad Clabaugh asked the Steering Committee to consider the following aspects of the project for consideration in the Master Plan. The notes reflect the committee discussion.

- **Parking**

- **Existing On Street Parking.**

The committee was in support of consideration of losing some existing on street parking to make space for wider sidewalks, and intermodal transportation amenities. The committee suggested that the middle third of Baltimore Street does not have a parking issue. Chad offered to provide a few drawings of options to choose from.

- **Additional Parking**

- Cluster parking options for additional parking – at the school district, the REDDI site/existing parking garage, and a possible parking structure/development near Steinwehr Avenue.
- Non-contributing structures that could be taken down for a parking structure/lot
- Parking lot across High Street and behind Methodist Church
- It's probably too late to consider the county parking lot at the magistrate's office.
- Government funds/grants cannot go towards private parking systems

Committee was in support of seeking additional parking opportunities.

- **Kiosks**

- A kiosk system of payment for parking could be less expensive for the Borough Parking Department & Public Works.
- Could be grant/funding opportunities if the kiosk system incorporated an electric car charging station.
- Kiosk system needs to be user friendly
- Kiosks reduce clutter on sidewalks

Committee was in support of kiosks for parking.

- **Intermodal Transportation**

- **Bikes**

- Accommodations for bikes could open funding opportunities
- HABPI supported project financially, so options should be explored
- Bike lanes may eliminate parking – could do bike lanes on only one side of street
- Sharrow is a bike symbol painted on the road in place of a bike lane with no loss of parking
- Bike parking/racks also open doors for grants
- Bike sharing service placed near cluster parking

Committee was in support of including bike accommodations.

- **Rabbit Transit/Bus**
 - **Some stops already exist such as near the Doctor's office and the Library.**
 - An additional bus stop should be considered near Farnsworth House/Mr. G's/Unity Park
 - Coordination of cluster lots/bus stops/bike sharing locations

Committee was in support of strategically adding/coordinating bus stops.

- **Stormwater Management**
 - All streetscape plans should include a stormwater management component for funding opportunities & MS4 requirements
 - Bump outs are used for stormwater management, are traffic calming devices and can accommodate the decorative items such as trees, benches, etc.
 - Bump outs can be difficult for Borough Public Works
 - The committee noted witnessed conveyance / flooding issues near South Street.

Committee was in support of exploring stormwater management options.

- **Lighting**
 - Lighting will be increased along entirety of project scope with same design as Steinwehr Avenue

Committee was in support of increasing the lighting with Steinwehr Avenue pole type.

- **Sidewalks**
 - Sidewalks need to be improved along entirety of project scope
 - Sidewalks could be widened for pedestrian ease but could decrease parking
 - Sidewalks could be widened for business use (outdoor seating at restaurants) but could decrease parking
 - Need to be ADA compliant
 - Brick sidewalks with same design as Steinwehr Avenue
 - If sidewalks are widened, poles may need to be moved
 - Front Porch Stoops or ADA Ramps should not be approved in the public right of way unless the parking spaces are eliminated and the sidewalks are widened. Often "reasonable" ADA accommodations can be incorporated into the side and or back of buildings.

Committee was in support of improved brick sidewalks and reviewing options set forth by C.S. Davidson in regards to widened sidewalks in certain areas.

- **Benches**
 - Public benches along entirety of project scope with same design as Steinwehr

Committee was in support of public benches with Steinwehr bench type.

- **Crosswalks**
 - Crosswalk at Breckenridge Street for safety of school children – could be done with a bump out
 - Crosswalk at southern end from Gettysburg Tours over to the National Cemetery

Committee was in support of including crosswalks at these locations.

- **Trash Receptacles**
 - Additional trash receptacles along entirety of project scope with same design as Steinwehr

Committee was in support of trash receptacles with Steinwehr design.

- **Landscaping**
 - Shade Tree Commission will be consulted on tree planting
 - Trees provide stormwater management
 - Flower baskets and brackets along entirety of project scope with same design as Steinwehr

Committee was in support of planting trees and continuing flower baskets with same design as Steinwehr.

- **Utilities/Infrastructure**
 - Burying utilities is cost prohibitive and has proven to be unsuccessful in other Master Plan projects as Met-Ed cost estimates are prohibitive and funders do not want to fund it
 - Moving utilities to alleyways behind the buildings is also very complicated and costly
 - If sidewalks are widened, utility poles will need to be moved

Committee was in support of not moving utility lines due to the cost

- **Other Items Discussed**
 - **Zoning**
 - Current zoning can limit the types of businesses (parking)
 - Zoning will remain mixed use
 - Most of Baltimore Street is zoned RO. Concern is that this limits use. The reason that is zoned this way is to protect the historic character of the street.
 - Could consider making zoning more form based to allow for more flexibility in use while protecting the form and historic character.

- Any recommendation for zoning amendments need to be coordinated with the joint comprehensive plan initiative.
- **Public Facilities**
 - Need public restrooms with signage. Recommended at least two, one near the square and one near Steinwehr.
- **Traffic Calming and Truck Deterrents**
 - **Curb Bumps are tools that can be used to calm traffic.**
 - The committee would like features that would deter truck traffic although it's not likely that PennDOT would approve such features. Therefore, it's most likely that any streetscape design plan will need to include accommodation for truck traffic
 - Chicane – as used on Steinwehr Avenue is a traffic calming measure that may also decrease truck traffic. In order for this to be considered there would need to be a Truck Bypass route established and there is no existing appropriate truck bypass route from Baltimore Pike to West Route 30 toward Chambersburg.
- **Other Streetscape Projects**
 - **The character of the Baltimore Streetscape should make seamless connections and transitions to others completed streetscapes such as Steinwehr, Middle Street, Railroad Street, and Lincoln Square. Also Future streetscapes on South Street and Breckenridge Street should be coordinated with this project.**
- **Historic Aspects**
 - Wayfinding & waysides focused on Lincoln.
 - Medallions in sidewalks focused on Gettysburg Address.
 - HARB should be consulted through the process.

An announcement was made for the next meeting, which is a field view / walking tour, scheduled for March 21st, 2017. The meeting was adjourned by Deb Adamik at 11:08 a.m.

APPENDIX C

COST ESTIMATES

Phase	Phase Description	Design Costs	Construction Costs					Phase Totals
		Design, Permitting, Estimates, Construction/Bidding Specs (30%) ¹	Construction	Temporary Right-of-Way Acquisitions for Construction	Overhead Utility Relocations ²	Construction Management (3%) ¹	Construction Inspection (10%) ¹	
1	Wade Avenue to Steinwehr Avenue	\$872,992.31	\$2,909,974.38	\$10,000.00	\$160,000.00	\$87,299.23	\$290,997.44	\$4,331,263.36
2A	Railroad Street to Wade Avenue	\$736,347.30	\$2,454,491.00	\$10,000.00	\$190,000.00	\$73,634.73	\$245,449.10	\$3,709,922.13
2B	Steinwehr Avenue to Borough Line	\$741,755.87	\$2,472,519.55	\$10,000.00	\$200,000.00	\$74,175.59	\$247,251.96	\$3,745,702.96
Subtotal:		\$2,351,095.48	\$7,836,984.93	\$30,000.00	\$550,000.00	\$235,109.55	\$783,698.49	

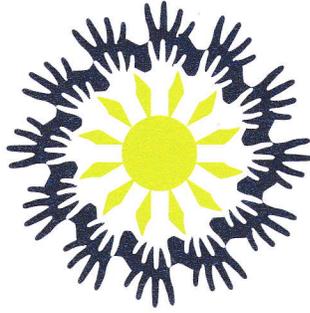
Total Project Expenses: \$11,786,888.44

1. Project costs are based on a percentage (shown) of the construction costs
2. Cost is only for pole relocation and doesn't include relocation of utilities underground
3. Costs assume public funding sources such as grants.

Description	Unit	PHASE 1 Wade Ave to Steinwehr Ave			PHASE 2A Railroad St to Wade Ave			PHASE 2B Steinwehr Ave to Evergreen Cemetery			TOTAL BALTIMORE STREET COST		
		Unit Price	Quantity	Cost	Unit Price	Quantity	Cost	Unit Price	Quantity	Cost	TOTAL UNITS	UNIT COST	TOTAL COST
SITE WORK													
Clearing and Grubbing , Tree Removal	LS	\$3,000.00	1	\$3,000.00	\$12,000.00	1	\$12,000.00	\$8,000.00	1	\$8,000.00	3	N/A	\$23,000.00
Mobilization	LS	\$119,000.00	1	\$119,000.00	\$104,000.00	1	\$104,000.00	\$105,000.00	1	\$105,000.00	3	N/A	\$328,000.00
Maintenance and Protection of Traffic	LS	\$200,000.00	1	\$200,000.00	\$200,000.00	1	\$200,000.00	\$150,000.00	1	\$150,000.00	3	N/A	\$550,000.00
Reclamation, Finish Grading, Seeding and Stabilization	SY	\$12.00	50	\$600.00	\$12.00	50	\$600.00	\$12.00	230	\$2,760.00	330	\$12.00	\$3,960.00
SOIL EROSION & SEDIMENTATION CONTROL													
Erosion and Sediment Control	LS	\$8,875.00	1	\$8,875.00	\$4,000.00	1	\$4,000.00	\$10,300.00	1	\$10,300.00	3	N/A	\$23,175.00
SIDEWALK AND STREET CONSTRUCTION													
Permeable Paver	SF	\$15.00	1,750	\$26,250.00							1,750	\$15.00	\$26,250.00
Reinforced Concrete 6-8" thick	SF	\$15.00	1,800	\$27,000.00	\$15.00	2,000	\$30,000.00	\$15.00	3,800	\$57,000.00	7,600	\$15.00	\$114,000.00
Concrete Sidewalk 4" Thick	SF	\$10.00	1,350	\$13,500.00							1,350	\$10.00	\$13,500.00
ADA Curb Ramps	SF	\$18.00	2,065	\$37,170.00	\$18.00	1,000	\$18,000.00				3,065	\$18.00	\$55,170.00
Detectable Warning Domes	SF	\$50.00	250	\$12,500.00	\$50.00	230	\$11,500.00				480	\$50.00	\$24,000.00
Curb (Paver Restraints & Driveways)	LF	\$40.00	600	\$24,000.00	\$40.00	250	\$10,000.00	\$40.00	1,750	\$70,000.00	2,600	\$40.00	\$104,000.00
Curb (Street Restoration)	LF	\$75.00	3,000	\$225,000.00	\$75.00	2,130	\$159,750.00	\$75.00	2,900	\$217,500.00	8,030	\$75.00	\$602,250.00
Street Mill and Overlay	LS	\$185,660.00	1	\$185,660.00	\$156,000.00	1	\$156,000.00	\$154,380.00	1	\$154,380.00	3	N/A	\$496,040.00
Brick Sidewalk	SF	\$22.00	24,500	\$539,000.00	\$22.00	21,545	\$473,990.00	\$22.00	25,000	\$550,000.00	71,045	\$22.00	\$1,562,990.00
STORMWATER CONTROL													
Stormsewer Pipe	LF	\$135.00	1,415	\$191,025.00	\$135.00	1,410	\$190,350.00	\$135.00	1,080	\$145,800.00	3,905	\$135.00	\$527,175.00
12" Square Catch Basin	EA	\$400.00	40	\$16,000.00	\$400.00	20	\$8,000.00	\$400.00	10	\$4,000.00	70	\$400.00	\$28,000.00
Trench Drain Stormsewer Pipe	LF	\$25.00	35	\$875.00	\$25.00	100	\$2,500.00	\$25.00	75	\$1,875.00	210	\$25.00	\$5,250.00
Type C Inlet	EA	\$2,000.00	11	\$22,000.00	\$2,000.00	9	\$18,000.00	\$2,000.00	5	\$10,000.00	25	\$2,000.00	\$50,000.00
Type C Modified Inlet	EA	\$3,800.00	4	\$15,200.00	\$3,800.00	3	\$11,400.00	\$3,800.00	4	\$15,200.00	11	\$3,800.00	\$41,800.00
Roof Drain Connections	LF	\$20.00	800	\$16,000.00	\$20.00	400	\$8,000.00	\$20.00	100	\$2,000.00	1,300	\$20.00	\$26,000.00
Grade Adjustment of Existing Manholes	EA	\$1,000.00	8	\$8,000.00	\$1,000.00	4	\$4,000.00	\$1,000.00	3	\$3,000.00	15	\$1,000.00	\$15,000.00
Manhole	EA	\$3,300.00	4	\$13,200.00	\$3,300.00	3	\$9,900.00	\$3,300.00	2	\$6,600.00	9	\$3,300.00	\$29,700.00
Trench Drain	LF	\$300.00	40	\$12,000.00	\$300.00	65	\$19,500.00	\$300.00	100	\$30,000.00	205	\$300.00	\$61,500.00
Stormwater Management Control Structures	LS	\$20,000.00	1	\$20,000.00	\$20,000.00	1	\$20,000.00	\$25,000.00	1	\$25,000.00	3	N/A	\$65,000.00
MISCELLANEOUS													
Signage & Pavement Markings	LS	\$29,257.50	1	\$29,257.50	\$43,000.00	1	\$43,000.00	\$35,752.00	1	\$35,752.00	3	N/A	\$108,009.50
Multi-Space Parking Kiosk	EA	\$8,000.00	6	\$48,000.00	\$8,000.00	10	\$80,000.00	\$8,000.00	3	\$24,000.00	19	\$8,000.00	\$152,000.00
Landscaping	LS	\$10,000.00	1	\$10,000.00	\$10,000.00	1	\$10,000.00	\$10,000.00	1	\$10,000.00	3	N/A	\$30,000.00
Install Street Trees	EA	\$450.00	12	\$5,400.00	\$450.00	19	\$8,550.00	\$450.00	15	\$6,750.00	46	\$450.00	\$20,700.00
Tree Grates	EA	\$1,600.00	12	\$19,200.00	\$1,600.00	32	\$51,200.00	\$1,600.00	15	\$24,000.00	59	\$1,600.00	\$94,400.00
Street Lights	EA	\$5,500.00	28	\$154,000.00	\$5,500.00	51	\$280,500.00	\$5,500.00	29	\$159,500.00	108	\$5,500.00	\$594,000.00
Signalized Crosswalks	EA	\$6,000.00	2	\$12,000.00				\$6,000.00	4	\$24,000.00	6	\$6,000.00	\$36,000.00
Bus Shelters	EA	\$10,000.00	2	\$20,000.00	\$10,000.00	2	\$20,000.00	\$10,000.00	1	\$10,000.00	5	\$10,000.00	\$50,000.00
Benches	EA	\$2,000.00	4	\$8,000.00	\$2,000.00	4	\$8,000.00	\$2,000.00	4	\$8,000.00	12	\$2,000.00	\$24,000.00
Trash Receptacle - Double Unit	EA	\$3,000.00	3	\$9,000.00	\$3,000.00	3	\$9,000.00	\$3,000.00	3	\$9,000.00	9	\$3,000.00	\$27,000.00
Trash Receptacle - Big Belly Unit	EA	\$12,000.00	1	\$12,000.00	\$12,000.00	1	\$12,000.00	\$12,000.00	1	\$12,000.00	3	\$12,000.00	\$36,000.00
Waterline Relocation	LS	\$100,000.00	1	\$100,000.00							1	N/A	\$100,000.00
Gettysburg Entrance	LS							\$100,000.00	1	\$100,000.00	1	N/A	\$100,000.00
Construction Survey, Field Office, Misc.	LS	\$68,000.00	1	\$68,000.00	\$58,000.00	1	\$58,000.00	\$63,000.00	1	\$63,000.00	3	N/A	\$189,000.00
Electrical (Includes wire, junction box, conduit)	LS	\$99,700.00	1	\$99,700.00	\$82,600.00	1	\$82,600.00	\$95,600.00	1	\$95,600.00	3	N/A	\$277,900.00
Traffic Signal	LS	\$200,000.00	1	\$200,000.00							1	N/A	\$200,000.00
Phase Totals		\$2,530,412.50			\$2,134,340.00			\$2,150,017.00			\$6,814,769.50		
15% Construction Contingency		\$379,561.88			\$320,151.00			\$322,502.55			\$1,022,215.43		
TOTAL ESTIMATED CONSTRUCTION COST		\$2,909,974.38			\$2,454,491.00			\$2,472,519.55			\$ 7,836,984.93		

APPENDIX D

LETTERS OF SUPPORT



ADAMS COUNTY

**COMMUNITY
FOUNDATION**

For Good. For Adams County. For Ever.

August 11, 2015

Ms. Deborah Adamik

Main Street Gettysburg

59 E. High Street

Gettysburg, PA 17325

Dear Ms. Adamik,

At its Board meeting on Monday, August 10, 2015, the Directors of Adams County Community Foundation voted to approve a grant of \$15,000.00 for the Baltimore Street Revitalization Project Streetscape Plan which Main Street Gettysburg is leading. The funding will come from the Foundation's Thomas E. and Florence B. Metz Fund. We understand and endorse the use of this funding for administrative expense and other costs not covered by other grantors.

Adams County Community Foundation supports the goals of this project. Enhancing a business environment, Improving the design and safety of the community, marketing the city of Gettysburg, recruiting business development, creating alternative means of transportation and growing property values will all strengthen and build this community. Thank you for including us in this initiative.

This grant will be released to you when you receive funding from South Mountain Regional Partnership. Please inform us then this is received.

Thanks again. We look forward to partnering with you, "for Good, for Adams County, for Ever."

Sincerely,

Barbara B. Ernico

President/CEO



Gettysburg
HISTORIC CROSSROADS

Borough of Gettysburg
Adams County, Pennsylvania
59 East High Street
Gettysburg, PA 17325

Telephone: (717) 334-1160
FAX: (717) 334-7258
www.gettysburg-pa.gov

William E. Troxell - Mayor
Michael J. Birkner - Council President
Jacob W. Schindel - Council Vice President

Charles R. Gable, *MPA* - Borough Manager
Sara L. Stull - Borough Secretary
Harold A. Eastman, Jr. - Borough Solicitor

July 30, 2015

VIA FIRST CLASS MAIL

Mr. Jonathan Peterson
South Mountain Partnership
4 East First Street
Boiling Springs, PA 17007

Dear Mr. Peterson,

It is my pleasure to write a letter of support for the Baltimore Street Economic Revitalization Project coordinated by Main Street Gettysburg. As this is a grassroots project, we are in full support of our community and their desire for this to succeed.

As the Borough Manager, this project aligns with our goals to preserve the historic and cultural quality of our special community, while ensuring an economically and physically healthy and safe environment. The Master Plan, for which Main Street is seeking the grant, will lay out the groundwork for infrastructural and safety measures on Baltimore Street, including ADA compliance, safe sidewalks, and increased lighting. The project has many facets that will improve not only Baltimore Street and the Borough of Gettysburg, but the surrounding communities within the South Mountain Region.

The health of our community is dependent on the success of our resources. Our greatest resources in the town of Gettysburg are our history and our proximity to agriculture, both of which need to be celebrated, supported, and preserved. Through this project, Main Street Gettysburg can take further steps to support our greatest resources to ensure a strong economic landscape for our area.

As further support for this project, the Borough Council voted 8-1 at its July 13, 2015 meeting to appropriate five-thousand dollars (\$5000.00) in the 2016 General Fund budget to be used as a local match for the Master Plan grant.

So I ask you to please consider Main Street Gettysburg's Baltimore Street Economic Revitalization Project for the South Mountain Mini-Grant. The project, while located in the Borough of Gettysburg, has the potential to improve the economic vitality of many surrounding areas, with the South Mountain Region as a whole, in the forefront.

Sincerely,

Charles R. Gable, *MPA*
Borough Manager



July 24, 2015

Jonathan Peterson
South Mountain Partnership
4 East First Street
Boiling Springs, PA 17007

Dear Jonathan,

It is my pleasure to write a letter of support for Gettysburg's Baltimore Street Economic Revitalization Project, led by a group of businesses on Baltimore Street and coordinated by Main Street Gettysburg.

The goals of the project include increased business opportunities, jobs, property values, safety, culture and arts, beautification and design, pedestrian and bike access, and variety of things to do for the community as well as the millions of visitors to Adams County, Pa.

The economic health of our community is dependent on many aspects of our community, but most importantly the connectivity and ability to partner with each other. Gettysburg is known for its history but once people visit and see the natural beauty, agriculture, arts and culture and natural resources within and surrounding the town, they return time and time again. Through this project, the Baltimore Street partners can take further steps to enhance and promote not only the Baltimore Street business district, but the economic landscape for the town, that impacts the county, region and beyond.

Destination Gettysburg's Board of Directors approved at its July 2015 meeting to commit \$1,500 toward the project, which is in addition to the \$3,500 previously committed toward the project's street light program.

I ask you to please consider the Baltimore Street Economic Revitalization Project for the South Mountain Mini-Grant. The project, while located in the Borough of Gettysburg, has the potential to improve the economic vitality of many surrounding areas, with the South Mountain Region as a whole, in the forefront.

Sincerely,

A handwritten signature in purple ink that reads "Norris Flowers". The signature is written in a cursive style.

Norris Flowers
President

571 W. Middle Street
Gettysburg, PA 17325
(T) 717-334-6274
www.destinationgettysburg.com



Healthy Adams Bicycle/Pedestrian, Inc.

85 Bittern Drive

Gettysburg, PA 17325

717-337-2932 tdhickethier@comcast.net



Working to develop trails and roads for healthy living

July 13, 2015

Deb Adamik, President
Main Street Gettysburg
59 East High Street, #3
Gettysburg, PA 17325

Dear Deb,

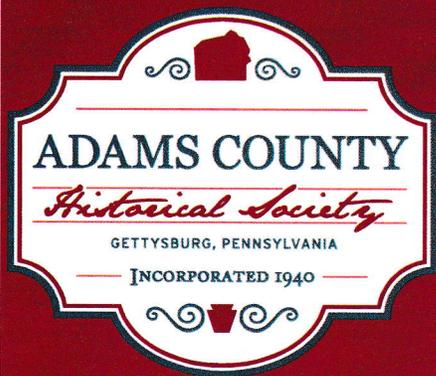
Please accept our full support for your Baltimore Street Economic Revitalization Project Master Plan Initiative. We are grateful for the opportunity to partner with you and pledge \$500 towards South Mountain Partnership matching funds.

Main Street Gettysburg has consistently underpinned its work with values similar to the South Mountain Partnership and Healthy Adams Bicycle/Pedestrian, Inc. (HABPI). You have worked to promote and build on our region's assets. This includes ecology, natural resources, heritage, cultural, tourism and recreation. For instance, your accomplishments on Steinwehr Avenue resulted in a lovely walking promenade, bicycle lanes which access the Gettysburg National Military Park, mass transit stops, and environmentally welcoming economic development.

HABPI is honored to partner with such a competent, ethical organization as Main Street Gettysburg. We look forward to working with you on this new effort.

Sincerely,

Dennis Hickethier, President
Healthy Adams Bicycle/Pedestrian, Inc.



Adams County Historical Society
P.O. Box 4235, Gettysburg, Pennsylvania 17325
717-334-4723 • info@achs-pa.org • www.achs-pa.org

July 13, 2015

Mr. Jonathan Peterson
South Mountain Partnership
4 East First Street
Boiling Springs, PA 17007

Dear Mr. Peterson,

It is my pleasure to write a letter of enthusiastic support for the Baltimore Street Economic Revitalization Project, lead by a group of businesses on Baltimore Street and coordinated by Main Street Gettysburg.

The success of Adams County Historical Society's mission to foster interest in the history of Adams County depends heavily on developing a community that local people can take pride in and that will attract visitors to the area to enjoy all this place has to offer. The goals of this project include increased business opportunities, jobs, property values, safety, culture and arts, beautification and design, pedestrian and bike access, and variety of things to do for the community. The goals of the South Mountain Partnership are: expanding partnerships, supporting agriculture, ecology, outdoor recreation, and showcasing our heritage.

The economic health of our community is dependent on many aspects of our community, but most importantly the connectivity and ability to partner with each other. Gettysburg is known for its history but once people visit and see the natural beauty, agriculture, arts and culture and natural resources within and surrounding the town, they return time and time again. Through this project, the Baltimore Street partners can take further steps to enhance and promote not only the Baltimore Street business district, but the economic landscape for the town, that impacts the county, region and beyond.

Because of our immense support for this project, the Adams County Historical Society, has committed \$500 as financial support to aid in funding this project.

So I ask you to please consider the Baltimore Street Economic Revitalization Project for the South Mountain Mini-Grant. The project, while located in the Borough of Gettysburg, has the potential to improve the economic vitality of many surrounding areas, with the South Mountain Region as a whole, in the forefront.

Sincerely,

Benjamin Neely
Executive Director

Mission

"Foster interest in the history of Adams County and vicinity, conduct research, preserve records and objects, mark sites, and pursue such activities as may be related to the history of the community."

Board of Trustees

- Jacqueline White, *Chair*
- Baird Tipson, *Vice Chair*
- Justin Hockley, *Treasurer*
- Greg Allen
- Christopher Army
- William Avery
- Alex Hayes
- Carol Hegeman
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- Patricia Lawson
- Stephen Mock
- Peter Monahan
- David Moore
- Philip Murray
- Alan Kim Patrono
- Timothy Shields

Finance Committee

John Fuss, *Chair*

Staff

- Benjamin K. Neely
Executive Director
- Althea Riley
Administrative Assistant
- Lauren Roedner
Archives & Collections Assistant
- Timothy H. Smith
Research Assistant

Finances and Bookkeeping

Jill R. Inglasbe
Total Books Accounting Service

The Adams County Historical Society is a 501 (c) (3) non-profit corporation. The official registration and financial information of the Adams County Historical Society may be obtained from the Pennsylvania Department of State by calling toll-free, within Pennsylvania, 1-800-732-0999. Registration does not imply endorsement.

Gettysburg Tours, Inc.

Gettysburg Tour Center
778 Baltimore Street
Gettysburg, PA 17325

Corporate Offices
302 York Street
Gettysburg, PA 17325



Mr. Jonathan Peterson
South Mountain Partnership
4 East First Street
Boiling Springs, PA 17007

7/9/2015

Dear Mr. Peterson,

It is my pleasure to write a letter of enthusiastic support for the Baltimore Street Economic Revitalization Project, led by a group of businesses on Baltimore Street and coordinated by Main Street Gettysburg.

The goals of this project I feel closely align with the goals of the South Mountain Partnership. The funding for the masterplan for the improvement will increase business opportunities for this area in Gettysburg, greatly improve the quality of life for the residents that call Baltimore Street home and encourage private investment by property owners. Beautification, Safety and Commerce are all key components to this venture and the key to moving Baltimore Street towards the future is the funding for the master plan. Having several business located on Southern Baltimore Street I can attest to the need for a community project like this to pay homage to one of the most historic and important streets in the Nation. Through this project if we are able to improve and highlight the route that President Abraham Lincoln took to deliver the Gettysburg Address the benefit would reach far beyond Gettysburg. It would benefit every person who took inspiration from the historic speech and may be fortunate enough to retrace the steps taken on November 19th 1863.

The economic health of our community is dependent on many aspects of our community, but most importantly the connectivity and ability to partner with each other. Gettysburg is known for its history but once people visit and see the natural beauty, agriculture, arts and culture and natural resources within and surrounding the town, they return time and time again. Through this project, the Baltimore Street partners can take further steps to enhance and promote not only the Baltimore Street business district, but the economic landscape for the town, that impacts the county, region and beyond.

Because of our immense support for this project, Gettysburg Tours, Inc has committed \$500 as financial support to aid in funding this project.

So I ask you to please consider the Baltimore Street Economic Revitalization Project for the South Mountain Mini-Grant. The project, while located in the Borough of Gettysburg, has the potential to improve the economic vitality of many surrounding areas, with the South Mountain Region as a whole, in the forefront.

Sincerely,

Max T. Felty
President



July 21, 2015

Mr. Jonathan Peterson
South Mountain Partnership
4 East First Street
Boiling Springs, PA 17007

Dear Mr. Peterson,

It is my pleasure to write a letter of enthusiastic support for the Baltimore Street Economic Revitalization Project, led by a group of businesses on Baltimore Street and coordinated by Main Street Gettysburg.

I believe that it is critical to invest in the small towns of America – as centers of new jobs and to promote conservation of rural land. And I have followed that investment philosophy with my own business. I have chosen to locate my business, with 40 of its 120 team members, in downtown Gettysburg. And, I have purchased and renovated a historical property in the Borough – and am in the process of purchasing another building in the Borough for expansion.

But individual actions are not enough. Gettysburg is known for its history but once people visit and see the natural beauty, agriculture, arts and culture and natural resources within and surrounding the town, they return time and time again. Through this project, the Baltimore Street partners can take further steps to enhance and promote not only the Baltimore Street business district, but the economic landscape for the town, that impacts the county, region and beyond.

Because of our immense support for this project, I have committed \$500 as financial support to aid in funding this project.

So I ask you to please consider the Baltimore Street Economic Revitalization Project for the South Mountain Mini-Grant. The project, while located in the Borough of Gettysburg, has the potential to improve the economic vitality of many surrounding areas, with the South Mountain Region as a whole, in the forefront.

Sincerely,

Monica E. Oss
Chief Executive Officer

July 21, 2015

Mr. Jonathan Peterson
South Mountain Partnership
4 East First Street
Boiling Springs, PA 17007

Dear Mr. Peterson,

It is my pleasure to write a letter of enthusiastic support for the Baltimore Street Economic Revitalization Project, led by a group of businesses on Baltimore Street and coordinated by Main Street Gettysburg.

The Adams County Library located at 140 Baltimore Street is one of the largest buildings in the corridor. In addition to serving every resident of Adams County, the mission of the library includes being a destination for the tourists and other visitors who come to Gettysburg. Each day the library accommodates more than 600 visits. The library looks to partner with many organizations in the community to improve the quality of life and availability of cultural programming in the downtown Gettysburg area. The library has a goal of improving the outside accommodations for visitors to encourage more walking and spending time in the Baltimore Street corridor.

The economic health of our community is dependent on many aspects of our community, but most importantly the connectivity and ability to partner with each other. Gettysburg is known for its history but once people visit and see the natural beauty, agriculture, arts and culture and natural resources within and surrounding the town, they return time and time again. Through this project, the Baltimore Street partners can take further steps to enhance and promote not only the Baltimore Street business district, but the economic landscape for the town, that impacts the county, region and beyond.

Because of our immense support for this project, the Adams County Library has committed \$250 as financial support to aid in funding this project.

So I ask you to please consider the Baltimore Street Economic Revitalization Project for the South Mountain Mini-Grant. The project, while located in the Borough of Gettysburg, has the potential to improve the economic vitality of many surrounding areas, with the South Mountain Region as a whole, in the forefront.

Sincerely,



Rob Leshner
Executive Director

GETTYSBURG
EAST BERLIN
FAIRFIELD
HARBAUGH-THOMAS
LITTLESTOWN
NEW OXFORD

Adams County Library System
140 Baltimore Street | Gettysburg, PA 17325
adamslibrary.org | 717.334.0163

SHRIVER HOUSE MUSEUM

309 Baltimore Street, Gettysburg, PA 17325
717-337-2800 ~ www.shriverhouse.org

July 13, 2015

Ms. Deb Adamik, President and CEO
Main Street Gettysburg, Inc.
59 East High Street Suite 3
Gettysburg PA 17325

Deb,

My husband, Del, and I opened The Shriver House Museum on Baltimore Street in 1996. We chose this location on South Baltimore Hill for several reasons:

1. I was a member of the Main Street Board at the time which, at the time, was focused on the Historic Pathway which was to run from the Lincoln Railroad station to the as yet unbuilt NPS Visitors Center.
2. A barricade was constructed on Baltimore Street at Breckenridge Street during the Battle of Gettysburg. Since we were looking to tell the story of the civilians' experiences during the battle, this helps people understand they are standing on the battlefield - in the middle of town.
3. We looked at this section of town as an untapped jewel in the rough. There seemed to be so much potential here.

It's been 19 years and a lot has changed over the years - but so much more needs to be accomplished. After all these years the sidewalks are still a mess, there is very little street lighting from High to South Street which discourages visitors and locals alike, there is a gaggle of wires hanging from the telephone poles, and there are no public rest rooms available.

The revitalization of Baltimore Street is a movement that has my 100% support. I believe the benefits to the Borough through their support of a \$5000 matching grant will be rewarded with the enhancements of this project that will benefit both residents and visitors.

Sincerely,

Nancie W. Gudmestad

Director

A Civil War museum dedicated to the civilian experience at Gettysburg.

Mr. Jonathan Peterson
South Mountain Partnership
4 East First Street
Boiling Springs, PA 17007

Dear Mr. Peterson,

It is my pleasure to write a letter of enthusiastic support for the Baltimore Street Economic Revitalization Project, led by a group of businesses and residents on Baltimore Street and coordinated by Main Street Gettysburg.

In order to continue the marketability of tourism, our largest industry, we in Gettysburg need to expand the atmosphere of the town. We can do this by linking our commercial areas with well-lit, easily accesable sidewalks through a historically pleasing streetscape already proudly maintained by businesses and residents alike.

Because of my enthusiasm for this project, I have committed \$25.00 as financial support to aid in funding the endeavor.

So I ask you to please consider the Baltimore Street Economic Revitalization Project for the South Mountain Mini-Grant. The project, while located in the Borough of Gettysburg, has the potential to improve the economic vitality of many surrounding areas, with the South Mountain Region as a whole in the forefront.

Sincerely,



Rebecca Brown
334 Baltimore St, Gettysburg PA 17325
Gettysburg Borough Council, representing Ward 1

Gettysburg Heritage Center



July 23, 2015

Mr. Jonathan Peterson
South Mountain Partnership
4 East First Street
Boiling Springs, PA 17007

Dear Mr. Peterson,

It is my pleasure to write a letter of support for the Baltimore Street Economic Revitalization Project, led by a group of businesses on Baltimore Street and coordinated by Main Street Gettysburg.

In light of the very recent completion of the Steinwehr Avenue Revitalization project, the Baltimore Street effort is a natural and necessary follow up component. Since Baltimore Street serves as a bridge from the center of town to Steinwehr, it is a critical connector in the future success of the town.

Specifically, an enhanced Baltimore Street corridor will likely mirror many of the improvements found on Steinwehr Avenue such as a more aesthetically pleasing business environment (thus improving property values as well as attracting and retaining businesses) and increased pedestrian traffic due to safer sidewalks with improved lighting (which also supports health and

The economic health of our community is dependent on many aspects of our community, but most importantly the connectivity and ability to partner with each other. Gettysburg is known for its history but once people visit and see the natural beauty, agriculture, arts and culture and natural resources within and surrounding the town, they return time and time again. Through this project, the Baltimore Street partners can take further steps to enhance and promote not only the Baltimore Street business district, but the economic landscape for the town, that impacts the county, region and beyond.

So I ask you to please consider the Baltimore Street Economic Revitalization Project for the South Mountain Mini-Grant. The project, while located in the Borough of Gettysburg, has the potential to improve the economic vitality of many surrounding areas, with the South Mountain Region as a whole, in the forefront.

Sincerely,

A handwritten signature in cursive script that reads "Tammy Myers".

Tammy Myers, President



297 Steinwehr Avenue, Gettysburg, PA 17325
717-334-6245

info@GettysburgMuseum.com
www.GettysburgMuseum.com



United States Department of the Interior

NATIONAL PARK SERVICE

GETTYSBURG NATIONAL MILITARY PARK EISENHOWER NATIONAL HISTORIC SITE
Gettysburg, PA 17325 Gettysburg, PA 17325



1.A

July 15, 2015

Mr. Jonathan Peterson
South Mountain Partnership
4 East First Street
Boiling Springs, Pennsylvania 17007

Dear Mr. Peterson,

On behalf of Gettysburg National Military Park (GETT), I am writing to express my enthusiastic support for the Baltimore Street Economic Revitalization Project, led by a group of businesses on Baltimore Street and coordinated by Main Street Gettysburg.

Revitalization of the historic Baltimore Street corridor in Gettysburg, Pennsylvania, would advance several important goals of the National Park Service at Gettysburg, including improved preservation of battlefield resources and enhancing and creating memorable experiences for park visitors. Compatible businesses improve the heritage tourism experience, enhancing the economic impacts of tourism for entire communities. These effects can transform a community and would be especially meaningful in downtown Gettysburg, where we have so many Civil War era buildings, structures and other resources.

In addition, beautification, improved pedestrian and bike access and enhanced safety would improve the experience for GETT's approximately 1.1 million annual visitors.

Please consider the Baltimore Street Economic Revitalization Project for the South Mountain Mini-Grant. The project, while located in the Borough of Gettysburg, would allow the Baltimore Street partners to take further steps to enhance and promote the Baltimore Street business district, as well as the economic landscape throughout the community, including the South Mountain Region.

Sincerely,

Ed W. Clark
Superintendent

cc: Deb Adamik, Main Street Gettysburg



GETTYSBURG

FOUNDATION

July 1, 2015

Mr. Jonathan Peterson
South Mountain Partnership
4 East First Street
Boiling Springs, PA 17007

Dear Mr. Peterson,

It is my pleasure to write a letter of enthusiastic support for the Baltimore Street Economic Revitalization Project, led by a group of businesses on Baltimore Street and coordinated by Main Street Gettysburg.

We own and operate the Rupp House located at 451 Baltimore Street which houses our Membership, Leadership and some Development operations. This house is a historic house on the pathway between the downtown center to the National Cemetery that Abraham Lincoln walked on November 19, 1863. *The goals of the project include increased business opportunities, jobs, property values, safety, culture and arts, beautification and design, pedestrian and bike access, and variety of things to do for the community. The goals of the South Mountain Partnership are: expanding partnerships, supporting agriculture, ecology, outdoor recreation, and showcasing our heritage.*

The economic health of our community is dependent on many aspects of our community, but most importantly the connectivity and ability to partner with each other. Gettysburg is known for its history but once people visit and see the natural beauty, agriculture, arts and culture and natural resources within and surrounding the town, they return time and time again. Through this project, the Baltimore Street partners can take further steps to enhance and promote not only the Baltimore Street business district, but the economic landscape for the town, that impacts the county, region and beyond.

Because of our immense support for this project, Gettysburg Foundation has previously committed \$5,000 to phase 1 of the project and we encourage other organization to provide financial support for this phase of funding for this project.

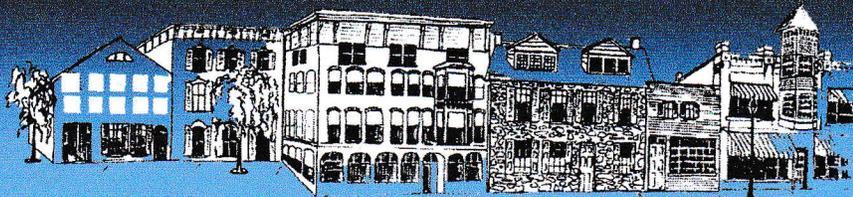
So I ask you to please consider the Baltimore Street Economic Revitalization Project for the South Mountain Mini-Grant. The project, while located in the Borough of Gettysburg, has the potential to improve the economic vitality of many surrounding areas, with the South Mountain Region as a whole, in the forefront.

Sincerely,



Daniel M. Bringman
Chief Financial Officer/Chief Operating Officer

cc: Joanne Hanley, President of Gettysburg Foundation
Deb Adamik, President of Main Street Gettysburg



7/22/2015

Mr. Jonathan Peterson
South Mountain Partnership
4 East First Street
Boiling Springs, PA 17007

Dear Mr. Peterson:

The Gettysburg Area Retail Merchants Association, GARMA, a 501 c (6) non-profit corporation, recognized by the Commonwealth of Pennsylvania, has grown to a consortium of over 70 local members within a 5-mile radius of the square of Gettysburg. GARMA's membership includes retail stores, restaurants, financial institutions, wineries, media, utilities, transit operators, entertainment venues, attractions, professionals, service providers, accommodations, and non-profit organizations.

We are supportive of the Baltimore Street Economic Revitalization Project, as we believe healthy businesses create a healthy local economy for the benefit of the entire community and surrounding area. GARMA holds a Board seat on Main Street Gettysburg, and endorses their coordination of this project.

For many years, GARMA has been responsible for the purchase, maintenance, insurance, and installation of the holiday decorations in the center square and branching streets. We are pleased to say, the wreaths for the initial phase of lamp posts on Baltimore Street that are to be installed in Fall, 2015 have already been purchased by GARMA, at a cost of \$1,305.00. It is expected that as the Baltimore Street corridor is completed, the holiday decorations will link the north and south ends of the town in a seamless path and encourage a flow of business traffic during the holiday season.

As we have experienced many times in the past, visitors to the area explore not only Gettysburg Borough, but the surrounding areas as well, and spread the impact of economic enhancement. With this in mind, I ask that you support the Baltimore Street Economic Revitalization Project for the South Mountain Mini-Grant.

Sincerely,

Kathy Gilbert
GARMA President

GETTYSBURG AREA RETAIL MERCHANTS ASSOCIATION
P.O. Box 4914, Gettysburg, PA 17325



1382 Biglerville Road
Gettysburg, PA 17325
Voice 717.334.8151
Fax 717.334.3368
info@gettysburg-chamber.org
www.gettysburg-chamber.org

July 24, 2015

Mr. Jonathan Peterson
South Mountain Partnership
4 East First Street
Boiling Springs, PA 17007

Dear Mr. Peterson,

It is my pleasure to write a letter of support for the Baltimore Street Economic Revitalization Project, led by a group of forward-looking businesses on Baltimore Street and coordinated by Main Street Gettysburg.

The community has put much thought into how to improve Gettysburg's economy and livability, and after a five-year strategic planning process, the Baltimore Street revitalization was prioritized as the first economic development project. Since that time, businesses have partnered with Main Street Gettysburg and the borough to outline a plan to increase business opportunities, grow property values, add jobs, increase pedestrian and bicycle traffic, beautify the area and recruit businesses to the area.

The Baltimore Street Revitalization Committee now needs a master plan to translate these goals into reality. The support of South Mountain Partnership will help ensure our mutual goals are met, including: expanding partnerships, supporting outdoor recreation and showcasing our heritage. Additionally, support from the partnership will mean an important part of Gettysburg will be preserved, giving new uses to historic buildings to nurture sustainable economic growth in an underutilized and underappreciated area.

While located in the Borough of Gettysburg, the Baltimore Street Economic Revitalization Project has potential to improve the economic vitality of the surrounding South Mountain Region. We have seen that improving the offerings of restaurants, gift shops and cultural activities in downtown Gettysburg improves the likelihood that visitors will venture beyond the Gettysburg National Military Park to experience the local flavor. Serving as a "Gateway to South Mountain," a good experience in Gettysburg means visitors will then likely venture a little farther to discover the region's wineries, farm stands, state parks and theatre.

The Baltimore Street Economic Revitalization Project promises to create a community identity that unifies and nurtures pride while growing economic opportunities in Gettysburg and beyond. Adams County's business community asks you to endorse the project for a South Mountain Mini-Grant.

Sincerely,

Carrie S. Stuart
President, Gettysburg Adams Chamber of Commerce



July 28, 2015

Mr. Jonathan Peterson
South Mountain Regional Partnership
4 East First Street
Boiling Springs, PA 17007

Dear Mr. Peterson:

The purpose of this letter is to provide support for the Baltimore Street Economic Revitalization Project, led by a significant group of businesses on Baltimore Street and coordinated by Main Street Gettysburg.

The roots of ACNB Bank can be traced back to the founding of The Farmers' and Mechanics' Savings Institution of Adams County on the Square in Gettysburg nearly 160 years ago. Lincoln Square anchors the Baltimore Street Project on one end, with the other end reaching to Steinwehr Avenue---which itself has been a successful Business Improvement District in Gettysburg. This historic corridor of Baltimore Street connects two areas of commerce, as well as has historical significance to the Gettysburg community. At ACNB Bank, we value economic development initiatives, like the Baltimore Street Project, which include goals related to increased business opportunities, jobs, property values, safety, culture and arts, beautification and design, pedestrian and bike access, and other enhanced benefits to the community. Such initiatives require the work and dedication of many partners to truly improve the economic landscape and well-being of the community.

Given the focus of the South Mountain Regional Partnership includes expanding partnerships and showcasing our heritage, please consider the Baltimore Street Economic Revitalization Project for the South Mountain Mini-Grant. This project, while located in the Borough of Gettysburg, has the potential to improve the economic vitality of the larger community in the South Mountain region. The grant monies would be used to develop the master plan laying the foundation for this project, as well as contributing to its long-term success.

Thank you, in advance, for your consideration in enabling the vision of the future for Gettysburg's Baltimore Street to become a reality for those excited of the prospect and committed to the project.

Sincerely,

Lynda L. Glass
Executive Vice President

APPENDIX E

BENEFITS



Below are excerpted statements from a study by the Rails-to-Trails Conservancy (RTC) regarding economic benefits of trails and greenways.

1. Trails and greenways can increase perceived quality of life in a community, and consequently attract new businesses.
2. Pittsburgh Mayor Tom Murphy, testifying at a Congressional hearing, credited trail construction for contributing significantly to a dramatic downtown revitalization.
3. The Great Allegheny Passage Economic Impact Study (Campos, 2009) attributed 2008 revenue of \$40,677,299 and it was projected that businesses distributed \$7,500,798 in wages.
4. In the months following the opening of the Mineral Belt Trail in Leadville, Colorado, the city reported a 19 percent increase in sales tax revenues.

Another RTC study titled “Trails and Economic Development” provides these statements.

1. Trails, according to a National Association of Homebuilders study cited by *The New York Times*, are the number one amenity potential homeowners cite when they are looking at moving into a new community.
2. In Minneapolis, the Midtown Greenway has spurred development of new housing and businesses to take advantage of the desirable location adjacent to the trail.
3. The evidence of the positive impact of green space on adjacent land values became “conventional wisdom” (Crompton 2001, p. 9) for park planners and was used to fuel the early park movement in communities around the country.
4. Lindsey et al (2003) found that proximity to a greenway generally has a statistically significant, positive effect on property values.
5. A 1993 survey of 38 businesses along the Cape Cod Rail Trail in Massachusetts found that 24 percent of the business owners cited the rail-trail as one reason they opened or acquired their business

It goes without saying that greenways reduce pollution and provide healthy environments for exercise, recreation and travel. Links to other studies which discuss the benefits of greenways and trails can be found on the HABPI website at <http://www.habpi.org/pages/links.php>.



Health Benefits of Bicycling and Walking

From the Wellspan 2012 Adams County Community Health Needs Assessment:

- Chronic Disease rates are plaguing our community, much like other communities nation-wide
- 74% of Adams County residents are overweight or obese, a cause of diabetes and heart problems
- 44% reported having high cholesterol
- 40% reported having high blood pressure.
- 12% of respondents advised that they were diabetic
- 13% reported they had heart disease, a heart attack or stroke
- These chronic disease rates are likely attributable to root causes related to lifestyle and health behaviors
- Only 16% reported exercising 30 minutes or more on five days in the past week

“Unless effective population-level interventions to reduce obesity are developed, the steady rise in life expectancy observed in the modern era may soon come to an end and the youth of today may, on average, live less healthy and possibly even shorter lives than their parents.” (Olshansky et al., *New England Journal of Medicine*, March 17, 2005.)

Young teens who live in neighborhoods where they can safely bike and walk to school and other destinations are significantly less likely to be obese. (*Priedt, R., 2010*)

Commuting physical activity, independent of leisure time physical activity, is associated with a healthier level of most of the cardiovascular risk factors (e.g., HDL cholesterol, LDL cholesterol and triglycerides). (*von Huth Smith, L., et al., 2007*)

Overweight adolescents who participate in bicycling 3 to 4 days per week are 85% more likely to become normal-weight adults. (*Menschik, D., et al., 2008*)

A study of nearly 2,400 adults found that those who biked to work were fitter, leaner, less likely to be obese, and had better triglyceride levels, blood pressure, and insulin levels than those who didn't active commute to work. (*Gordon-Larsen, P., et al., 2009*)

Cyclists on average live two years longer than non-cyclists and take 15% fewer days off work through illness. (*CTC*)

As a nation, we are facing tremendous adverse health conditions associated with decreased physical activity. The USA has nearly 4 times the obesity rate as The Netherlands. (World Health Organization 2005: Netherlands obesity rate 10.4% men and 11.5% women versus USA: obesity rate 36.5% men and 41.8% women) It is no deep mystery as to what their primary success secret is: they bicycle...and we ride in cars. Years ago they developed a safe bicycle system.

-Dr. Kevin Mosser, President and CEO of Wellspan

-\$190 billion..... Annual American health bill caused by obesity (Rails to Trails Conservancy Fall 2013)