City of Frederick

2010 Comprehensive Plan Update

Recommended for Approval by Planning Commission on October 20, 2009

Approved by the Mayor and Board of Aldermen on November 19, 2009

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CITY OF FREDERICK
MAYOR AND BOARD OF ALDERMEN

RESOLUTION NO. 09-26

A RESOLUTION FOR THE PURPOSE OF ADOPTING THE CITY OF FREDERICK 2010 COMPREHENSIVE PLAN

WHEREAS, Maryland Annotated Code, Article 66B requires municipalities to adopt comprehensive plans including policy statements for private and public use, documented in texts and maps which constitute the guide for future development; and

WHEREAS, the policies and implementation strategies in the 2010 Comprehensive Plan for The City of Frederick are based on the updated land use analysis, public participation, and public testimony; and

WHEREAS, the Mayor and Board of Aldermen have received the Comprehensive Plan from the Planning Commission dated October 20, 2009; and

WHEREAS, the Mayor and Board of Aldermen have determined that it is in the best interests of the City to adopt the 2010 Comprehensive Plan recommended by the Planning Commission as amended by the Mayor and Board of Aldermen at its November 19, 2009 meeting; and

WHEREAS, the 2010 Comprehensive Plan shall constitute a general plan for The City of Frederick setting forth goals and a guide for future development. The adoption of the 2010 Comprehensive Plan shall not be construed as approval of individual projects which may be recommended therein, and the Aldermen shall reserve to themselves the right to consider, debate, oppose, or support the specific actions that may come before them that are intended to implement specific elements of this Plan; and

NOW THEREFORE, BE IT RESOLVED that The City of Frederick Mayor and Board of Aldermen adopt the City of Frederick 2010 Comprehensive Plan.

ADOPTED AND APPROVED, the 19th day of November, 2009

Witness

William J. Holtzinger, Mayor

Approved for Legal Sufficiency:

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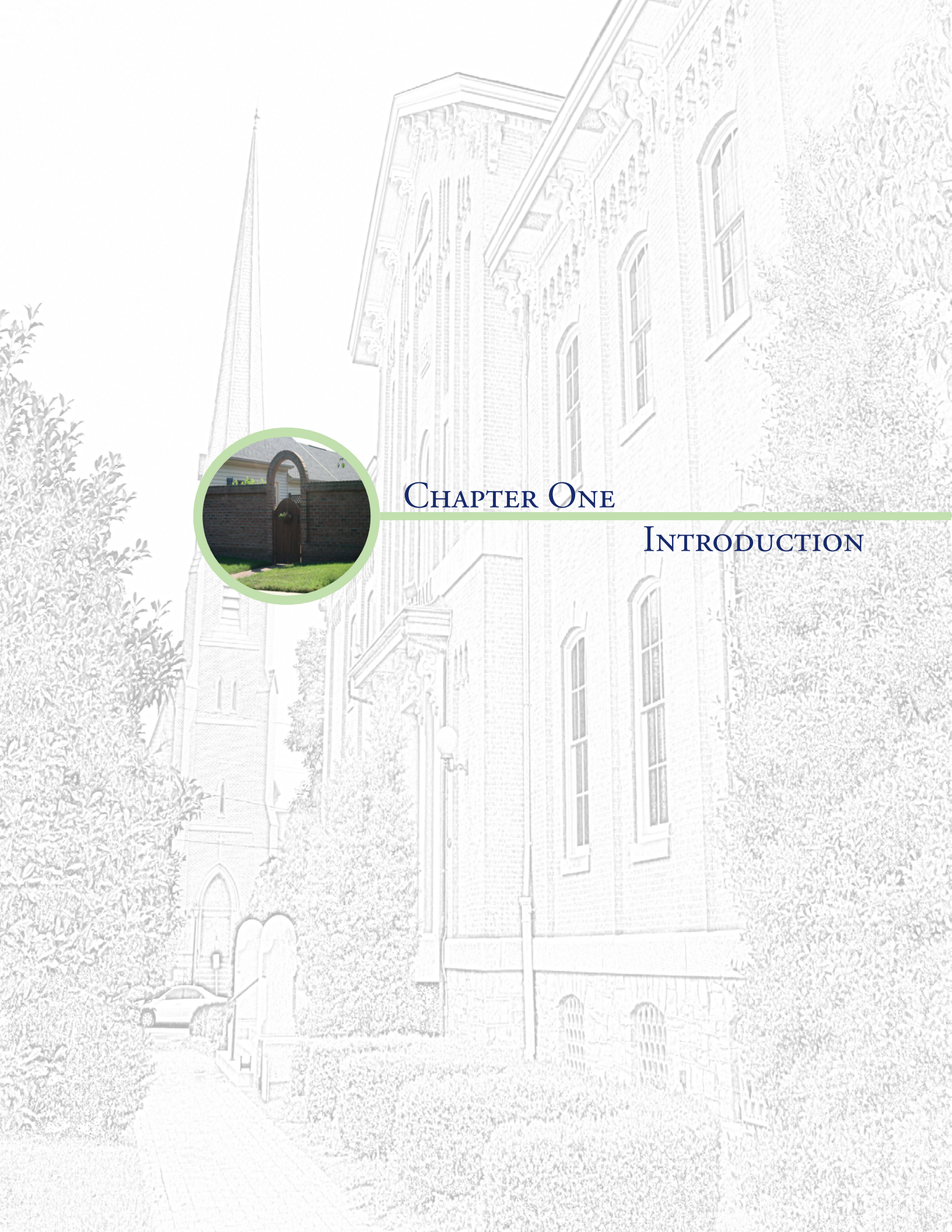

Chapter One

Introduction

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1 INTRODUCTION

Overview

The City of Frederick, Maryland is one of the most historic and charming communities in the country. It is a city with a strong sense of place, a rich heritage, and a robust and diverse economy. Its vibrant and cultured downtown is surrounded by walkable neighborhoods and employment centers where residents are afforded scenic views of both the downtown spires and the Catoctin Mountains.

The City of Frederick has strived to grow in a manner that is fiscally and environmentally sound and that has phased growth with adequate infrastructure. Rather than trying to stop growth altogether and remain a small city or become a large city due to unregulated growth, the City of Frederick has chosen to manage its growth so that it has become an urban employment and residential center while maintaining its historic charm, unique historic heritage, and exceptional quality of life.

The characteristics that define the City of Frederick's exceptional quality of life include:

1. a thriving downtown, with an intact Historic District;
2. local and plentiful job opportunities;
3. growing multi-modal transportation options;
4. adequate sanitary sewer treatment and water supply systems;
5. a range of housing opportunities;
6. quality education for all ages;
7. quality health care;
8. vibrant arts and entertainment;
9. abundant parks and recreation;
10. protected natural resources;
11. an open community partnership between residents and businesses; and
12. an accessible government.

This Comprehensive Plan—through its policies and recommended implementation strategies—envisions a city that continues to be a major population and

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employment center. Equally, the Plan's policies reinforce Frederick's strong neighborhoods as the heart of the City.

The Baltimore-Washington Region—especially the City of Frederick and Frederick County—has experienced substantial growth and development over the last several decades. The Plan's recommendations on maintaining an expansion of City boundaries would allow the City to control its destiny by both protecting and shaping the community character of old and new areas.

As addressed in the Plan's Land Use Element and the Community Character and Design Element, the ability to control the character of development is critical to retaining and reinforcing the distinctive quality of Frederick's neighborhoods. The Plan's recommendations on growth management are designed to support the short and long-term livability and attractiveness of Frederick's residential areas and the ability of employment areas to attract and retain development.

Purpose of the Comprehensive Plan

The Comprehensive Plan is a guide for the location, character and extent of proposed public and private development in the City of Frederick, Maryland. The Comprehensive Plan's policies and recommendations will be implemented over time through many distinct decisions including capital improvements, rezoning, text amendments, and changes to city codes as well as other documents. The Comprehensive Plan provides the policy basis for the integration and coordination of these decisions and actions. This Comprehensive Plan also provides guidance on how the City's development regulations should be updated, enhanced, and streamlined to facilitate plan implementation. The City's land use ordinances and zoning maps are to be amended to be consistent with the Comprehensive Plan.

The State's planning statutes require the Comprehensive Plan to be updated every six years. This revision and update is needed to respond to changing conditions, unforeseen events and trends, and changing objectives.

The basis of the Comprehensive Plan is to communicate a vision of growth for the City. It is a 20-year blueprint for public and private sector initiatives and investment in facilities and infrastructure. The Plan should be the first source consulted before land use action is taken.

Legal Basis

Under Maryland Law, the Planning Commission has the duty to make and approve a Comprehensive Plan and then recommend its adoption to the Mayor and Board of Aldermen. The Comprehensive Plan is to "serve as a guide to public and private actions and decisions to ensure the development of public and private property in appropriate relationships." The State law (Article 66B) requires that the Comprehensive Plan "serve as a guide for the development and economic and social well being" of the City. The Comprehensive Plan is

to be composed of a number of interrelated elements that address the following areas: land use, transportation, community facilities, sensitive areas, mineral resources, and plan implementation. The Planning Commission may include other elements as it deems necessary, such as economic development and tourism, and parks and recreation.

As a result of amendments to Article 66B through HB294, the State now promotes "Twelve Visions" that should be implemented through the plan's recommendations. The "Twelve Visions," which are incorporated in this Comprehensive Plan, are summarized below:

- Development is concentrated in suitable areas;
- Sensitive areas are protected;
- A range of housing choices are available;
- Stewardship of planning resources;
- Conservation of resources, including a reduction in resource consumption, is practiced;
- To assure the achievement of items (1) through (5) of this section, economic growth is encouraged and regulatory mechanisms are streamlined;
- Adequate public facilities and infrastructure under the control of the City are available or planned in areas where growth is to occur; and
- We will actively seek out mechanisms to achieve the twelve visions.

Along with the "Twelve Visions" that must be addressed, House Bill 1141 requires the following components to be included in municipal comprehensive plans:

1. Introduction
2. Land Use
3. Housing
4. Water Resources
5. Environment/Sensitive Areas
6. Municipal Growth/Public Utilities
7. Transportation
8. Fiscal
9. Implementation

In addition to these nine elements, this Plan includes two additional elements:

1. Heritage
2. Community Character & Design

Section 3.05 of Article 66B states that the Planning Commission should consider the following items:

Section 3.05 (c)

(1) In preparing a plan, a planning commission shall carefully and comprehensively survey and study:
(i) Present conditions;
(ii) Projections of future growth of the local jurisdiction; and
(iii) The relation of the local jurisdiction to neighboring jurisdictions.

(2) The planning commission shall make the plan with the general purpose of guiding and accomplishing the coordinated, adjusted, and harmonious development of the local jurisdiction and its environs.

(3) A plan shall promote, in accordance with present and future needs:
(i) The health, safety, morals, order, convenience, prosperity, and the general welfare of the local jurisdiction; and
(ii) Efficiency and economy in the development process.

(4) A plan shall provide for:
(i) Transportation needs;
(ii) The promotion of public safety;
(iii) Light and air;
(iv) The conservation of natural resources;
(v) The prevention of environmental pollution;
(vi) The promotion of a healthful and convenient distribution of population;
(vii) The promotion of good civic design and arrangement;
(viii) The wise and efficient expenditure of public funds;
(ix) Adequate public utilities; and
(x) An adequate supply of other public requirements.

Need for a Comprehensive Plan

The City of Frederick has experienced a high level of growth over the last several decades. As it has grown from a small historic town to an expanding urban center, there is a need to update the Comprehensive Plan in order to provide specific guidance to meet the City's major challenges, which include:

- Achieving concurrence between growth and infrastructure;
- Balancing residential and employment growth;
- Improving and enhancing the quality of life for residents;
- Enhancing inter-jurisdictional coordination related to infrastructure provision;
- Ensuring that the City remains the urban center for Frederick County;
- Preserving and enhancing the City's distinct character and vibrant downtown; and
- Ensuring the preservation of significant historic and archaeological resources as development of the City proceeds.

For these sets of categories, text is provided that presents the background information, identifies issues, and details implementation strategies to address the issue.

City of Frederick Regional Context

This section describes the City of Frederick and its place in the Washington-Baltimore region, provides an overview of demographic and economic trends, and summarizes the population and employment trends for the City.

Location

Nestled between the Monocacy River and the Catoctin Mountains, the City of Frederick sits almost directly in the center of Frederick County. Frederick's unique natural and cultural setting makes the City a desirable location for residents, workers, and visitors alike. The unincorporated land around the City was once largely agricultural, and Frederick County still contains more agricultural land than any county in the State. However, the City and County have both experienced substantial growth and suburbanization in recent decades.

It is the City of Frederick's vibrant and varied urban fabric that differentiates it from the rest of the County and creates a distinct sense of place. Contemporary residential neighborhoods ring the City's compact, walkable, active, and prosperous downtown. Much of the downtown's success is due to the community's emphasis on the preservation of historic downtown structures and those who invest in them. In addition to hosting municipal and county government, downtown Frederick is also the State's largest historic district, as well as a state-designated arts and entertainment district.

Part of Frederick's attractiveness lies in its proximity to Central Maryland's major urban centers. Frederick is equidistant from Baltimore and Washington, DC, located 50 miles northwest of the US Capitol Building, and 50 miles west of Baltimore's Inner Harbor. Frederick is closer to a number of small cities, sitting approximately 25 miles southeast of Hagerstown, 25 miles southwest of Westminster, 27 miles northwest of Rockville, and 25 miles north of Leesburg, VA. The Town of Walkersville, located five miles to the northeast, is the nearest municipality. The City of Frederick is also accessible to the regional transportation network. Interstate 70 connects Frederick directly to Baltimore and Hagerstown and points west, while I-270 begins in Frederick and links the City to the District of Columbia and the Capital Beltway. US 15 runs directly through the center of the City, linking Frederick to Northern Virginia, West Virginia, and southern Pennsylvania. US 340 also begins in Frederick, connecting the City to Charles Town, WV and Winchester, VA. In addition to its major road links, Frederick serves as the terminus of one spur of the MARC Brunswick commuter rail line. This line serves Union Station and the I-270 corridor, and connects to the WMATA MetroRail and MetroBus system.

The City of Frederick also owns and operates Frederick Municipal Airport, which serves as a reliever facility for General Aviation traffic from Baltimore-

Washington International Airport (BWI), Washington-Dulles International Airport, and Reagan National Airport. With more than 130,000 annual operations, Frederick Municipal is the second-busiest Maryland airport, after BWI.

Frederick's access to transportation facilities has made it a popular residential location for commuters to jobs in Baltimore and Washington, DC. However, with strength in economic sectors such as biotechnology, manufacturing, and entertainment, Frederick is also an employment hub in its own right. Nearly half of Frederick County's jobs are located within the City limits, and Frederick County is a net importer of workers from nearby jurisdictions, including Washington and Carroll Counties in Maryland; Berkeley, Franklin, and Jefferson Counties in West Virginia; and Adams County in Pennsylvania. The location of municipal, county, and federal government institutions in the City (such as Fort Detrick), and also strengthens Frederick's economic base.

Population and Economic Trends

The City of Frederick and surrounding areas have experienced extremely strong growth pressures for several decades. This can be attributed to the City's strategic location at the confluence of major interstates and the restrictive growth policies of adjacent counties.

Population Trends

The City of Frederick's 2004 population of about 55,000 is nearly twice the City's population in 1980 of about 28,000. The City's estimated 2009 population of 63,000 is more than twice the 1980 population.

The City's share of Frederick County's population remained constant at about 26 percent during the period of 1980-2009. The City's total number of households increased from 21,000 in year 2000 to 25,000 in 2009, an increase of 4000 households. The average household size remained constant at about 2.5 persons per household.

City Employment

Historically, the City of Frederick has been the commercial, institutional and industrial center of Frederick County. The City contains half of all Frederick County jobs. This is reflected in the employment data. The government sector is the City's largest, with more than 17,643 jobs in Frederick (including 8,000 jobs at Fort Detrick and 6,283 in public education, and 3,360 in County and City employment), or 37 percent of the City's total jobs. Health care is close behind, with approximately 7,979 jobs (16.0 percent), followed by retail with more than 5,368 jobs (11.0 percent), manufacturing with approximately 2,850 jobs (5.9 percent), and education with approximately 2,650 jobs (5.5 percent). In 2008, the City of Frederick was home to approximately 48,000 jobs. This is an increase of 6,000 jobs from 2004.

More information on this growth trend is located in the Appendix section, and the Land Use and Economic Elements of this Plan.

Links to Past Plans

The City's Comprehensive Planning efforts began with the 1964 Comprehensive Plan, which was the City's first attempt to consider land use patterns based on vision of growth. Like all plans, the recommendations of the 1964 plan clearly stemmed from the growth as seen at that time. This plan focused on policies to accommodate auto-oriented shopping and business districts outside of the current downtown. The other emphasis was on improvements to the highway and street network. In basic form, this network is in place today. The strength of this plan was that it began the process of guiding growth. The plan's weakness was the focus on accommodating trends but not long term vision and needs.

The 1979 Comprehensive Plan, unlike the 1964 Plan, focused on a long term view on the city's growth. This Plan also recognized the shortcomings of the 1964 Plan: a land use imbalance created by focusing on auto-oriented development outside of the downtown. The 1979 plan recognized that the land use pattern that was being established was not as effective in providing coordinated growth as originally anticipated. The 1979 Plan began focusing on providing a complementary mix of densities, land uses, and neighborhood connections in a compact and efficient pattern reminiscent of historical patterns of the City.

The 1979 Plan remained as the primary growth document for the City until 1995. However, between 1985 and 1988 issues arose regarding annexation limits, on which both the existing City and County Plans did not agree. This prompted the formation a joint City and County task force to reconcile these issues.

This resulted in a document approved by both jurisdictions that identified agreed upon future growth areas. This agreement did not result in an amendment to the 1979 Comprehensive Plan.

The 1995 Comprehensive Plan excelled in providing a detailed overview of the city's existing conditions, context, and long range vision. The long range vision was the important contribution of this Plan. Of particular importance was the vision for how physical development would be integrated with land use and transportation within a local and regional context.

However, this long range focus was hampered by a lack of guidance for plan implementation, including action steps, recommendations, and priorities for guiding growth and development decisions.

The 2004 Comprehensive Plan provided a new level of specificity in guiding growth decisions through the use of extensive background reports. Many of

these reports will be used in the 2010 Comprehensive Plan. These reports include a transportation model, scenario evaluation, economic report and financial analysis. The extensive public input was also a strength of the 2004 Comprehensive Plan. This Plan involved a 21-member steering committee and was completed in fewer than 18 months.

The key shortcoming of the 2004 Comprehensive Plan was its lack of the recommendations on the neighborhood level.

As part of the 2010 Comprehensive Plan revision process, each chapter of the 2004 Comprehensive Plan was reviewed to help determine which goals and objectives had been accomplished and what new guidance might be needed.

The Appendix of the 2010 Comprehensive Plan includes an assessment of the 2004 Comprehensive Plan completed as part of the Plan revision along with the Planning and Zoning Department evaluation of the comments received as part of this comprehensive process.

The 2010 Plan continues to use a policy approach similar to that of the 2004 Plan, with policies that provide additional emphasis on neighborhood character and context. The Community Character & Design element of this Plan provides a means to understand the City's physical attributes and how they work together in developing neighborhoods and business districts. Policies of each Element not only focus on density and land use but also the context that make each neighborhood unique.

The 2010 Plan attempts to characterize the location of buildings, transportation systems, relationships between the street and buildings, and locations of leisure that create the aspects of a city's personality. Frederick's residential and business neighborhoods are unique places and represent the outcome of a period of time. The struggle for any municipality is how to place a value on its neighborhoods. Most municipalities are able to have an identifiable perception of what is urban and suburban. What is less tangible is the understanding of character; the way a place is seen, its persona, or sense of place. Thus, each of the Plan's elements includes several approaches intended to preserve and enhance neighborhood character, maintain a vibrant and growing economy, and promote sustainability.

Plan Layout

The 2010 Comprehensive Plan consists of ten elements and an implementation section that is linked to the elements as required by State Statute. An Appendix, which contains background information for applicable elements of the Plan, is also included

Each element, through text, policies, and implementation strategies, identifies challenges that the City will face in those areas. Also identified are the actions that are needed to promote a particular policy and vision that city planning needs to take.

How We Got Here — The Planning Process

The revision to the 2004 Comprehensive Plan began in February of 2008 with a Planning Commission open house to discuss how to proceed with public input.

The goal of the planning process was to have broad-based resident input for the revision. Both traditional and non-traditional methods were implemented.

The traditional methods included:

- Developing an audit of the Current Plan;
- Attending Planning Commission meetings;
- Attending Neighborhood Advisory Committee (NAC) meetings;
- Developing a citizen participation e-mail distribution list.

Non-traditional methods include:

- An online map survey;
- An online questionnaire;
- An interactive web site allowing viewing of information and to provide comments; and
- Televised Land Use workshop and web cast.

This was the hallmark of the 2010 Plan's input process —Allowing input from those who could not regularly attend meetings.

The online map survey enabled citizens to show where they would like to see new roads, improved roads, parks, housing or shopping. The map survey also allowed the viewing of comments of others.

The online questionnaire also provided a broader range of questions to gain an understanding of stakeholders' perceptions of existing conditions; their views on how the City should change; what resources should be preserved and protected from change; and possible implementation strategies.

The web site kept residents informed of meeting dates and times, provided press releases, hosted the on-line map survey and questionnaire, and provided additional opportunities for feedback. Additionally, as revisions of the Plan were prepared, after initial review by the Planning Commission, they were posted on the City's comprehensive planning web site for public review and comment.

These methods yielded over 1500 comments in each of the following categories:

- Recreation;
- City services;
- Transportation;
- Economic;
- Housing;
- Historic preservation;
- Neighborhood character;
- Environment; and
- Other issues that citizens felt it was important to address.

These comments were used by the Staff and the Planning Commission to shape the policies of the 2010 Comprehensive Plan. Many of these comments are incorporated in the Plan's policy and text. These comments are also part of the background information available at the City of Frederick Planning Department office.

The Planning Commission also scheduled seventeen Saturday morning workshops. Three of these workshops dealt with land use and were televised, and viewers were able to provide real-time input via e-mail. These workshops allowed for citizen interaction with the Planning Commission and Staff as information and input on each Element was presented. The workshops were followed up with more than a dozen regular meetings in which updates to the draft Elements were presented to the public.

In all, over seventy meetings were held at various workshops, open houses, neighborhood meetings that included over 1400 hours of participation time.

Chapter Two

Land Use Element

Policy encourages investment in Downtown neighborhoods

Policy encourages the use of sustainable technologies

2 LAND USE ELEMENT

Overview

The overall objective of this Element is to ensure the availability of a variety of land uses that are:

- appropriately located;
- compatible with adjacent uses; and
- sufficient for the City's present and future needs.

For over 260 years, the City of Frederick has served as the commercial center of both Frederick County and Western Maryland. Frederick is among the state's most thriving and diverse economies and it is anticipated that the City will continue to draw more businesses, government jobs and residents.

The City's foremost challenge is accommodating growth while retaining and enhancing the quality of life for residents and businesses. In particular, many responses to surveys conducted during this planning process noted that Frederick must preserve its historic character – the basis of the City's identity – while improving its economy and limiting sprawl.

The majority of the policies in this Element address concerns about future land use patterns and growth trends in the City. Throughout the comprehensive planning process, many stakeholders expressed these concerns during public meetings and in responses to surveys. The majority of the comments were focused on the following themes:

1. establish standards for attractive and functional community design as a basis for development approvals;
2. manage growth and provide quality local employment without generating sprawl;
3. identify, protect, and restore environmental resources where appropriate;
4. improve traffic congestion; and
5. identify, protect and restore historic and archeological resources where appropriate.

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Neighborhoods

The City's residential areas represent a quarter of the City's total land area. With the exception of the Historic District and neighborhoods located just outside of the Historic District, the majority of the city's residential neighborhoods are characterized by lower densities, wider streets, and more regularity in types and styles of structures. Care should be taken to maintain the quality of these residential areas, and to protect these areas from incompatible uses and buildings.

During the public input process for this Plan, one of the concerns consistently stressed by residents is that the segregation of land uses and the lack of nearby supporting retail and service uses contributes to an increase in length and number of residents' automobile trips to access needed services.

The Land Use Element and other Elements of this Plan seek to remedy this land use segregation by promoting an integrated land use pattern by identifying corridors appropriate for a mix of housing, services, and employment adjacent to transportation routes. This co-location of land uses can also enhance pedestrian, bicycle and transit mobility, thereby lessening vehicular trips.

Additional concerns regarding neighborhoods focused on ensuring that new and existing housing will be available to a diverse workforce to accommodate the City's growth. Equally important is the desire to maintain the viable condition of the existing housing as the City's housing stock ages.

City Character

The Frederick Town Historic District, the City's original core, provides for a vibrant mix of land uses, with blocks and buildings that are appropriately scaled for accessibility to both pedestrians and vehicular traffic. The narrow layout of the streets restrains automobile use and speed. The Historic District's buildings provide a display of architectural details and create an interesting environment for walking. During the public input process for this Plan, many stakeholders expressed a desire to expand elements of the City's historic character within new and existing neighborhoods.

This character can be enhanced by encouraging new and infill development projects that utilize efficient site planning principles; compact, mixed-use designs; pedestrian-oriented streets; and architectural features that reflect Frederick's unique identity.

For example, major infill redevelopment and new development projects should be reviewed to ensure compatibility with existing development – both historic sites as well as more recently developed areas. Neighborhoods developed in recent decades have contributed much to the City's character and should be equally acknowledged as well as protected.

Commercial Uses

Commercially zoned land currently constitutes eight percent of the City's developed land. Examples of commercial uses in the City include freestanding retail and service-oriented establishments, and businesses located in office buildings and shopping centers. The majority of the City's commercial development is located on major corridors, including:

1. The US 40/West Patrick Street/Golden Mile corridor;
2. Rosemont Avenue;
3. Jefferson Street;
4. East Patrick Street, east of the fairgrounds;
5. 7th Street (including the recently renovated West Frederick Shopping Center and College Park Plaza); and
6. The growing commercial area along State Road MD 26 and Monocacy Boulevard.

The Golden Mile, Rosemont, East Patrick and Jefferson Street commercial areas are examples of business areas that express many of the characteristics of strip commercial development. Strip development is characterized by an open retail center, arranged in a row, developed as a unit, containing large parking lots fronting major traffic roads. These centers tend to be self-contained with few pedestrian connections to surrounding neighborhoods. In many cases, the design of these centers gives little regard for safe and efficient integrated vehicular and pedestrian access.

In order to provide a more coherent and attractive commercial environment, future redevelopment along these corridors should be integrated with surrounding businesses and neighborhoods. This integration would allow for more organized pedestrian and vehicular movement.

Industrial Uses

Due to the City's relatively small size and the predominance of residential neighborhoods and commercial areas, light industrial is an appropriate industrial land use category for this Plan.

The few heavy industries remaining in Frederick still serve as an important part of the City's diverse economy. In areas with existing heavy industry uses, the City should consider requiring additional screening beyond current City requirements. An additional option is to require building expansions to be compatible with and reflective of the character, materials, and features of Frederick. However, the overall trend is to support more light industrial uses related to research and development. Thus, the expansion of heavy industries should be taken on a case-by-case basis to ensure compatibility with nearby land uses and with the overall economic vision for the City.

Intense industrial activity is located almost exclusively southeast of downtown.

These industrial uses account for an estimated one-fifth of the acreage of industrial uses within City limits, which occupy less than a total of five percent of the City's land area.

The City's Light Industrial (M1) zoning district includes a variety of non-polluting uses such as warehousing, automobile repair, assembly operations, research and development establishments and related office uses. The mix of industrial uses permitted in this district provides flexibility in location and design, and allows transition between less intense and more intense uses.

Vacant Land

There are 1,108 acres of vacant land in the City as of 2009, a significant decrease from the 3,200 acres that were vacant in 2003. However, it should be noted that this figure this includes downtown areas where, in many instances, buildings have been built across multiple property lines. The acreage also includes properties with institutional (IST) land uses. Excluding downtown areas, IST properties, and constrained land (land that contains features that render it wholly or partially unbuildable), approximately 688 acres of vacant land area is available for development, including 468 non-residential acres and 220 residential acres.

Notably, of the 688 acres of vacant land, only 12 lots have an area of 25 acres or more. Of these 12 lots, only four are located in a zoning district that allows substantial commercial development. This scarcity of large tracts with Institutional zoning may pose barriers when major employers seek to relocate in the City of Frederick. Smaller lots are difficult to consolidate for use by a major employer due to the number of property owners involved. However, these smaller lots could create redevelopment opportunities for smaller "start-up" businesses.

The City should encourage the consolidation of smaller lots along commercial corridors. The advantages of consolidated development include controlled access, efficient parking, cohesive architectural design, and improved landscaping.

Employment

During the public involvement process of this Plan, stakeholders expressed the need to increase the number and variety of local jobs in order to diversify Frederick's economic base beyond the predominant commercial uses and government jobs.

To meet these needs, the City of Frederick must continue to maintain an adequate supply of non-residentially zoned land and to provide incentives that accommodate office, emerging technologies, and other high quality employment. Allowing a mix of land uses at a variety of locations will improve opportunities to accommodate the City's growth. The employment location tables located in the Transportation Element show the predominant

employment locations of Frederick residents. The map shows that most Frederick County commuters travel to workplaces in Montgomery County. However, a large portion of Frederick County residents do commute to job locations within the County.

Mobility

The challenge of building and maintaining transportation infrastructure is one of the most important services provided by City and County government. A functional transportation system connects residents to employment, schools, commercial services, and leisure activities. The ability of residents to travel to these services is critical to a community's economic vitality.

However, transportation infrastructure is not always integrated into the community fabric. This lack of integration is most evident in the built environment, where transportation and land use intersect. The planning and development of transportation improvements have not always considered quality-of-life impacts, including accessibility for local residents.

The land use recommendations in this Plan can improve the functionality of Frederick's transportation infrastructure in a number of ways. Comments made by the community during the planning process included the following mobility-related objectives:

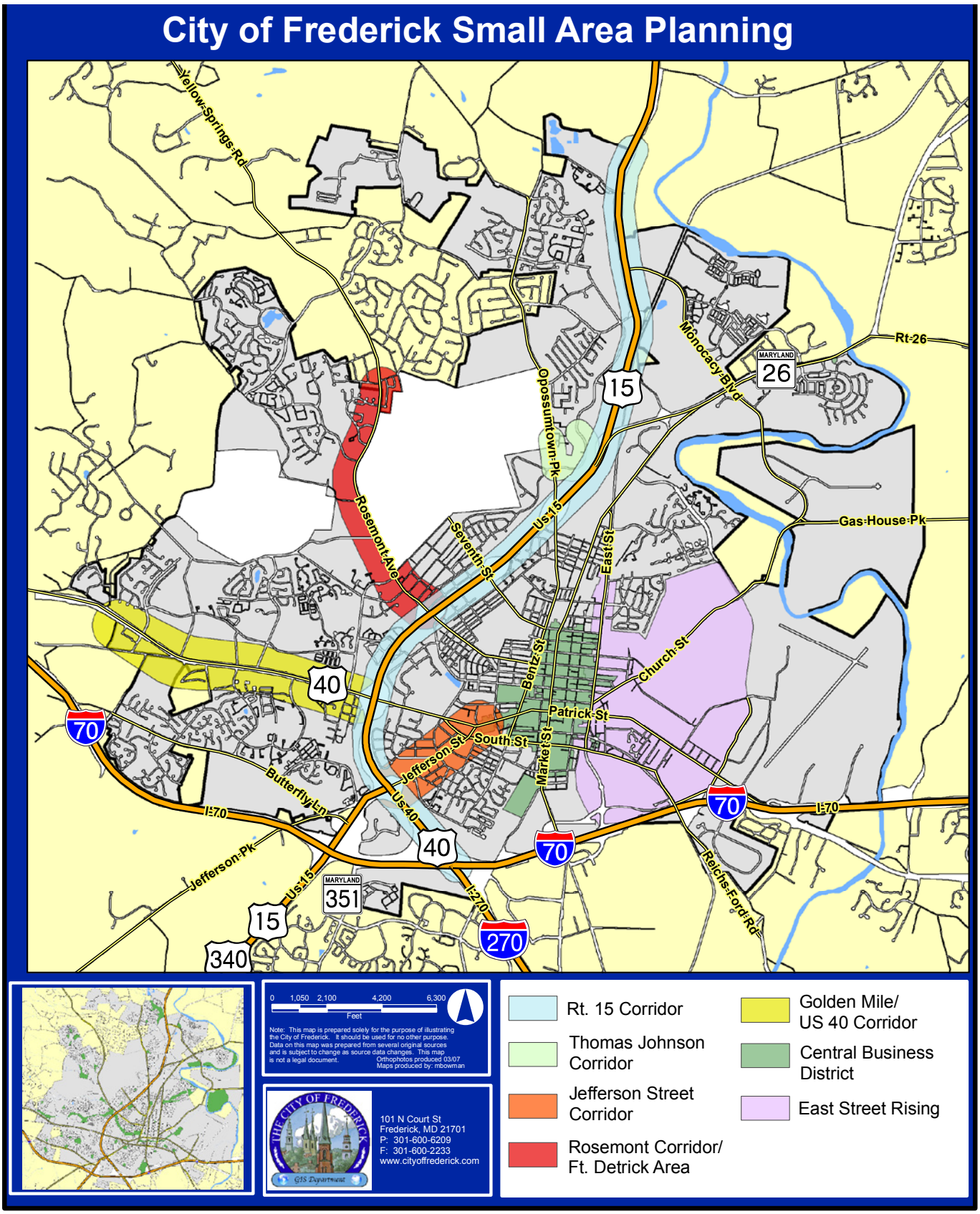
- Promote the co-location of residential, commercial, and other uses in new development, to provide residents with a broad range services located close enough for pedestrian access.
- Promote mixed-use development in order to reduce the number and length of vehicle trips by providing a more compact street system.
- Promote a compact, interconnected street system in order to improve public transit, promote efficient traffic circulation, and provide a better pedestrian environment.

Area Planning

Comprehensive plans are intended to be general in nature and are not meant to provide the level of detail required to bring about desired improvements. These plans also require supporting documents which examine critical issues that contribute to a plan's policies. Area plans can be one type of supporting document that provides the additional level of detail needed for implementation of comprehensive plan goals.

The 2002 Community Legacy Plans are examples of area plans with more detailed recommendations. The Legacy Plans included North Market Street, West Patrick Street, and the East End.

Area plans provide guidance for the appropriate use and design configurations for a particular planning area. For example, the land use policies for each area can be tailored to provide locations for those uses lacking within an area. Area


City of Frederick Small Area Planning
Yellow Springs Rd
Rosemont Ave
Seventh St
Us 15
Opossumtown Pk
East St
Monocacy Blvd
Rt 26
MARYLAND
26
15
Gas House Pk
Church St
Bentz St
Patrick St
Market St
South St
Jefferson St
Us 40
40
70
I 70
Butterfly Ln
Jefferson Pk
MARYLAND
351
I 270
270
340
Reichs Ford Rd
0 1,050 2,100 4,200 6,300
Feet
Note: This map is prepared solely for the purpose of illustrating the City of Frederick. It should be used for no other purpose. Data on this map was prepared from several original sources and is subject to change as source data changes. This map is not a legal document.
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Maps produced by: mbowman
THE CITY OF FREDERICK
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www.cityoffrederick.com
Rt. 15 Corridor
Thomas Johnson Corridor
Jefferson Street Corridor
Rosemont Corridor/ Ft. Detrick Area
Golden Mile/ US 40 Corridor
Central Business District
East Street Rising

plans can be implemented through the Capital Improvements Program (CIP) process, which is the mechanism through which most public improvements are funded (e.g. roads, parks and streetscape).

During the course of preparing this Plan, it was noted that several areas could benefit from a small area plan. Each of these areas has its own particular character that should be protected and enhanced as new development or redevelopment takes place. Some of the potential area plan locations are listed below, in addition to some of the major issues in these areas.

East Frederick:

East Frederick is characterized by its diverse land uses: the area comprises a broader wider range of uses than any other section of Frederick. Like most economically active parts of the city, East Frederick includes retail uses and offices as well as residential uses, including some historic residential areas. Unlike other sections of the City, East Fredrick is also home to manufacturing, wholesale trade, and other industrial uses. The City's east side also includes the historic Frederick Fairgrounds, the Frederick Municipal Airport and the MARC commuter rail station.

Thus, East Frederick plays a unique role in the City — a dynamic area that has grown largely out of its wide variety of land uses. Preserving and supporting many of the elements of the current mix of land uses could be a central policy of an area plan. An additional goal for this area plan could be the implementation of new land use concepts that designate sites for light manufacturing, general manufacturing, retail, offices, residences, art studios and other uses. Each of these uses provides something important to the City's residents, workers, and shoppers, and enhances the City's tax base.

Opportunities for new development and redevelopment on East Patrick Street have the potential to extend the Historic District character eastward into an enlarged downtown. The area also contains a large number of small lots with existing industrial land uses that need to be enhanced and protected while also allowing for new development along the East Street extension. New development along East Street should maintain the City's scale and enhance the vitality of the Historic District's businesses and neighborhoods.

Golden Mile/US 40 Corridor:

The Golden Mile / US 40 Corridor includes a significant amount of commercial square footage serving nearly 65,000 people within a three mile driving radius. However, its commercial areas are inefficiently designed. .The corridor is characterized by a lack of connectivity between commercial uses, which discourages pedestrian access between neighborhoods and adjacent commercial areas. A perception of crime and overcrowding in adjacent residential neighborhoods is also prominent. The principal goal of this area plan could be the enhancement and redevelopment of commercial properties along US 40 to better serve the community's social and economic needs.

The primary challenge in the revitalization of the Golden Mile is existing

street design and right-of-way. West Patrick Street, built in its current form, is a typical first-generation suburban street primarily designed to serve motorists. Development along this corridor is characterized by small one- and two-story commercial buildings, surface parking lots, and multiple points of access from the arterial. A significant challenge for an area plan for this corridor would be to better develop a street type that can serve users of all travel modes, including pedestrians, bicycles, and transit.

A second but equally important challenge for the Golden Mile area plan is the current level of vehicle traffic on this corridor. This street carries over 50,000 vehicles per day and is also a major transit route. Any area plan for redevelopment must maintain the existing vehicle capacity to prevent diversion onto adjacent residential streets, while simultaneously promoting multi-modal travel.

Jefferson Street Corridor:

Jefferson Street serves a dual role as a principal transportation corridor and as a concentrated commercial area serving adjacent neighborhoods. A principal goal for this area plan could be to provide opportunities for more substantial levels of redevelopment in key areas and to provide a defining character for the area.

Oppossumtown Pike/Thomas Johnson Drive:

This location includes a broad mix of residential, office, commercial, and medical uses that serve both residents as well as the Fort Detrick community. Similar to the Jefferson Street Corridor, key goals of this area plan could be to foster improved levels of redevelopment in key areas, provide a defining character for the area, and improve traffic flow, while maintaining pedestrian connectivity.

Rosemont Corridor/Fort Detrick Area:

A significant goal of this area plan could be the mitigation of the potential impact of future Fort Detrick expansions on adjacent neighborhoods. Specifically, the area plan should address the traffic impacts generated on both Seventh Street and Rosemont Avenue. Additionally, the potential expansions of both Frederick Memorial Hospital and Hood College will also affect the adjacent neighborhoods along Seventh Street.

US 15 Corridor:

As the main north-south road through Frederick, US 15 serves multiple roles by connecting the City's neighborhoods and commercial areas and providing a travel route for commuters. In 2009, the U.S. Department of Transportation designated an extensive portion of US 15 as part of the Journey Through Hallowed Ground National Scenic Byway – a 180 mile corridor from Gettysburg, Pennsylvania through Frederick County, Maryland, to VA 231 and Monticello in Albemarle County, Virginia. The Frederick County portion of the newly designated byway is 38.5 miles.

An important goal of this area plan could be to ensure that as the City and surrounding region grow, future development is compatible with the road's multiple roles and its historic designation.

Central Business District:

Frederick's Central Business District is a unique combination of residential and business uses, and contains the City's historic core. An important goal for this district is the enhancement of its economic vitality through continued promotion of historic preservation, the arts, neighborhood amenities, and appropriate design. This area could also benefit from the establishment of Land Management Code regulations intended specifically for "downtown" districts, distinct from those regulations applicable to more suburban districts of the City. Additionally, residents and merchants alike have noted that economic redevelopment should be focused north of Fourth Street, on North Market Street, south of Patrick Street and other areas, to achieve the same vitality as the central part of downtown.

Annexation

In Maryland, the annexation process may be initiated either by a municipal legislature or by property owner petition. Annexations must conform to the requirements of Article 23A (§9 and 19) of the Annotated Code of Maryland. The Code includes the following requirements:

- Annexed land must share a boundary with the annexing municipality;
- Property to be annexed cannot already be part of an existing municipality; and
- An annexation cannot create an "enclave" of unincorporated area.

A major challenge for the City is to annex new land while continuing to preserve the distinct character that makes the City attractive for growth.

The key policy question is, how much and how dense should Frederick grow? Coordinating growth by balancing the geographic distribution of new households, jobs and available infrastructure is important; annexation can contribute significantly to this effort.

Frederick has grown significantly in recent decades. The City's population nearly doubled between 1980 and 2000, from about 28,000 to 53,000 persons. During the same period, the City added more than 9,000 households, increasing the total from 11,300 in 1980 to about 21,000 in 2000. The City's population is projected to significantly increase by 2030, adding more than 11,000 new households and reaching an estimated population of 92,000.

The City's job base is also expected to significantly increase during the next 20 years. An expanded job base will help the City to approach a target of two jobs per every household. The challenge for the City is to also continue

to address community character and transportation issues. These issues are especially relevant in newly annexed areas, which can affect the City's established neighborhoods.

The City of Frederick should also communicate its growth and annexation plans and policies with Frederick County, so as to ensure that County comprehensive planning documents reflect all three tiers of the City's planned growth boundaries. The County is under growth pressures similar to those facing the City. Collaborative City-County planning should facilitate the location of future growth within existing growth centers, including the City, thereby helping to protect and promote agricultural preservation in areas outside of the City's Tier 3 growth boundaries.

Land Use Map

The Land Use Policy Map is intended to be used in coordination with the policies of this Plan, which provides guidance on the desired location of land uses.

The 2004 Comprehensive Plan has two growth scenarios:

- Upgrading In-Place. This scenario assumed limited annexations and projected the City's population to be 82,000 in 2030.
- Expanding Horizons. This scenario projected the City's population to be 104,000 persons in 2030. This scenario envisioned Frederick's future as a regional employment and residential center. The Expanding Horizons scenario formed the basis of the land use recommendations in the 2004 Comprehensive Plan.

Based on public input and growth trends, this Plan focuses on similar land use opportunities as the previous plan, utilizing a phased approach to expanding the City's boundaries that is largely based upon the relative ease with which the City will be able to serve future growth areas with public services, such as water and sewer.

Frederick has already become a regional employment and residential center as envisioned in the 2004 plan. The question today is linked to the key annexation policy issue: how much should Frederick grow, and where?

The overall consensus of participants in the Comprehensive Plan process is that Frederick should continue to grow, and the collective desire is to reinforce the City's role as a regional center. Utilizing a phased approach to future development allows the City to prioritize infill development and to take advantage of potential redevelopment opportunities within the existing municipal boundaries, while at the same time providing for planned expansions to the existing municipal boundaries, through annexation, with a particular emphasis on areas within the Potomac River Water Supply Agreement, when and as necessary; provided that appropriate infrastructure is in place.

Based on these objectives, the Land Use Policy Map is layered in three different tiers.

First Tier Growth: Infill and Redevelopment Opportunities

First Tier growth concentrates on improving and growing the character that makes the City special. Growth in the First Tier allows the City to focus more of its resources in already developed areas rather than spreading these resources beyond existing City boundaries.

The majority of growth should take place where existing and easily updatable infrastructure is available. These locations are predominately west and northwest of downtown, and include redevelopment areas such as the Golden Mile (West Patrick Street), Jefferson Street, Rosemont Avenue, Oppossumtown Pike and US 15 corridors, the area west of downtown between Jefferson Street and Patrick Street, and the industrial area east of the Historic District which includes the new East Street Gateway.

Redevelopment projects face barriers such as increasing land values, high development costs, site constraints and market preferences. In light of these challenges, it is likely that a significant percentage of the City's First Tier growth will be in the form of new development on many of the City's vacant lots. The City should consider supporting the development of these infill sites by applying updated development regulations that allow greater flexibility of building type and layout, while at the same time ensuring compatibility with adjacent areas.

Second Tier Growth: Municipal Growth Boundary

Second Tier growth describes development that will take place within the next twenty years. This Municipal Growth Boundary follows the boundary of the Potomac River Water Supply Agreement (PRWSA). This is the City's water supply agreement with Frederick County. The Second Tier areas are generally contiguous to developed areas, and are locations that can easily be served by City and County utilities. The intent of the Second Tier boundary is to ensure the efficient provision of services, and to allow the City to develop in phases to preclude "sprawl" development.

Development within the Second Tier is expected to support a compact development pattern, to allow for pedestrian accessibility, and to demonstrate that the City can recover both the capital and service demand costs associated with development. Second Tier developments would also be expected to be compatible with existing development, and to demonstrate a compelling community benefit.

Third Tier Growth: Future Growth areas

The Third Tier growth boundary represents the City's future outer growth boundary, and identifies properties proposed for annexation into the City after Tiers One and Two have been substantially developed, generally in the 20-25

LU Table 1

Percentage of City Population: 1980-2008

Year	Frederick City	Frederick County	Percentage of City
1980	28,086(4)	114,792(4)	24.60%
1990	40,186 (4)	150,208 (4)	26.70%
2000	52,767 (4)	195,277 (4)	27.00%
2008	61,668 (1)	231,948	26.60%
2010	62,995(3)	243,200 (2)	26.00%
2020	74,854 (3)	287,900 (2)	26.00%
2030	85,039 (3)	339,700 (2)	26.00%

(1) Frederick County Estimates

(2) Maryland Department of Planning

(3) Assumption Based on Historical Data

(4) U.S. Census

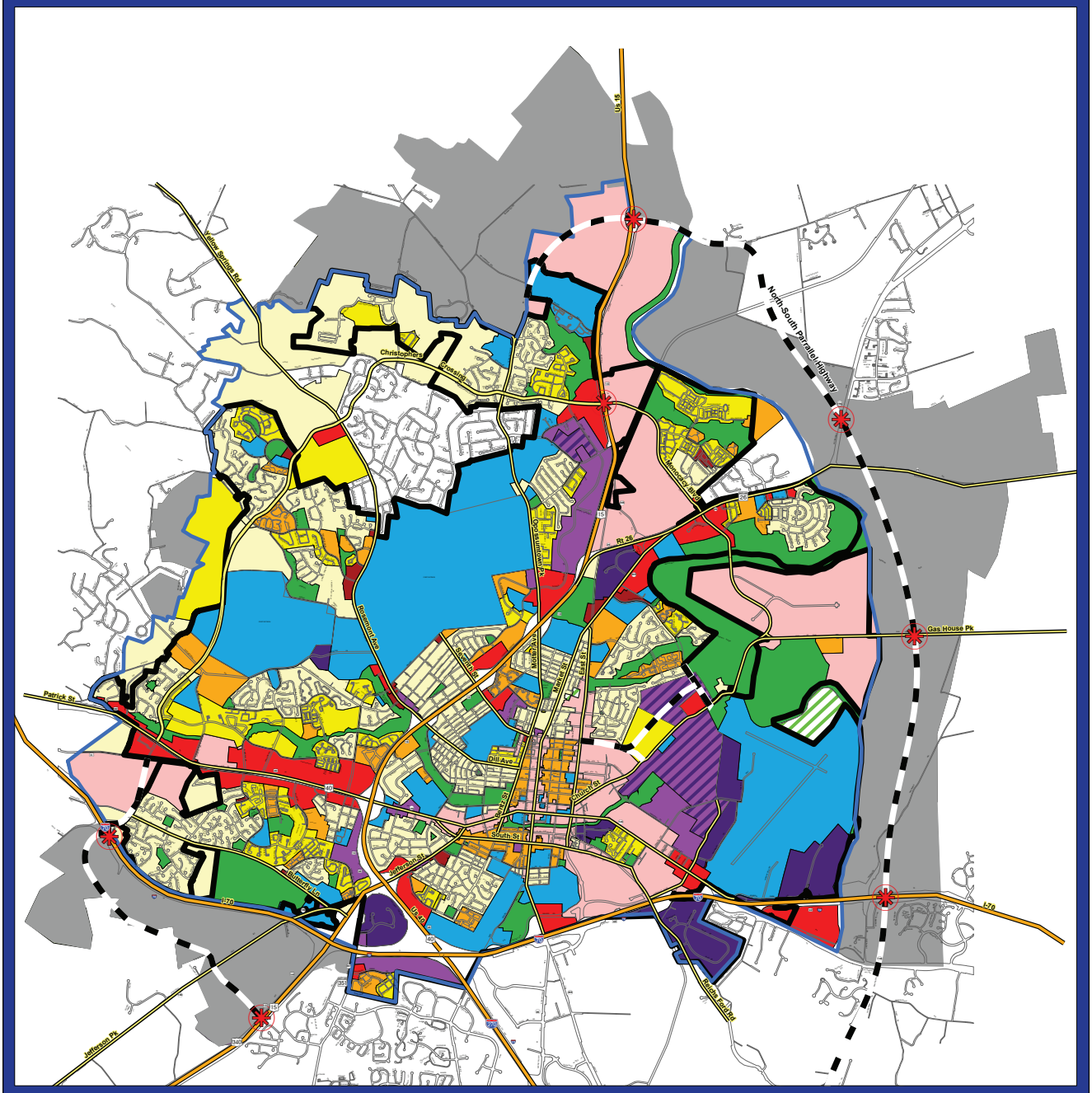
year timeframe. Properties included within the Tier Three Growth Boundary lie outside of the service area currently delineated in the Potomac River Water Supply Agreement, and the City's ability to serve these properties with municipal services has not yet been evaluated. However, these properties are identified on the Land Use Policy Map to indicate to the Maryland State Department of Planning, Frederick County, and surrounding municipalities that the City intends to plan for the future development of these properties, and thereby to preempt potentially inconsistent and/or incompatible land use recommendations and/or zoning approvals for these properties that may otherwise originate in other jurisdictions.

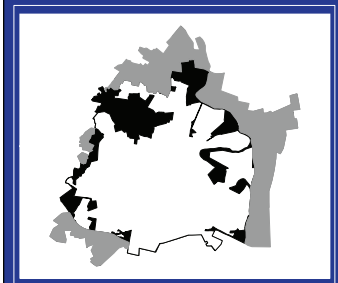
LU Table 2

Tier One and Two Build Out Projections

Property Area	Dwelling Units	Population	Non-Residential Square Feet
Tier One	5,550	13,320	5,100,000
Tier Two	3,635	8,724	4,375,000
Total	**9,185**	**22,044**	**9,475,000**

City of Frederick Comprehensive Plan Map, 2010





0 1,250 2,500 5,000 7,500
Feet

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Maps produced by: mbowman

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Residential Uses
- Low Density Residential
- Medium Density Residential
- High Density Residential

Non-Residential Uses
- Commercial Neighborhood
- Commercial General
- Office
- Mixed Use
- Industrial
- Residential Office
- Office/Industrial

Other Land Uses
- Institutional
- Recreational
- Private Open Space
- Agricultural Holding

Growth Boundaries
- Potomac River Water Service Agreement
- City Boundary
- Areas of Interest

Transportation
- Interchanges
- Right of Ways
- Proposed Roads*

* The North/South road as shown on this map is not an alignment or meant to indicate the exact location of a potential road. The North/South Road is a place holder for one of many potential transportation options in the City and County.

This map represents key recommendations of the 2010 Comprehensive Plan. It is to be used in conjunction with Comprehensive Plan Elements and other Plan maps.

Mayor William J. Holtzinger

LU Table 3 : Future Land Use Classification

Land Use	Recommended Density/Intensity
Residential Moderate	4 to 5 DU/AC
Residential Medium	5 to 12 DU/AC
Residential High	12 or more DU/AC
Planned Mixed Use[1]	7 or greater DU/AC; FAR of .25 or greater for non-residential uses
Downtown Mixed Use	Variable
Office	Variable
Industrial	Variable
Retail – Neighborhood	Variable
Retail – General	Variable
Institutional	Variable
Recreation	Variable
Conservation	Variable

(Use in conjunction with the Comprehensive Plan Map)

Recommended Uses
Single-family, detached, attached and multi-family units and associated uses. Secondary uses including neighborhood-serving retail and services may also be appropriate.
Single-family, detached, attached and multi-family units. Secondary uses including neighborhood-serving retail and services may also be appropriate.
Single-family, detached, attached and multi-family units. Secondary uses including neighborhood-serving retail and services may also be appropriate.
A combination of uses including residential and non-residential uses. Non-residential uses may include office, other employment, retail, and institutional uses.
A combination of uses including residential and non-residential uses. Non-residential uses may include office, other employment, retail, and institutional uses. The intent of this designation is to enhance and expand the downtown mixed use area including the extension of the historic gridded street pattern and the compact, mixed use development with buildings oriented to the street as downtown infill occurs and adjacent areas are redeveloped for new uses.
Office, medical office and research and development with retail and service use as secondary uses only. The intent of this designation is to preserve high-quality future office lands primarily for office uses. Secondary uses should serve the businesses and employees in the office area and may include the sales or services such as meals, banks, personal services, day care and business-support services. These commercial needs of employment centers should be met in ways that do not substantially increase peak hour traffic.
Industrial, manufacturing/assembly, or warehouse distribution uses. Office uses are also appropriate.
Retail uses within or in close proximity to residential areas that provide residents with convenient and pedestrian access to essential retail stores and services.
Retail uses that serve a community or regional market beyond a single neighborhood or development. Community level retail includes supermarkets and numerous non-retail services. Regional-serving retail includes specialized stores, department stores and services that draw customers from a larger area.
Public, private or non-profit owned areas when the public is invited or permitted to congregate. This includes hospitals, houses of worship, schools, government offices and facilities, and other similar facilities.
Lands and facilities owned by the City or other level of government for the purpose of recreation or publicly-accessible open space.
Privately-owned land for recreation or open space.

Land Use Element Policies and Implementation

The following land use policies are intended to be general and to balance the competing interests of providing for growth and protecting the City's heritage.

For example, the demand for minimizing sprawl should be balanced with the essential need to have land available for housing when needed.

LU Policy 1

Encourage development to be compatible with the character of existing or planned development in the vicinity.

Implementation

1. Mitigate potential negative impacts of development through site design, including location of facilities and access; building height, scale, and massing; and buffers between different uses.

2. Identify impediments to infill development.

3. Develop incentives to remove disincentives for infill projects.

4. Support development patterns that facilitate the integration of residential and non-residential land uses and that are conducive to transit, pedestrians, and bicycles.

5. Develop Land Management Code standards that address the integration of mixed uses into areas of new development as well as mixed-use redevelopment within existing neighborhoods.

6. Facilitate the consolidation of small commercial parcels along commercial corridors.

7. Allow for the establishment of appropriate transitions between commercial, industrial and residential uses.

8. Ensure that industrial land use areas are appropriately located, in terms of environmental and land use compatibility with the adjacent uses.

LU Policy 2

Promote new development that incorporates environmental resources as site amenities.

Implementation

1. Require Best Management Practices (BMP) in site design techniques in order to minimize the impact of urban land uses adjacent to various types of environmentally sensitive areas.

LU Policy 3

Allow land uses that build upon regional and local economic assets.

Implementation

1. Allow for land uses that capitalize on the assets of Fort Detrick and Frederick's emerging leadership in the "MD 355/I-270 Technology Corridor" business development area.

2. Allow for land uses that capitalize on the transportation and economic development assets of the Monocacy Boulevard.

3. Allow for airport-related uses in the vicinity of the Frederick Municipal Airport.

4. Acquire land identified by the Airport Master Plan, for the airport's long-term viability.

5. Allow for land uses that enhance the Central Business District (CBD) as a tourism, arts, and business center.

6. Support the preservation and protection of working farms within the City limits.

LU Policy 4

Implement a City-wide land use pattern that supports the desired level of population and employment growth.

Implementation

1. Provide a variety of land uses in order to maintain or exceed the City's jobs/housing ratio goal of two jobs for every household.

2. Provide for a mix of housing types so that moderately priced housing is available for those employed within the City of Frederick.

LU Policy 5

Ensure that development is approved only if adequate community facilities exist.

The City of Frederick's Adequate Public Facilities Ordinance (APFO) promotes the timing of development with the availability and adequacy of existing and future infrastructure. The purpose of the APFO process is to ensure that adequate facilities and services are available concurrent with new development, so that orderly growth can occur. For new development and redevelopment projects, the City determines the adequacy of capacity for existing water lines, sewer lines, roads, and schools, prior to the issuance of development approvals.

Implementation

1. Phase future development in alignment with the City's Capital Improvement Program.

2. In the development review process, ensure that developments contribute to the cost of community facilities and services such as schools, transportation, parks and recreation, water and wastewater utilities, public safety, and emergency services, and libraries.

3. New development and redevelopment applications should provide for the construction of sustainable and energy efficient public facilities and infrastructure according to applicable standards for such facilities.

LU Policy 6

Improve City regulations in order to provide a user-friendly and predictable permitting process.

Implementation

1. "User-friendly" means that the ordinance is organized logically, information is consolidated into matrices where appropriate, and discrepancies within the City's development regulations are addressed.

2. Continue to work with community stakeholders to update and improve the Land Management Code and to identify improvements to the development review process.

3. Guide and regulate development in an efficient and streamlined manner using a process and regulations that are user-friendly and predictable.

4. Periodically review development regulations and revise as needed. A regular update of the City's regulations can promote high-quality development and new, flexible techniques that facilitate unique and innovative design.

LU Policy 7

Maintain and continue to foster a relationship with Frederick County and surrounding jurisdictions, to reinforce the City of Frederick's role as a regional center and support the common goals of the City and surrounding communities.

Implementation

1. Continue to work with the County to ensure that the Frederick County Comprehensive Plan and/or the Frederick Region Plan

are compatible with the City of Frederick's Comprehensive Plan. The two plans should be consistent regarding updated annexation agreements and policies for future land and transportation decisions.

2. Establish a collaborative City/County forecasting process for population, housing, and employment trends, and utilize forecasts for infrastructure planning, including planning for schools in the Frederick region.

3. Work with Frederick County to support and enhance area tourism through the State's Heritage Area program and other similar programs.

LU Policy 8

Develop neighborhood or area plans that provide specific land use objectives and development guidance for the City's neighborhoods.

Implementation

1. Promote appropriate types of retail uses within or adjacent to the City's neighborhoods, by applying zoning categories that encourage pedestrian-oriented development.

2. Encourage the establishment of Personal Services uses for the daily and weekly needs of residents, in locations where these services are insufficient.

3. Encourage University-related activities that reinforce the City's role as a business and government center.

4. Encourage the development of cultural facilities and overnight accommodations in order to attract visitors to the area and to enhance the Central Business District as the historic and cultural center of central Maryland.

5. Area Plans should encourage the following design characteristics:

    a. A variety of uses are available to residents within a short walking distance;
    b. Buildings and public spaces have a mixture of scale and massing consistent with structures located in the planning area;
    c. Neighborhood blocks are short and walkable; and
    d. Roadways adhere to planning principles of "complete streets," a concept which focuses on safe access for all users (pedestrians, bicycles, transit, and autos) and preservation of neighborhoods.

LU Policy 9

Continue to phase annexation of unincorporated areas shown on the Comprehensive Plan Land Use Map as adequate services become available.

Implementation

1. Annexations and associated re-zonings must be consistent with the recommendations of each element of this Comprehensive Plan.

2. Update annexation criteria to include a more detailed impact analysis that reviews incoming capital versus City expenditures.

LU Policy 10

Use the Comprehensive Plan text and maps to guide development decisions, assess land use development proposals, and to promote public health, safety and welfare.

Implementation

1. The Comprehensive Plan contains recommendations for development and preservation, including the appropriate locations for various types of development, the general character of roads, and the extent of public water and sanitary sewer utilities. Several key maps supplement the Plan's text and provide its foundation. These maps are intended to be used jointly as well as in conjunction with the text of this Comprehensive Plan.

LU Policy 11

Enhance community identity and visual character by improving City gateways.

Implementation

1. The Comprehensive Plan map identifies key City gateways that represent opportunities to signify entry into Frederick. These gateways are located in highly visible areas along the primary routes leading into the City, including: US 40, US 15, MD 26, East Street, East Patrick Street, US 340 at Jefferson Street, West Patrick Street, South Street, Bentz Street, North Market Street (extended) and Rosemont Avenue.

2. Establish a typology of gateways (see box below for suggested typology). The East Street gateway should be established as the primary model for the development of the City's other gateways.

3. Implement City gateway features (landscaping and uniform signage) at major City entrances to define City boundaries and project a high quality image.

4. Planning for traffic improvements to US 15 should include consideration of this road's role as a gateway to the City and as a key segment of the Journey Through Hallowed Ground as well as the Catoctin Mountain Scenic Byway. Similarly, any improvements to US 40 and the Historic National Road Scenic Byway should consider the gateway functions of these byways, both of which border residential and commercial areas.

LU Policy 12

Establish and maintain a land use monitoring system to measure progress toward achieving the policies of the Land Use Element.

Implementation

1. Design and implement a land use monitoring system based on measurable results directly related to implementation items 1 through 11 and the Land Use Policy Map.

Land Use Table 3: Types of City Gateways

The following three levels of gateways are recommended:

Major City Gateways

US 15 at Biggs Ford Road
US 15 at Monocacy Boulevard/Christopher Crossing
MD 26 at the Monocacy River
US 40 at Christopher Crossing
US 40 at US 15
East Patrick Street at Monocacy Blvd
South Market Street at Mount Olivet Cemetery
East Street at Walser Drive
US 340 at Jefferson Pike/Jefferson Street
South Street at Jefferson Street

Historic District Gateways

E. Patrick Street at Wisner Street
North Market Street at 9th Street
Bentz Street at 2nd Street

Neighborhood Gateways

North Market Street (extended) at MD 26
Rosemont Avenue at US 15

Neighborhood with Supporting Commercial Gateways

Rosemont Avenue at Christopher Crossing south to US 15
Oppossumtown Pike at/Monocacy Boulevard south to US 15

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Chapter Three
Transportation Element

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3 TRANSPORTATION ELEMENT

Overview

Connecting residents to employment areas, schools, and local neighborhoods is one of the most important components of government infrastructure, and is critical to the economic stability and growth of a region.

In Frederick, as in other communities, transportation and land use issues are interconnected. However, the City's transportation infrastructure has not always been efficiently integrated into its developed areas, resulting in inefficient land use and transportation linkages. Since the 1950's, new development in Frederick has increasingly taken the form of low- to medium-density residential neighborhoods and commercial strip centers, lacking the appropriate density, clustering, and connections to adjoining neighborhoods. These areas have not contributed to the development of an efficient citywide transportation system. Additionally, a lack of sufficient, existing transportation infrastructure outside of the city's core has led to a change from the City's basic grid network to a pattern of cul-de-sacs and curvilinear streets in newer developments.

Frederick's strategic location within the larger Baltimore-Washington metropolitan region is an asset for the community's economy, yet entails transportation challenges. The city's placement at the confluence of two major interstates (I-270 and I-70) and the presence of other major US and State highways (US 15, US 40, US 340, MD 351, MD 355 and MD 26) has contributed to Frederick's growth as a regional center, but has placed increased traffic demands on the City.

The objective of the Transportation Element is to provide policies that must balance multiple interests to successfully implement a transportation system that is integrated more efficiently with the City. The Issues and Opportunities section of the Transportation Element outlines several guiding principles associated with sustainable transportation. These principles, which inform the policies of this Element, include:

1. Transportation choice;
2. Transit management and design;

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Major Issues and Opportunities 40

Transportation Choice 41

Transportation Management and Design 49

Airport 51

Funding Sources 53

Regional Collaboration 54

Transportation Element Policies and Implementation 54

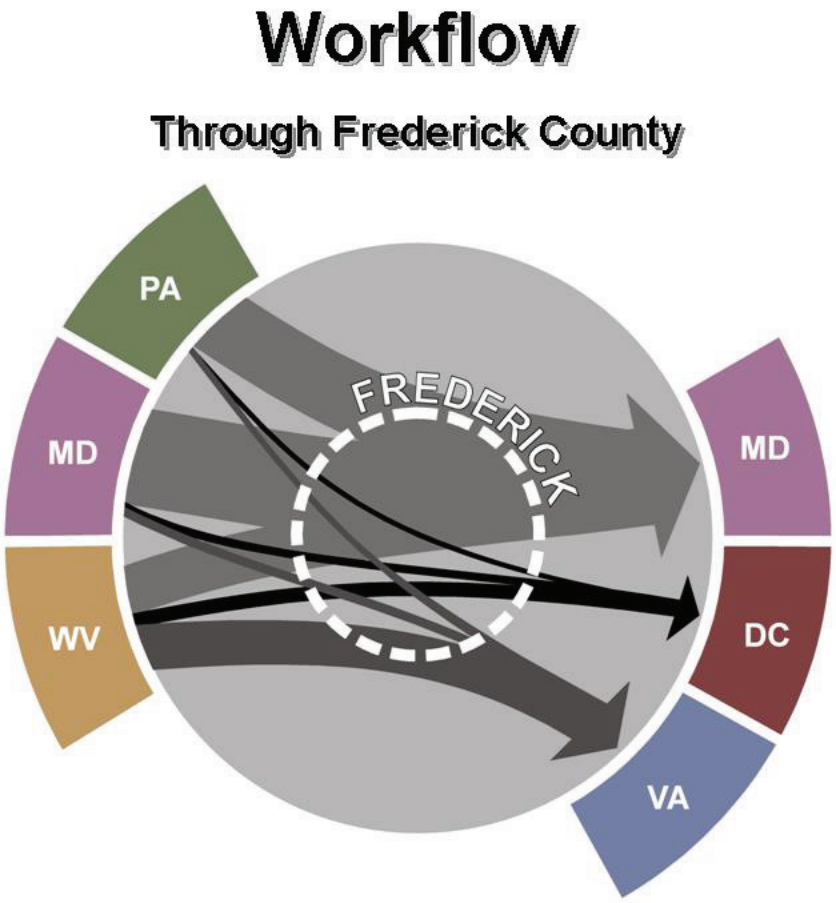
3. Neighborhood character;
4. Airport;
5. Funding sources; and
6. Regional collaboration.

The policy section of this Element reflects the comments of participants at various public meetings, residents' surveys, and workshops. The majority of these policies focus on an increase in transit options on a road system that is complementary to the City's diverse land uses.

Addressing these concerns will require a number of physical changes and policy decisions as outlined in this Element. These changes include new and expanded facilities for automobiles, pedestrians and bicycles, improved intersections, expanded transit service, and possible increases in development density.

Major Issues and Opportunities

During the public input process for this plan, residents noted several concerns related to transportation.



One of the most significant issues noted was the ability of the Frederick's transportation system to handle the increased demands placed upon it by new residents and workers, coupled with the demands placed on the City's road system by pass-through traffic—those trips that neither start nor end in Frederick, but which substantially contribute to overall congestion.

Regional commuting patterns to Frederick County reach into Jefferson County, W.V., Loudoun County, Va., Fairfax County Va., and include access to Baltimore, Howard, Montgomery, Washington, and Carroll counties.

Between 1990 and 2008, the number of workers commuting into and out of Frederick County increased slightly, from 17,090 to 17,586. During the same time period, the number of inflow workers increased faster than the number of outflow

workers, as reflected in the increased Inflow/Outflow ratio (from 0.47 to 0.58). Additionally, between 1990 and 2008 the number of people commuting into Frederick County increased by more than 60 percent. This change indicates that more people are traveling to Frederick County for employment.

Other issues noted by residents included:

- The need for greater efficiency in the City's transportation system;
- The need to reduce pass-through traffic; and
- The increasing amount of low-density residential development in Frederick County that contributes significantly to the amount of automobile traffic on local roadways.

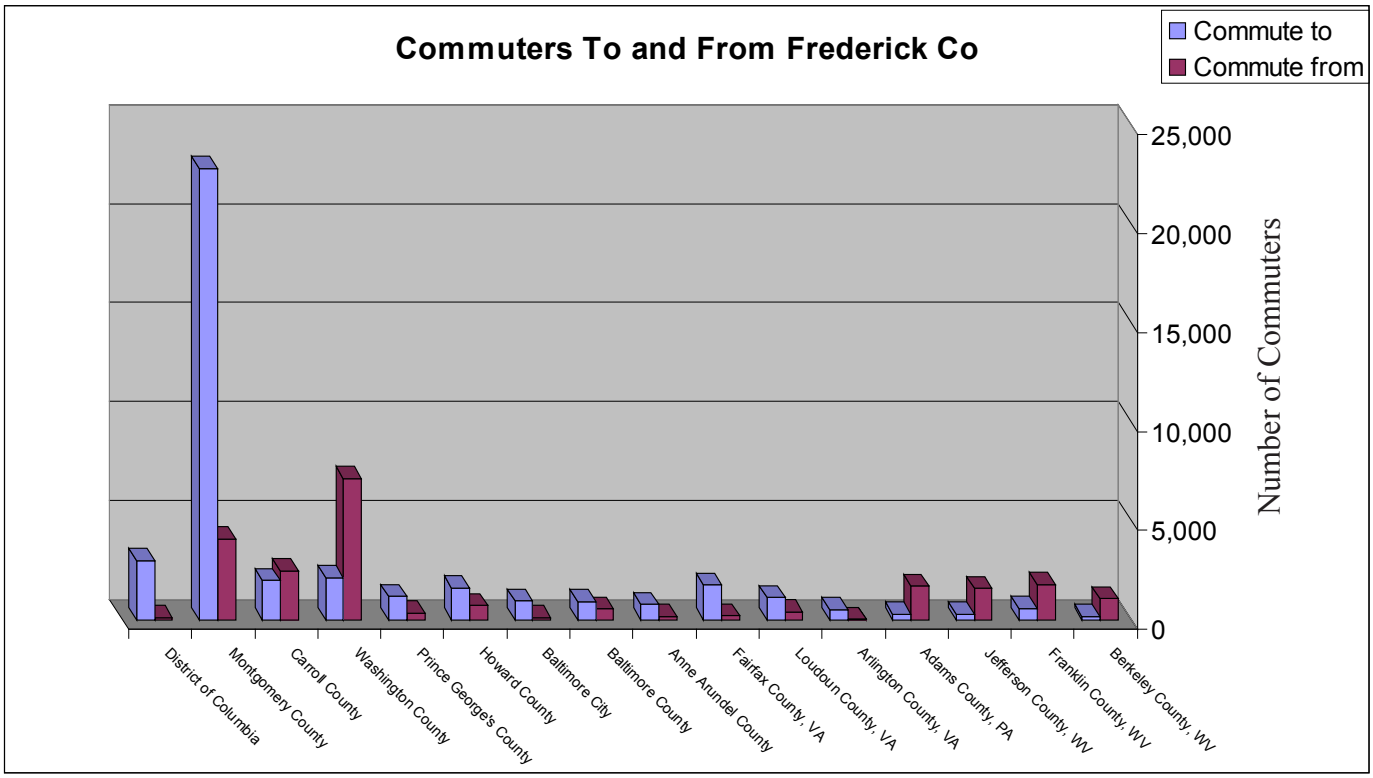
These transportation issues have been high priorities for several administrations of the Mayor and Board of Aldermen. The Plan Assessment and Investigation Report (PAIR) completed for the 2004 Comprehensive Plan and the 2010 surveys completed for this update identified a number of priority issues as follows:

- Heavy traffic congestion on the City's major thoroughfares, including interstates;
- Lack of multi-modal infrastructure;
- Lack of planning and facilities for bicycles and pedestrians; and
- Inadequate funding for new transportation facilities.

The City of Frederick faces a number of significant transportation challenges, yet also has opportunities to improve mobility for all travel modes within the City. To this end, the Issues and Opportunities section describes several guiding principles linked to sustainable transportation. These principles, which form the basis of the policies of this Element, include Transportation Choice; Transit Management and Design; Neighborhood Character; Airport; Funding Sources; and Regional Collaboration.

Transportation Choice

Average daily ridership for the existing transit options in Frederick County (MARC and TransIT) has risen in recent years, as further described below. However, these ridership increases, though beneficial, are not significant when compared to the total number of vehicle trips generated in Frederick County. In order to attain significant congestion relief; roadway and transit capacity must be further increased, and the City's bicycle and pedestrian infrastructure must be improved.

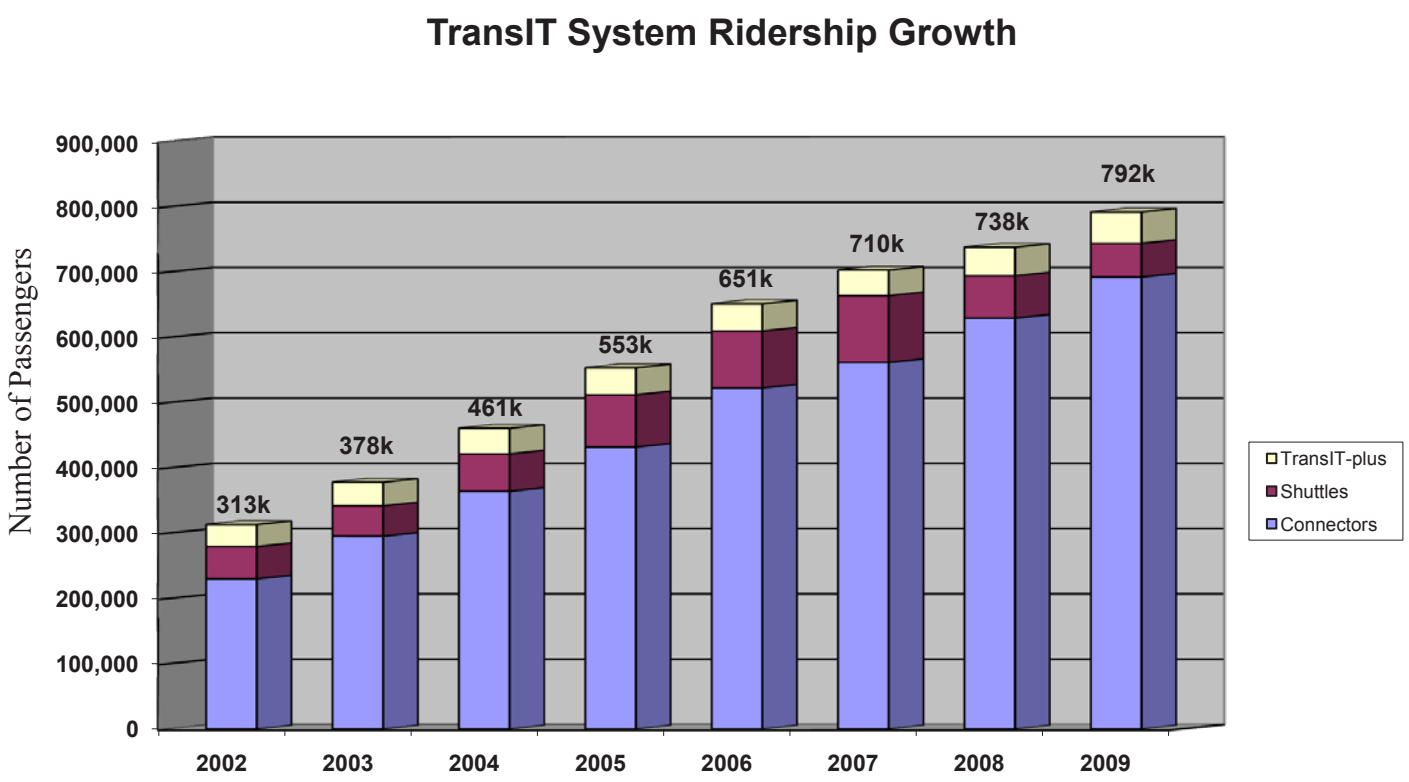


Given the City's increasing role as a regional center, as well as the recent annexations of developable land and the planned annexation of additional properties, a series of multi-modal corridors roadways are among the City's most critical transportation needs. Specifically, the policies of this Plan support the construction of a North-South Parallel Road and the completion of the loop road formed by Monocacy Boulevard and Christophers Crossing. The Plan also recommends improvements to the transit network to and from the City as well as upgrades to existing and proposed road and trail networks to provide improved bicycling and walking options..

Transit:

Frederick's existing transit options, MARC and TransIT , have increased their average daily ridership in recent years. The Maryland Transit Authority (MTA) operates the MARC commuter rail line, which provides weekday service to and from Washington DC. Three eastbound morning trains and three westbound afternoon trains serve the MARC station in downtown Frederick. . Boardings at Frederick County's four MARC stations (Frederick, Monocacy, Brunswick, and Point of Rocks) have increased from approximately 1,320 in 2002 to 1,560 in 2007 – a 25 percent increase.

The No. 991 MTA Commuter bus route, which provides service from Hagerstown and Frederick to the Shady Grove Metro station, experienced a 15% increase in ridership in 2006 alone. From fiscal year 2004 to fiscal year 2007, average ridership on the 991 route increased from 591 boardings to 932 boardings, a 57.7% jump. The route is the fifth busiest in the MTA system.



Frederick County operates TransIT, which provides local bus service, paratransit service, and "meet the MARC" shuttle service Overall TransIT ridership has increased at an average annual rate of 15% between 2000 and 2008.

While these ridership increases reflect a positive trend, they do not provide the relief from congestion that is needed at a regional and local level. Roadway and transit capacity need to be further increased.

Roadway Options:

Frederick's location at the convergence of several major highways (I-70, I-270, US 15, US 40, and US 340) creates significant congestion problems, particularly during morning and evening rush hours. Much of this traffic originates from outlying communities located far from the City limits. The long term solution to this problem is to provide a bypass for traffic relief.

Table T-3

Marc Rail Ridership

Frederick Stations	2007	2008	2009
Brunswick	747	745	778
Point of Rocks	440	453	490
Frederick	136	149	157
Monocacy	238	248	256
Frederick County Totals	**1,562**	**1,595**	**1,684**

Source: Maryland Transit Administration, February 2008

The Metropolitan Washington Council of Governments (MWCOG) projects Frederick County's population to grow to 324,600 persons by 2030, while the Maryland Department of Planning projects the County's population to grow to 339,700 persons during this period. In both projections, the City of Frederick represents approximately 30% of the County's population (97,000 to 100,000).

Level of Service (LOS): *A quantitative measure of traffic congestion identified by a declining letter scale (A-F). LOS A indicates relatively free flow of traffic without delays, while LOS F indicates frequent traffic jams or extensive delays.*

The County's Volume I Plan indicates that segments of US 15 are at or below Level of Service D and in 2020 all segments within the City of Frederick are at or below Level of Service D for the following reasons:

1. US 15 is the only major north / south road in the County;
2. The number and spacing of interchanges is limited on US 15 within the City;
3. New development in Pennsylvania and in Frederick County will add to the traffic volume;
4. There is no allowance for dedicated transit or carpool lanes on US 15; and
5. 70% of traffic on US 15 is pass-through traffic.

According to the I-270 / US 15 Multimodal Study, US 15 will operating at a failing level of service in 2030 even with the expected future improvements. Even if the City of Frederick did not grow during the next 20 years, more segments of US 15 are projected to be at a failing level of service during morning and evening rush hours.

There are several different ways to help mitigate the problems caused by these failing segments. These include:

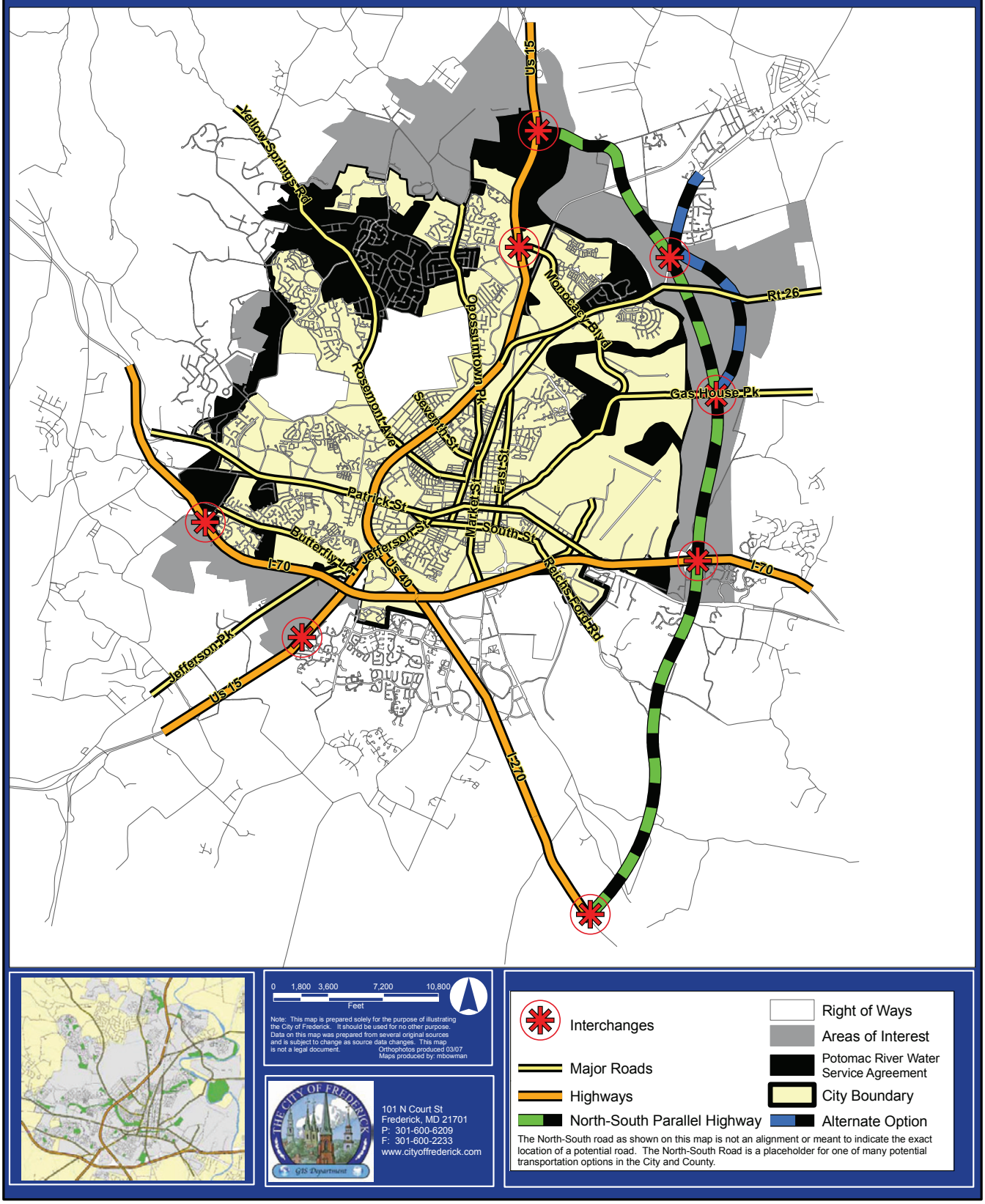
1. Build a North-South Parallel Road;
2. Provide better mass transit options for Frederick County;
3. Bus Rapid Transit (BRT);
4. Additional Park-and-Ride facilities;
5. Provide additional MARC Train service; and
6. Upgrade existing road network to provide a second route.

A North-South Parallel Road is one choice that can help address several of the City's transportation concerns, and this option is discussed in more detail below.

North-South Parallel Road

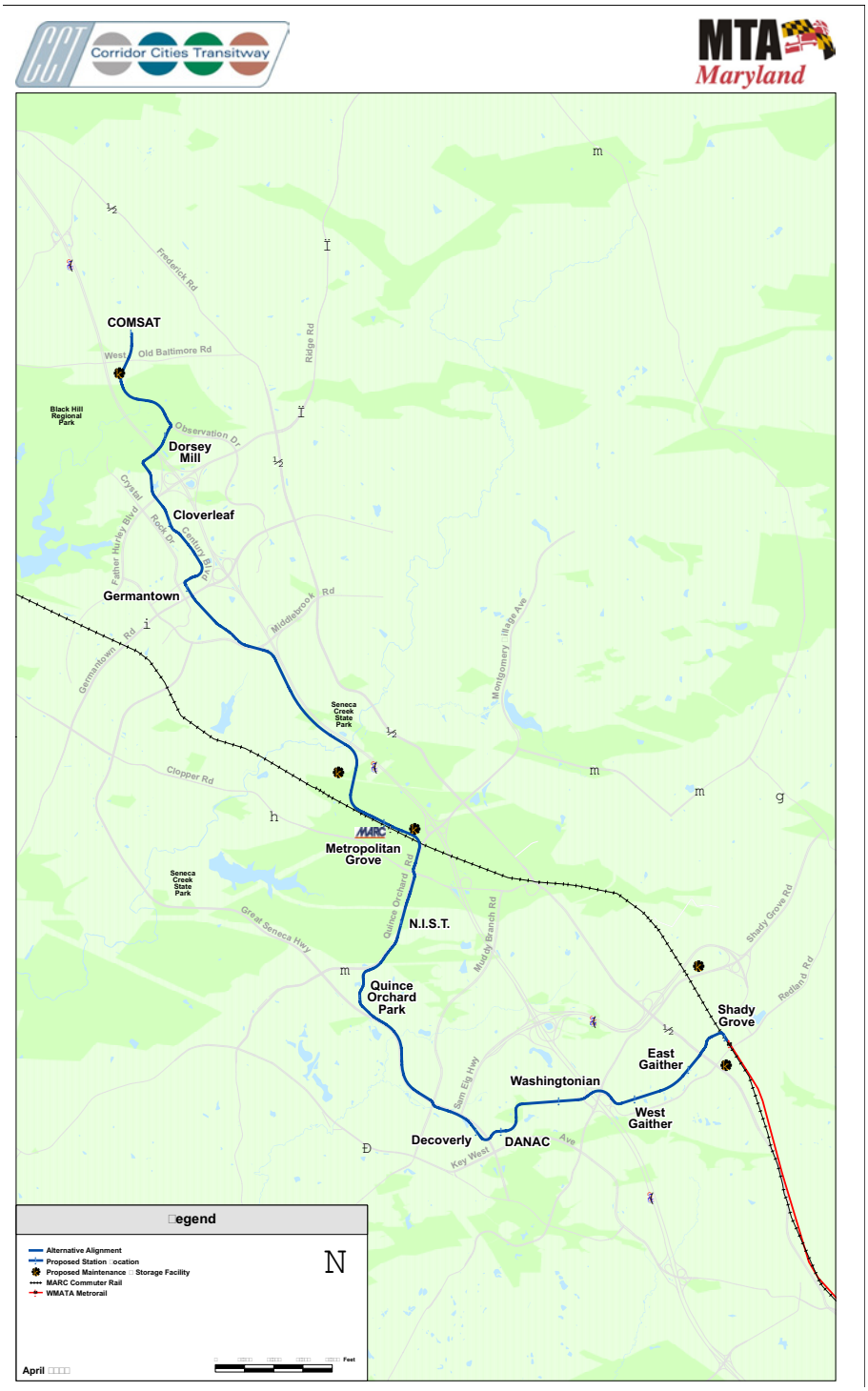
The North-South road is a possible solution to the problem of congestion in Frederick County. Primarily, this road can benefit the City by linking US 15, I-70, and I-270, and by establishing a direct link between important commuter origin points in northern Frederick County, Pennsylvania, and the Baltimore-Washington region. The North-South Parallel Road also would allow travelers to reach these destinations without traveling on US 15 through the City of Frederick. Recent testing and evaluation of the City's roadway system indicates that a North-South Parallel Road would result in substantial reductions in

North-South Road Alternative Options



north-south trips on US 15, MD 355, Gas House Pike, and portions of Monocacy Boulevard through the City of Frederick.

Another significant contribution of a North-South Parallel Road would be the opportunity to improve the transit network to and from the City. There currently are several proposals included in the Interstate 270 Multi-Modal Corridor Study a joint effort by the Maryland State Highway Administration and the MTA – that could be integrated into the North-South Road:



1. Bus Rapid Transit (BRT);
2. Light Rail Transit (LRT);
3. General Purpose Lanes (GPL);
4. Standard Toll Lanes; and
5. High Occupancy Toll Lanes (HOT).

The Corridor Study examines the most congested areas of Frederick and Montgomery County, a 30-mile stretch extending from the intersection of US 15 and Biggs Ford Road along I-270 to the Shady Grove Metro Station. Several of the options listed above would be developed in the Corridor Cities Transitway (CCT); others would be on newly constructed lanes within the highway right-of-way.

Several of these options would run on general priority lanes on or adjacent to Interstate 270 to Urbana. The LRT option, while requiring significantly more infrastructure investment as well as right-of-way acquisition, would help to alleviate congestion and provide additional transportation choice. However, there remains a need to serve downtown, Fort Detrick, Route 40, US 15, and Monocacy Boulevard. The North-South Road could serve as a partial solution in providing the infrastructure to extend the 270 Transitway to Frederick.

The North-South Parallel Road designed with multi-modal capability would not only further relieve traffic congestion on the City's traditional corridors, but it would also provide more efficient travel opportunities to the north and east by easing the pressures on existing roads.

The ultimate building of this road will require cooperation of Federal, State and County governmental agencies. This road is shown on the Land Use Map in the Land Use Element of this Plan with two potential configurations. The road's location on the map is not meant to indicate an alignment; rather, its depiction is intended as a general "placeholder" to identify the potential location the North-South Parallel Road and to encourage preservation of land for this purpose.

Monocacy Boulevard

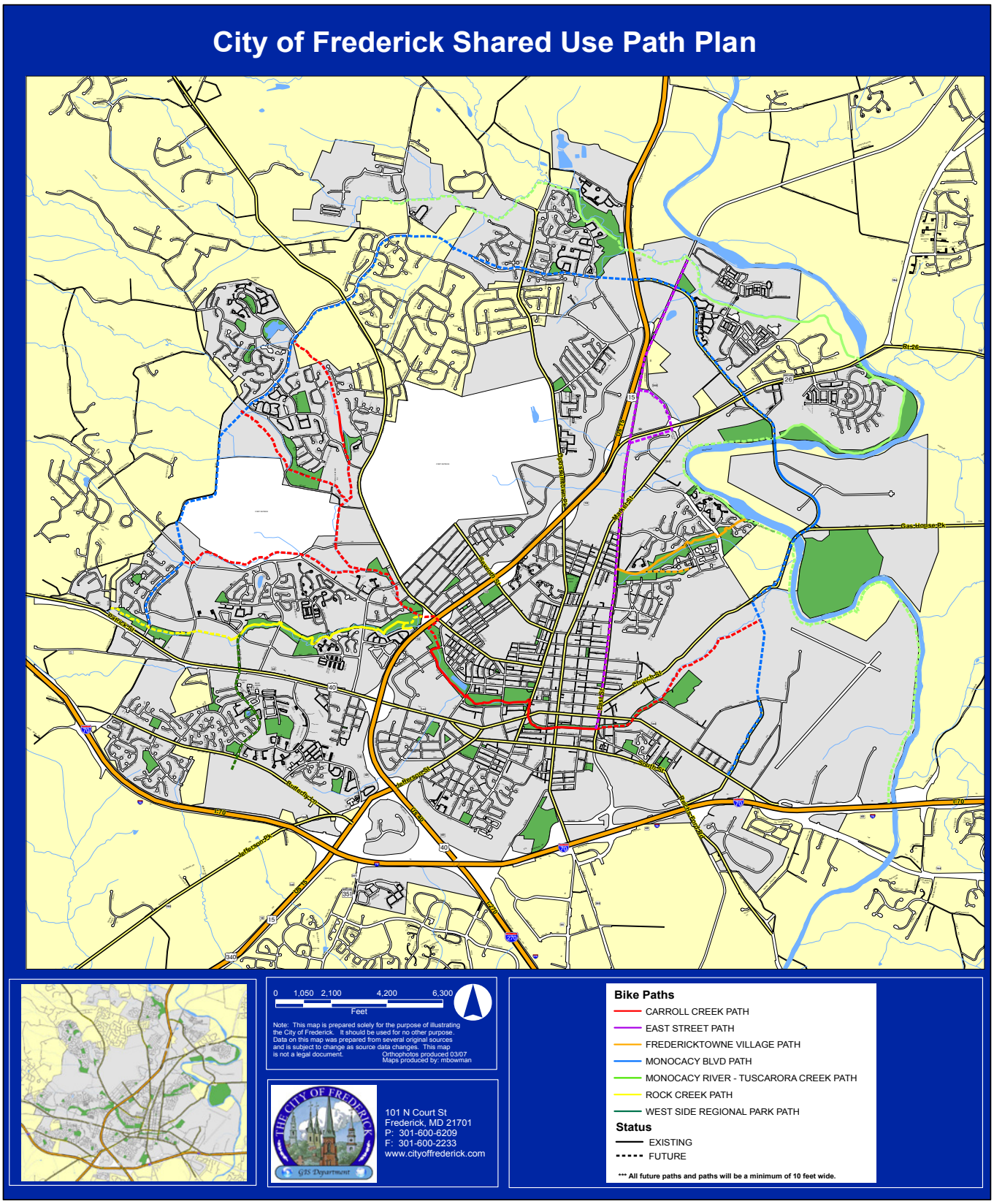
Another recent contribution to traffic improvements has been the construction of a road designed to form a complete loop around the city. When all segments of this road – composed of Monocacy Boulevard and Christophers Crossing –are complete, this route will improve circulation and alleviate congestion on the US Highway and Interstate system. The City should remain focused on construction projects that support this system, including Sanner Farm and Fort Detrick Area for the Christophers Crossing leg and the Central Section of Monocacy Boulevard. The City's support for completion of this route should be two-fold: the CIP should continue to include the projects related to this road, and the City's leadership should continue to pursue additional funding from County, State and Federal agencies as appropriate.

Shared Use Paths

In addition to the aforementioned road and transit options, bicycling and walking are two alternative transportation modes available to residents. However, these two options currently do not have a level of supporting infrastructure in place sufficient for these modes to be regarded as realistic transportation options for most residents. Historically, bicycling and walking have been regarded in Frederick as recreational activities rather than travel modes. Several of the policies in this Element recommend upgrades to existing and proposed road and trail networks to provide improved bicycling and walking options.

The core purpose of the City's Shared Use Path system is to provide viable routes that allow residents to travel throughout the City without the need for an automobile. The Shared Use Path Plan consists of six corridors: Carroll Creek, East Street (Rails-to-Trails Corridor), Fredericktown Village, Monocacy Boulevard, Monocacy River and Rock Creek.

The six corridors contain approximately 25.7 miles of proposed pathways, of which approximately 8 miles have been constructed. The 8 miles of the existing path is in eleven different sections, with the longest continuous section extending just over 1.5 miles from Waterford Park to Key Parkway and North McCain Drive. It is hoped that various developers will build additional miles of pathway as part of their development plans.


City of Frederick Shared Use Path Plan
Rt 26
Gas House Pk
Jefferson Pk
Butterfly Ln
Rosemont Ave
Market St
Bentz St
Motter Ave
Schley Ave
Prospect Blvd
Thomas Ln
Opossumtown Pike
Buckeystown Pike
Rt 85
Rt 340
Rt 351
Rt 15
Rt 26
Rt 70
Rt 270
Rt 144
Rt 355
Rt 40
0 1,050 2,100 4,200 6,300
Feet
Note: This map is prepared solely for the purpose of illustrating the City of Frederick. It should be used for no other purpose. Data on this map was prepared from several original sources and is subject to change as source data changes. This map is not a legal document.
Orthophotos produced 03/07
Maps produced by: mbowman
THE CITY OF FREDERICK
GIS Department
101 N Court St
Frederick, MD 21701
P: 301-600-6209
F: 301-600-2233
www.cityoffrederick.com
Bike Paths
CARROLL CREEK PATH
EAST STREET PATH
FREDERICKTOWNE VILLAGE PATH
MONOCACY BLVD PATH
MONOCACY RIVER - TUSCARORA CREEK PATH
ROCK CREEK PATH
WEST SIDE REGIONAL PARK PATH
Status
EXISTING
FUTURE
*** All future paths and paths will be a minimum of 10 feet wide.

The Shared Use Path as it exists today is well used, yet is fragmented. Establishing additional connections, such as a link between Baker Park and Waterford Park via the Carroll Creek Path and newly developed areas in the north via the Rails to Trails Corridor on East Street, are integral to the Path's effectiveness as an alternative transportation facility. The CIP projects should remain funded and should be constructed in accordance with the current plans, and where possible the elected officials should pursue alternative funding sources, including TEP Grants and Recreational Trails Grants.

For the future design standards of the Shared Use Path system, the City should adopt the AASHTO Guide for the Development of Bicycle Facilities. For segments of the Shared Use Path built as part of developments, it is also recommended that private developers and other institutions be required to utilize the same standards, especially ADA, because paths can be considered public-right-of-ways.

In addition to the Shared Use Path System, the plan also includes a new feature called Recreation Loops. These loops, primarily intended for bicycles, are identified as general routes for City residents to access recreational areas outside of the City. The two major areas are the Frederick Watershed and the C&O Canal Towpath. The Watershed may be accessed by traveling on Key Parkway to US 40, and west to Gambrill Park Road. The C&O Canal Towpath can be reached from New Design Road. Both of these general routes are supported by the Frederick County Bikeways and Trails Plan.

Transportation Management and Design

Transportation Demand Management:

A potential implementation policy that could result in reduced traffic congestion is a Transportation Demand Management (TDM) program. TDM is a strategy to reduce congestion without major infrastructure additions and with a significantly reduced capital investment. Instead of focusing solely on increasing roadway capacity, the City could pursue a strategy to change or reduce capacity demand by providing incentives to use alternate travel modes. With such programs, users base their travel choices on a number of important motivators, including time, cost, and convenience. Examples include programs that emphasize vanpooling, bus pass subsidies, alternative work schedules, telecommuting options and parking management. This Element provides several policies that encourage the development of a TDM program.

Transportation System Management:

Transportation System Management (TSM) is a strategy designed to increase the efficiency of existing transportation systems at a very low cost. For instance, improved traffic signalization and access management can effectively increase roadway streets, and providing real-time information for arrivals and departures can increase the effectiveness of transit systems. In addition, use

of Intelligent Transportation System tools can assist in faster responses to vehicle breakdowns or accidents, significantly reducing delays.

Complete Streets:

A key element in improving mobility is designing streets that enable safe access for all users and modes of travel. Complete Streets is a planning concept intended to create streets designed for all roadway users. Streets should be useable not only by motorists, but also bicyclists, pedestrians, and transit riders, to the extent appropriate to the function and context of each street.

Throughout most of America's history, its communities built streets that could accommodate modes of travel other than the automobile. The Frederick Town Historic District and the City's early twentieth century neighborhoods have many excellent examples of complete streets. However, following World War II, trends such as the popularization of the automobile and suburban growth contributed to changes in street design. Streets began to be built for the sole purpose of accommodating automobiles, and minimizing driving time was the main concern of street design.

Recently, street design has become recognized as an important determinant of neighborhood character and quality of life. This recognition has resulted in new pressures to reexamine the City's road design practices of recent decades. To this end, many of the policies in this Element incorporate aspects of "Complete Streets" solutions. These policies include:

- Encouraging the use of road designs to accommodate users of all ages and abilities, including pedestrians, bicyclists, and public transportation passengers, as well as trucks, buses, and automobiles.
- Encouraging street connectivity and the creation of a comprehensive, integrated, connected travel network for all modes:

    a. Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.
    b. Requires the use of the latest and best design standards while recognizing the need for flexibility in balancing user needs.
    c. Achieves Complete Streets solutions that complement the context of the community.

To implement the Complete Streets concept, other policies in this Element promote the development of transit-friendly streets that provide accessibility for all mobility options. In creating a Complete Street, the foremost challenge is to allocate the right balance of right-of-way for pedestrians and vehicles. This task is complicated by the diverse types of vehicles that use most commercial corridors: transit vehicles, private cars, delivery trucks, bicycles, etc. Too often, streets are designed solely for one travel mode, and other travel modes are relegated to remaining portions of right-of-way. A well-designed

street requires advance designation of sections of the travel way appropriate to different travel modes.

Neighborhood Character:

Several polices in the Transportation Element attempt to balance the need to improve the existing transportation system with the policies of other Elements of the Comprehensive Plan that focus on maintaining the City's "sense of place."

While transportation improvements such as new or expanded roads can enhance vehicular mobility, these improvements often do little to improve neighborhoods. Examples of transportation projects that have disrupted neighborhood fabric include the construction and expansion of highway systems through cities. These road expansions frequently lack appropriate transitions from major roadways to local streets. Typically, major transportation projects do not mitigate the potential effects on neighborhoods and historical structures. It should be noted that the City of Frederick does recognize the 1969 National Environmental Policy Act (NEPA), which requires the mitigation of issues related to environmental justice and historic and cultural resource preservation.

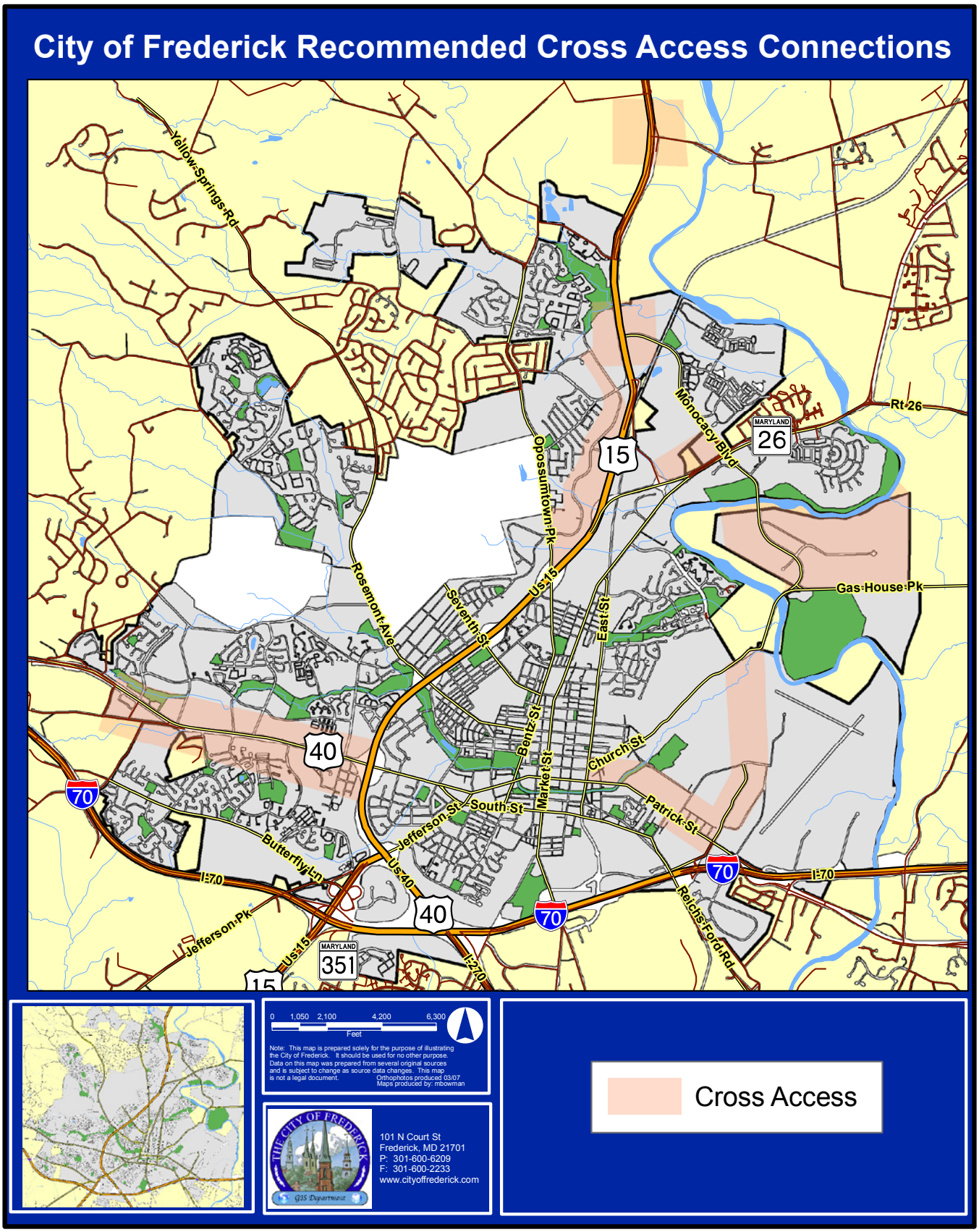
However, the City has recognized that alternative transportation planning approaches are available, allowing for integration of improvements with adjacent neighborhoods. Many of the City's existing and proposed transportation policies emphasize that city streets can be livable environments, when designed to balance the needs of all transportation modes.

Some City of Frederick departments, boards, and commissions are exploring the use of new and existing transportation concepts such as "context sensitive design" and "Complete Streets," which consider the function of the street in relation to surrounding land uses. These alternative models are intended to enable safe access for all street users, reduce the automobile-oriented focus of road development, and take into account the protection of neighborhood character. For more discussion on neighborhood design, refer to the Community Character and Design Element of this Plan.

Airport

The Frederick Municipal Airport plays an important role in providing capacity relief for the heavily congested airspace in the Baltimore-Washington region. Frederick's airport supports the Baltimore-Washington International airport by offering general aviation pilots with an alternative to the use of scheduled service airports.

In 2008, the Planning Department completed an update to the Airport Master Plan. This plan addresses the types of land use and road improvements that need to occur to accommodate future expansion and continue the airport's


City of Frederick Recommended Cross Access Connections
Yellow Springs Rd
Rosemont Ave
Seventh St
Us 15
Opossumtown Pk
15
Monocacy Blvd
MARYLAND
26
Rt 26
Gas House Pk
East St
Benz St
Market St
Church St
40
70
South St
Jefferson St
Patrick St
Butterfly Ln
I-70
Us 40
Jefferson Pk
Us 15
MARYLAND
351
I-270
Reichs Ford Rd
0 1,050 2,100 4,200 6,300
Feet
Note: This map is prepared solely for the purpose of illustrating the City of Frederick. It should be used for no other purpose. Data on this map was prepared from several original sources and is subject to change as source data changes. This map is not a legal document.
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Maps produced by: mbowman
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Cross Access

status as a reliever airport within the region. Accordingly, future expansions at and adjacent to the airport should be coordinated with the Airport Master Plan in order to provide proper guidance for land use and future capital projects. In particular, the placement of a new air traffic control tower will benefit the long-term use of the airport. More discussion and policies related to the airport can be found in the Land Use and Economic Development Elements of this Plan.

Funding Sources

Obtaining funding is one of the most challenging aspects of providing transportation improvements. For example, the I-270/US 15 Multi-Modal Corridor Study, one of many studies that have provided guidance for transportation improvements affecting Frederick, is projected to cost – highway only – over 4 billion dollars. However, major transportation improvements rely heavily on federal and state dollars to implement. A strategy to complete this type of "mega-project" is to break it into smaller projects.

Policies in this Element identify not only transportation needs for future years but also the need for the City to consider other potential funding tools. Grants, additional funding sources, and cost-sharing will be needed in order to implement transportation improvements associated with new development, or improvements built in partnership with various municipalities and regional transportation agencies.

Traditional sources of transportation financing include the City's General Fund, highway user fees, grant funds, and developer contributions. However, adjacent jurisdictions often compete for the same external funding sources; this competition may limit the amount of funding available for a project.

The ability of a finance program to generate the needed revenue for a project is a key measure of its success. Thus, what is needed is a stable stream of revenue that remains constant over time. Currently, the limited availability of a constant revenue source limits Frederick's ability to plan for and maintain transportation projects. The traditional sources of revenue listed above can fluctuate unpredictably. The reverse can also true: periods of excess revenue may result in the funding of projects that are not related to long range transportation efforts, due to political pressure. The introduction of a stable revenue source would be beneficial in completing transportation projects.

Regional Collaboration

The City of Frederick is proud of the wide variety of collaborative efforts underway within the region. The City's membership in the Metropolitan Washington Council of Governments provides access to federal transportation funding; in the absence of the MWCOG, the federal dollars for the City would

be non-existent. Other federal efforts to work toward mutual infrastructure goals include Federal Highway Administration, Federal Transit Administration, and Federal Aviation Administration. On a state level, collaborative partners include highway, transit authority, and aviation agencies, as well as planning organizations in state and county offices. Finally, at a local level, the City also partners with advocacy groups such as Frederick Area Committee on Transportation (FACT) and the Transit Services Advisory Committee (TSAC) regarding future transportation needs.

Frederick's transportation system is not limited to the City and County network. Accordingly, several policies in this Element address Frederick as part of the larger transportation network of the Baltimore-Washington metropolitan region. Frederick's position in the region represents another potential hurdle: the need to coordinate the City's land use and transportation planning within a regional context.

The policies in this Element that address regional collaboration focus on the creation of a more organized policy structure that includes routine coordination with regional transportation agencies. This type of intergovernmental collaboration would assist in creating a unified vision for linking land use and transportation decisions among the region's communities with the goal of providing the following the following transportation elements:

a. A comprehensive range of choices for users of the region's transportation system;
b. An accurate, up-to-date and understandable transportation information system which is available in real time, and is user-friendly for first-time visitors and residents alike, regardless of mode of travel or language of the traveler; and
c. A fair and reasonable opportunity for access and mobility for persons with accessibility needs.

Transportation Element Policies and Implementation

Policy TE 1

Use the future Comprehensive Plan text and the Comprehensive Plan Map to coordinate the phasing of development with transportation capacity and investments.

Implementation

1. Coordinate the timing of local and regional implementation of transportation improvements with other infrastructure improvements.

2. Establish a mechanism through the capital budget process including a monitoring report that coordinates and integrates development, transportation system improvements, and fiscal impacts.

3. Update the City's development regulations and standard city details to ensure consistency with the Comprehensive Plan's transportation maps and text.

4. Continue to implement the Adequate Public Facilities Ordinance for transportation systems to phase development with the availability and adequacy of existing and future transportation corridors and identify opportunities to improve the ordinance as needed.

5. Continue to support the completion of outstanding segments of Monocacy Boulevard including the Central Section and South to Patrick corridor.

6. Continue to support and pursue the missing segments of Christophers Crossing from US 15 to the current terminus at McClellan Drive, through the newly acquired Sanner Farm from the Clover Ridge Subdivision to Walter Martz Road, and from Rocky Springs Road to Old Camp Road, both segment completions, and realignments at Fort Detrick.

Policy TE 2

Maintain an appropriate balance between public and private sector responsibilities for transportation investments and improvements.

Implementation

1. Identify and earmark a stable revenue streams for transportation improvements such as a transportation impact fee.

2. Maintain an aggressive but financially responsible capital budget for future transportation improvements.

3. Establish a mechanism through the capital budget process including a monitoring report that coordinates and integrates development, transportation system building, and fiscal impacts.

4. Study and implement transportation impact fees for new or improved roadways. In this context if impact fees are not the process than the City should continue to support the further development of the Adequate Public Facilities Ordinance (APFO).

Policy TE 3

Preserve and enhance transportation capacity and multi-modal travel on local, collector and arterial routes that serve the City of Frederick. (See Policy TE5 as well)

Implementation

1. In conjunction with the State and Frederick County, actively pursue a North-South Road or alternate to the east of Frederick as indicated on the Comprehensive Plan Map. This roadway is to be a multi-modal and limited access divided highway that will provide increased mobility in the Frederick-Montgomery County Region and provide an alternative north-south facility to the congested US 15.

2. Work with Frederick and Montgomery Counties and the State of Maryland to implement the recommendations of the I-270/US 15 Multi-Modal Corridor Study and identify priority breakout projects within the corridor as funding becomes available.

3. In cooperation with Frederick County, encourage adequate transit service for major traffic generators and attractors including activity centers. Activity centers include:
    1. Fort Detrick;
    2. Golden Mile/US 40;
    3. Airport;
    4. Central Business District;
    5. 355 Corridor; and
    6. Urbana

4. Support City and County efforts to lobby the State for improvements to US 15 and other State roads in the City.

5. Promote the MARC train station vicinity as a multimodal transportation hub and a mixed-use development area.

6. Promote the US 15 and Monocacy Boulevard vicinity as a multimodal transit hub for the north side of the City.

7. Encourage a street grid pattern that disperses traffic more evenly throughout the street network.

Policy TE 4

Include the complete street solutions as part of the design and capacity standards for all roadways.

Implementation

1. As part of the update to the City's development regulations, review and update existing standards for different types of roadways, bicycle and pedestrian facilities to ensure a proper relationship for function and classification.

2. Increase interconnectivity between developments. Additionally, each development should provide adequate access for automobiles, bicycles, pedestrians; through adequate external and internal circulation for each mode of transportation (see the City of Frederick Recommended Cross Access Connections map in this Element).

3. Restructure procedures to accommodate all users on every project.

4. Create new data collection procedures to track how well the streets are serving all users.

5. Provide a system of traffic control devices that are operated at an optimal level of service and efficiency.

6. Reduce traffic congestion by actively managing the operation of the transportation system during peak travel periods.

Policy TE 5

Work with Maryland Department of Transportation, Frederick County, MWCOG, TSAC, TPB, and FACT, to develop joint and complementary planning programs.

Implementation

1. Identify, develop, and promote local and regional programs to improve traffic efficiency.

2. Continue City participation on local and regional transportation groups.

3. Continue to work with Frederick County, adjacent municipalities and local organizations on the transportation opportunities that must be addressed by all jurisdictions to mitigate congestion and eliminate hazards.

4. Support events that educate about alternatives to the use of motor vehicles on major transportation road networks.

5. Develop 20-year Citywide Transportation Plan that addresses all modes of transportation and provides the groundwork for prioritizing transportation projects for the future to be implemented in the City Capital Improvement Program (CIP).

6. Publically support projects developed by the State Highway Administration within the City Limits:

   a. I-70 Phase 2B and Phase 4
   b. MD 180/351 Projects
   c. I-270/US 15 Multimodal/Alternatives Analysis
   d. Break-out of US 15/Monocacy Engineering and Construction

7. Publically support projects developed by the State Highway Administration with regional implications:

   a. I-70/Meadow Road Interchange
   b. MD 85/I-270 Phases I and II
   c. US 15/Biggs Ford Interchange (supports annexations)

8. The City will continue its support of the US 15 Scenic Byway, particularly with respect to the Plan's understanding of the urban nature of the City as it relates to access to historic downtown. In addition, the link to the Historic National Road (US 40) and the Journey Through Hallowed Ground will be supported.

9. The City will continue to support the effort of the State on the Historic National Road (US40) and its link to the Scenic Byway and the Journey Through Hallowed Grounds.

Policy TE 6

Promote alternatives to the single occupant vehicle (SOV).

Implementation

1. Continue to educate the community about transportation alternatives through events and initiatives that promote the health benefits and availability of environmentally sustainable transportation options.

2. Continue to partner with TransIT to provide the types of facilities that will make the service a viable alternative mode of transportation.

3. Continue to encourage new ridership in all segments of the population, through marketing campaigns with TransIT.

4. Encourage government and private businesses to provide alternate commuting transit subsidies to their employees (van pool, bus, bicycling, walking and telecommuting).

5. Continue to actively work with the State of Maryland,

MWCOG, Frederick County, and surrounding jurisdictions to increase the number and frequency of transportation modes to the City.

6. Continue to work with TransIT, MTA and MARC in developing contra-commuting alternatives for both jobs and recreation traveling from Montgomery County and the Washington DC to the Frederick area in the weekday peak periods as well as weekends. (MARC Growth and Investment Study, February 2007)

7. Promote implementation of Frederick County Transit Transportation Development Plan (TDP).

Policy TE 7

Promote bicycle and pedestrian mobility in the City of Frederick.

Implementation

1. Continue to implement the Shared Use Path Plan.

2. Improve the safety of pedestrian and bicycle travel through revised roadway design standards and traffic control devices.

3. Promote the integration of all transportation modes within office and residential parking areas, such as transit stops, additional sidewalks, and bicycle parking design in appropriate locations.

4. Develop a bicycle plan and network map for the City of Frederick for on-road routes with a comprehensive signage system for the bikeway network.

5. During the update of the City's development regulations, review the design of bicycle parking facilities and most advantageous locations.

6. Identify neighborhood-specific transportation issues during the Small Area Planning process, including improvements to promote pedestrian and bicycle movement, handicapped accessibility, and safe, efficient traffic flow.

Policy TE 8

Encourage development that meets Transit-Friendly Design standards.

Implementation

1. Incorporate Transit-Friendly Design Standards as part of the update of the City's development regulations.

2. To assist in increasing transit service, develop a list of potential transit-friendly locations throughout the City.

3. Coordinate with MWCOG, TPB, Frederick County, and TransIT to target locations for potential transit-oriented development within the City that complements future enhanced bus rapid transit and/or rail transit that are or could be planned for US 15 and the I-270 corridor.

4. Focus initial transit friendly efforts in the vicinity of East Street, MARC station, Golden Mile, and East Patrick Street from I-70 to Franklin Street, and US 15 and Monocacy Boulevard.

Policy TE 9

Direct the flow of truck traffic to those facilities that are most suitable and away from other routes and areas where through truck traffic is incompatible with adjacent land uses or may cause safety issues.

Implementation

1. Develop a system of truck routes with the following goals:
   a. Reduce South Street truck traffic.
   b. Reduce alleyway truck traffic in the downtown.
   c. Restrict delivery time for key City arterials.
   d. Designated truck routes should be arterials with connections to collectors for local access for deliveries.

Policy TE 10

Support airport development in accordance with the approved Airport Layout Plan (ALP) in the 2008 Airport Master Plan.

Implementation

1. Develop the Bailes Lane area in accordance with the Bailes Lane Re-Use Plan (BLRUP). This plan provides enhanced potential for long term development of the airport, minimizes potential land use conflict in adjacent development, and has moderate costs for the overall plan. As a second phase to the BLRUP, implement the extension of the airport's main runway to 6,000 feet.

2. Design, engineer and construct an Air Traffic Control Tower, perimeter access road and associated infrastructure extensions in accordance with the 2008 Master Plan.

3. Construct flexibly sized aircraft hangars on the north end of the airfield adjacent to the existing 80 t-hangars.

4. Develop in coordination with existing and future airport users corporate and general aviation hangars.

5. Adhere to the FAA and Homeland Security recommendations with respect to air protection zones (specifically the Washington, DC Metropolitan Area Air Defense Identification Zone [ADIZ] and prohibited air space around Camp David (P-40)).

6. Include local interest groups who support the airport from a transportation side such as FACT and TSAC in the progress of the airport.

Policy TE 11

Ensure that all new transportation improvements do not adversely impact the City's neighborhoods.

Implementation

1. As part of all decisions for major transportation improvements, continue to balance the need to maintain the unique character and quality of life of the City's neighborhoods.

2. Work with the state and local jurisdictions on city streetscape designs that minimize impacts on Frederick's neighborhoods, historical and archeological resources, aesthetics, vistas, and bicycle / pedestrian facility connections for all users.

3. Implement mitigation strategies if cultural or historic resources will be irreparably impacted by new or existing road construction.

4. Modify the design of new and expanded roads to protect historic resources and their settings.

Policy TE 12

Preserve and enhance the historic grid system.

Implementation

1. Maintain historic street names.

2. Preserve and expand the downtown alley system as a secondary means for access, to provide for service delivery and pick-up and to provide an alternative to on-street parking.

3. Consider continuing the downtown street grid system to East Church Street/Gas House Pike and at the Fairgrounds, if sold and redeveloped.

4. Alley development in new subdivisions and commercial development should be pursued as a means of better property access, improved off-street parking, and enhanced traffic circulation.

5. Alley development in older and more established areas, such as the downtown, should be pursued for the same reasons noted above, provided there is an option for property condemnation in the event that there is not unanimous cooperation.

Policy TE 13

Increase multi-modal transportation options in the downtown.

Implementation

1. Continue to work to implement the recommendations of the Downtown Parking Study.

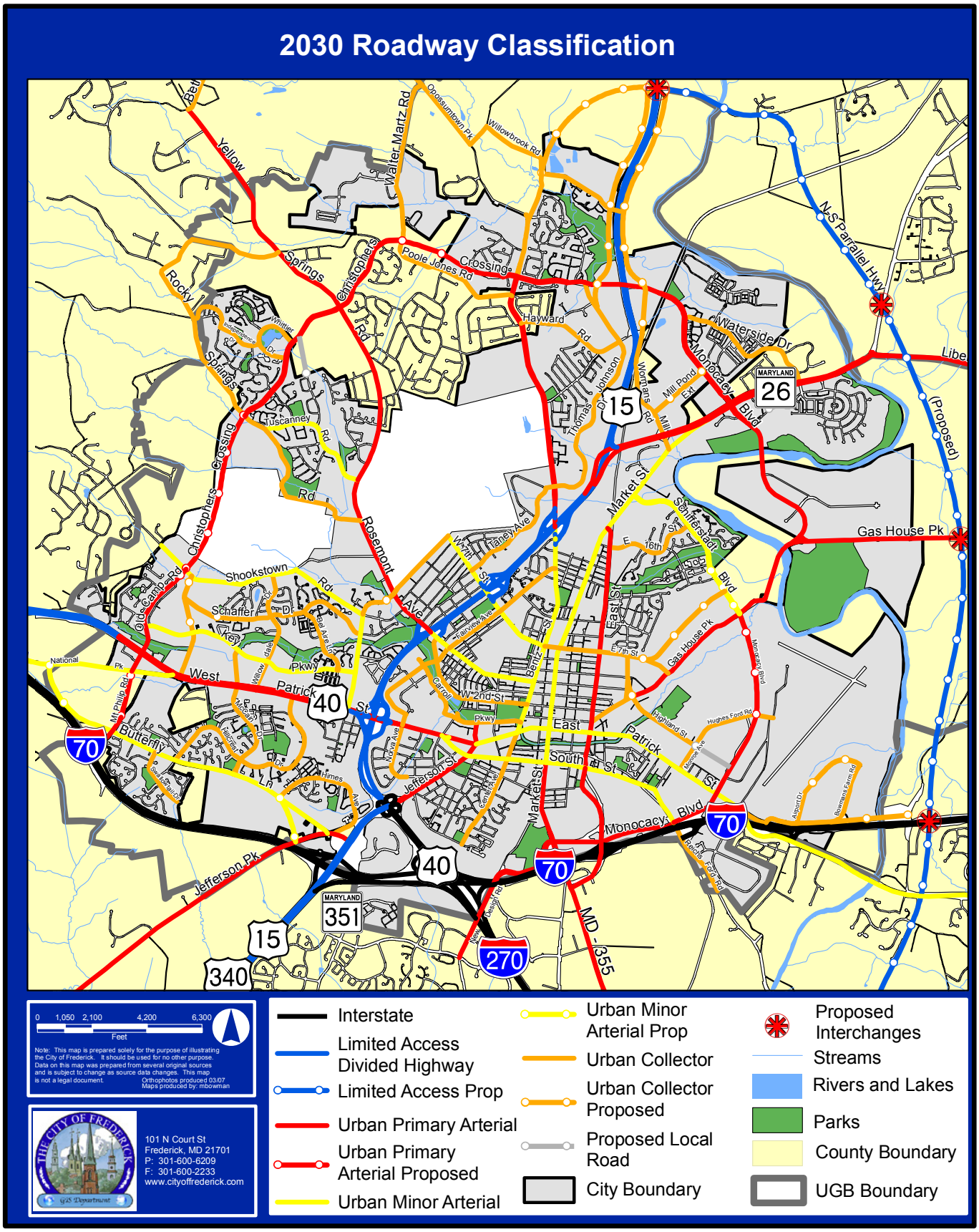
2. Promote the development of a complete Multimodal Center close to the downtown MARC Station.

Policy TE 14

Establish and maintain a monitoring system to measure progress toward achieving the policies of the Transportation Element.

Implementation

1. Design and implement a transportation monitoring system based on measurable results directly related to policies 1 through 13 and any other associated documents related to this Comprehensive Plan.



0 1,050 2,100 4,200 6,300
Feet

Note: This map is prepared solely for the purpose of illustrating the City of Frederick. It should be used for no other purpose. Data on this map was prepared from several original sources and is subject to change as source data changes. This map is not a legal document.
Orthophotos produced 03/07
Maps produced by: mbowman

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- Interstate
- Limited Access Divided Highway
- Limited Access Prop
- Urban Primary Arterial
- Urban Primary Arterial Proposed
- Urban Minor Arterial
- Urban Minor Arterial Prop
- Urban Collector
- Urban Collector Proposed
- Proposed Local Road
- City Boundary
- Proposed Interchanges
- Streams
- Rivers and Lakes
- Parks
- County Boundary
- UGB Boundary

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Chapter Four
Municipal Growth Element

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4 MUNICIPAL GROWTH ELEMENT

Overview

The Municipal Growth Element (MGE) is a requirement of HB 1141, enacted by the State of Maryland in 2006. The MGE reviews population and housing projections in the context of the city's ability to provide adequate services. To decide upon an appropriate land use plan, the City of Frederick conducted a series of analyses based on historical growth trends and natural resource limitations. As a result, the Land Use Element of this Plan includes a three-tier growth model for the City's future development. The Land Use Element also focuses on the Twelve Visions of the State Planning Act of 1992.

The City of Frederick has historically been the growth center of Frederick County and this trend is projected to continue. By concentrating capital improvement projects in areas with existing infrastructure, the City can maximize the use of existing facilities.

The broad goals of the City of Frederick 2010 Comprehensive Plan include the following:

- Promote the redevelopment of lands with existing infrastructure and public services while supporting the maintenance and rehabilitation of existing residential, commercial, and industrial structures;
- Encourage land uses, densities and regulations that promote energy efficient development patterns and relatively low expenses to municipal and state governments as well as low utility costs; and
- Ensure that existing infrastructure (water, sewer, parks, roads, etc.) and services (police, code enforcement, recreation, etc.) are properly maintained and utilized.

This Comprehensive Plan calls for expansion of the municipal boundaries, in three tiers, in order to accommodate future projected growth within the County. The growth limits delineated on the Land Use Policy Map establish growth priorities for properties identified in the current City-County Potomac River Water Supply Agreement (PRWSA) service area, which lies adjacent to

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the existing City-County boundaries. Thus, the policies in this section relate to the following:

1. Supporting the level of growth anticipated through 2030, as identified on the Land Use Policy Map and in the text of the Land Use Element; and

2. Documenting the potential impact of growth on public services and community facilities.

Population Growth

The City of Frederick experienced the largest percentage of decennial population growth in the following periods: 1850-1860 (35%), 1920-1930 (30%), 1980-1990 (43%) and 1990-2000 (31%). The City of Frederick only had one period of decline, between 1880 and 1890, when the City's population dropped by five percent.

The 1850-1860 population increase can be attributed to Maryland's predominance as the bread basket of the Mid-Atlantic region. The arrival of the railroad in the Frederick region, as well as the C&O Canal, helped reduce the cost of transporting goods from the region to Baltimore. Workers came to the area to fulfill the need for labor.

The 1920-1930 increase can be ascribed to the growth of air cargo transport and the military use of Detrick Field (now Fort Detrick) as a summer training camp by the 104th Air Squadron 29th Division. Similar to the railroad's role in the economy of the previous era, the expansion of air cargo transport in the region and the labor associated with this increased economic activity contributed to the City's population growth. In 1943, the United States government purchased 154 acres of land, including Detrick Field, and renamed the facility Camp Detrick. Fort Detrick's sustained development contributed to further growth that has continued up until today. The exception was the 1970s, when the City entered a prolonged and difficult economic period as a result of businesses leaving the urban core as well as a flood that devastated Frederick's downtown.

Forty-seven percent (47%) of the City's population growth occurred after 1980. This unprecedented growth is related to the growth of Fort Detrick as a U.S. Army Medical Command installation as well as the increasing price of real estate. Beginning in the 1990s, due to the rising cost of housing in the Washington DC and Baltimore metropolitan areas, the City of Frederick began to be viewed as an acceptable commuting distance to these two large employment areas.

In the last 10 years, an increasing number of employers have relocated to the City of Frederick and Frederick County. During this time period, the following businesses and institutions have either relocated to or expanded

within the City: State Farm, United Health Care, BP Solar, SAIC, MedImmune, Wells Fargo and Fort Detrick.

The City of Frederick remains under intense growth pressure due to its location, and the City's population growth trend is expected to continue. Typically, the City's population has represented about twenty-five percent (25%) of Frederick County's population, and this proportion is also expected to continue. The ratio of the City's population to County population is shown in Table MGE-1.

Table MGE-1
Historic Growth Rates

Year	Census Data	Numerical Change	Percent Change
1820	3,640		
1830	4,427	787	0.22
1840	5,182	755	0.17
1850	6,028	846	0.16
1860	8,143	2,115	0.35
1870	8,526	383	0.05
1880	8,659	133	0.02
1890	8,193	-466	-0.05
1900	9,296	1,103	0.13
1910	10,411	1,115	0.12
1920	11,066	655	0.06
1930	14,434	3,368	0.3
1940	15,802	1,368	0.09
1950	18,142	2,340	0.15
1960	21,744	3,602	0.2
1970	23,641	1,897	0.09
1980	28,086	4,445	0.19
1990	40,148	12,062	0.43
2000	52,767	12,619	0.31

Source: U.S. Census 2006

Land Use Change

The Potomac River Water Supply Agreement (PRWSA) shows that potential areas of annexation total more than 1,600 acres. These areas of future growth are generally located north of the City along US 15, and on the west side of the City along Kemp Lane.

The City of Frederick is geographically limited in its ability to expand through future annexations. Expansion to the south is limited by the Ballenger Creek developments located in the County's jurisdiction. Annexations to the City's east are constrained by the Monocacy River. On the western edge, potential expansion is limited due to challenges of providing water service at the higher elevations. One logical area for future expansion of the City of Frederick is to the north along US 15. The County's recent land use policies have recognized these potential annexation areas by zoning the majority of this property as agricultural, in order to prevent development of these properties unless and until they are annexed into the City.

The biggest issues facing the City are water and sewer capacity. With limited vacant land, the City will need to consider future annexations to address growth needs. When the PRWSA is amended in 2015 to include an additional 4.4 million gallons per day (MGD) of maximum daily capacity through Frederick County's water allocation permit, the City of Frederick can meet water capacity for its 2030 population projections. However, with the increasing requirements of Total Maximum Daily Load (TMDL) on the Monocacy River, sewer capacity will be the single most critical infrastructure need.

If the Monocacy River capacity is at or near the TMDL threshold, then growth in Frederick County and the City of Frederick will slow drastically. In this scenario, development served by wells and septic systems will occur on the City's edges. This potential sprawl would preclude future annexations, should the City find additional sewer capacity at a later date. The State, County and City projections of additional growth in the region would need to be revised if additional sewer treatment capacity cannot be obtained.

Future Population Growth

As noted above, the City of Frederick is under growth pressure due to its location within 45 miles of both Baltimore, Maryland and Washington DC. Historically, the City's population has typically represented about twenty-five percent (25%) of Frederick County's population, and this trend is expected to continue.

Table MGE-2
City/County Population

	1980 Census	1990 Census	2000 Census	2010 Estimate	2020 Estimate	2030 Estimate
City of Frederick	28,086	40,148	52,767	61803[1]	75,113[1]	85,039[1]
Frederick County	114,792	150,208	195,277	243220[2]	287,913[2]	326,224[2]
City Percentage of County's Population	24.5%	26.7%	27.0%	25%[1]	26%[1]	26%[1]

Source: U.S. Census 2006

[1] *Assuming City of Frederick maintains 25% of the County's population*

[2] *Frederick County Planning Department projections*

However, the future population projections utilized in this Plan may be somewhat lower than the State's projections. One of the reasons for the differences between these projections is that the national economy has entered a period of slower growth, and this slowdown has not been accounted for in the projections of the Maryland Department of Planning to date. An additional reason for the divergence between the State and City projections is that the City is using the PRWSA as the basic premise for its projections. From the PRWSA, the City will be allocated a specific amount of water over the next 15 years. Also in this agreement is a provision that if the City does not use the full allocation of water in the agreement, then the City will be charged a carrying fee for the unused water. For this reason, it is in the City's best interest to continue with a steady and predicable rate of growth.

Table MGE-3
Development Capacity by Zoning Classification

					Potential Development		
Zoning Classification	**Description**	**Available Acres**	**Actual Density (DU/ac)[1]**	**Non-residential Maximum Square Footage (FAR)**	**Dwelling Units**	**Population**	**Industrial Square Feet**
RC	Resource Conservation	0	0.1	---	---	---	---
R4	Low Density Residential	100	3	---	300	720	---
R6	Low Density Residential	0	4.5	---	---	---	---
R8	Medium Density Residential	0	6	---	---	---	---
R12	Medium Density Residential	0	9	---	---	---	---
R16	High Density Residential	0	12	---	---	---	---
R20	High Density Residential	0	15	---	---	---	---
RO	Residential Office	0	3	---	---	---	---
PB	Professional Business	0	---	0.25[2]	---	---	---
NC	Neighborhood Commercial	0	---	0.25[2]	---	---	---
GC	General Commercial	0	---	0.25[2]	---	---	
DR	Dowtown Residential	0	30	---	---	---	---
DBO	Downtown Business/Office	0	56.3	---	---	---	---
DB	Downtown Business	0	56.3	4[4]	---	---	---
M1	Light Industrial	320	---	0.25[2]	---	---	3,539,250
M2	Heavy Industrial	0	---	0.25[2]	---	---	---
MO	Manufacturing Office	0	---	0.25[2]	---	---	---
MU	Mixed Use	43	15	0.3[3]	352	845	307,098
MXI	Mixed Employment	225	---	0..25[3]	---	---	2,450,250
Total		**688**			**652**		**6,296,598**

[1]Assuming 75% of maximum density per acre for residential

[2]LMC does not have a Floor Area Ratio (FAR), but the typical non-residential development can expect a FAR of 0.25

[3]Mixed Use factors are based on the one mixed unit project to processed by the Planning Department

[4] Using projects along Carroll Creek as sample projects

Growth Assumptions

During the process for developing the Comprehensive Plan, Frederick's residents, Planning Commission, and Mayor and Board of Aldermen have considered several different growth scenarios related to how the City of Frederick should grow during the upcoming 20 year period. All agree that the City of Frederick is the growth center for Frederick County for the following reasons:

- The City of Frederick is the locus of significant Federal, State, and County infrastructure.
- The state of Maryland's Smart Growth policies promote growth in areas with infrastructure in place.
- The 2002 Frederick Region Comprehensive Plan classifies the City of Frederick as the County Center:
    - "New development shall be directed to designated development areas to limit wasteful sprawl to permit the economic provision of public services and facilities, and to conserve valuable farm and forest land." (2002 Frederick Region Plan)
    - "Major new residential, commercial, industrial, and employment development shall be concentrated within Frederick City and the Regional Community of Ballenger Creek and will utilize appropriate levels of public services and facilities consistent with the Comprehensive Plan guidelines." (2002 Frederick Region Plan)
- The City of Frederick is a State Priority Funding Area.

The Land Use Element describes the three growth tiers shown on the Land Use Policy Map. In calculating the land area required by the future growth of the City of Frederick, the Municipal Growth Element of the Comprehensive Plan is based on the several assumptions related to each of these three tiers. These assumptions are described below.

Tier 1 Development within the Existing City Limits

The City of Frederick has little vacant land left within City limits. The vacant land inventory is shown in Table MGE - 4. Some vacant properties (downtown areas, IST properties, and constrained land) were excluded from the acreage totals of this table due to various reasons described in more detail in the Land Use Element of this Plan. The net vacant land available for development is approximately 688 acres, of which only about 100 acres are zoned residential. The two vacant residential parcels are both zoned R4 and are currently not developed to their full potential, and it is unknown if and when the owners of these parcels will decide to develop their properties.

Currently, there are approximately 4,000 potential housing units located in approved developments with recorded plats. These units can be referred to as

the City's "development pipeline." Current projections indicate that an average of 400 units will be built annually within the City until 2012, at which time the number of units completed annually is expected to increase to an average of 700 dwelling units per year through 2030. Given this pace of residential development, the pipeline of buildable units is projected to be depleted by the year 2020.

Table MGE-5 shows the amount of vacant land within the City of Frederick, broken down by lot size. The table indicates that, despite the considerable acreage of vacant land within the City of Frederick, much of this land is composed of small parcels. Larger parcels (50+ acres) will be required in order to attract large, national employers.

Tier 2 Development Beyond Present City Limits

The majority of the new land to be considered for annexation into the City of Frederick is located to the north and west of the present City boundaries. As noted above, annexations to the east are constrained by the Monocacy River, and the west has limitations associated with providing water service at higher elevations. One logical area for future City expansion is to the north along US 15.

Properties proposed for future annexation will be considered based on the criteria adopted by the Mayor and Board of Aldermen on December 6, 2007. These criteria include:

- Within the 20 year Urban Growth Boundary;
- Future Water and Sewer Service Area;
- Addressing one or more important City needs;
- Access is through City streets;
- No County easements are needed;
- Eliminate portions of County land nearly surrounded by City limits; and
- Significantly contiguous with the City boundaries.

The larger parcels (50 acres or more) that are most likely to be considered for future annexation by the City of Frederick are listed below. These parcels are also listed in the PRWSA. In no particular order, these parcels include the following:

• Richfield Farm Route 15	139 acres
• Albaugh – Walter Martz	67 acres
• Keller – Yellow Springs	206 acres
• Staley – Rocky Springs	72 acres
• Clover Ridge LLC	62 acres
• Oden Kemp Lane	80 acres
• Gladhill Route 70	75 acres

The advantages of expanding the City limits to the north include:

- Access to US 15 and Monocacy Boulevard /Christopher's Crossing;
- Natural drainage area;
- Limited County development; and
- Large tracts of undeveloped land.

Tier 3 Growth

This tier is intended to accommodate future growth after the first two tiers are substantially developed, and when water and sewer resources are available. The Third Tier includes those properties strategically located within potential future alignments for the North-South Road, which is an important, proposed alternative to US 15 that would route south- and east-bound interstate traffic around the City. In addition, this tier includes properties adjacent to Tier Two parcels; properties that would facilitate the expansion of key City developments; and properties that represent the next steps in a contiguous northern growth area that likely can be served by public utilities. The Land Use and Transportation Elements describe the Plan's polices regarding the North-South road in greater detail.

Table MGE-4
Tier 1 & 2 Build-out Projections

Property Area	Dwelling Units	Population	Non-residential Square Feet
Brickworks-T1	800	1,920	1,000,000
Northgate - T1	N/A	N/A	350,000
Nathan - T1	300	720	500,000
Market Square - T1	450	1,080	200,000
Pipeline - T1	4,000	9,600	N/A
Clemson - T2	N/A	N/A	375,000
Thatcher/ Richfield - T2	400	960	1,600,000
Summers Farm - T2	375	900	400,000
Crum - T2	460	1,104	1,100,000
North West Corner - T2	2,400	5,760	350,000
Gateway - T2	N/A	N/A	550,000
Airport (FAPA) - T1	N/A	N/A	600,000
Sanner -T1	N/A	N/A	1,000,000

Tier Three properties are identified on the Land Use Policy Map for the purpose of indicating to the Maryland State Department of Planning, Frederick County, and surrounding municipalities that the City intends to plan for the future development of these properties, and to thereby preempt potentially inconsistent and/or incompatible land use recommendations and/or zoning approvals for these properties that may otherwise originate in other jurisdictions.

Sustaining Growth Projections

Growth projections based on the Tier 1 & 2 development areas yield a conclusion similar to the State's projections. Together, these

generalized projections forecast a 2030 City population of 85,039 persons and 34,792 households. The Appendix provides information on the sources and methodologies utilized in preparing these general projections, which were based on historical trends. Table MGE-4 shows the City growth projections based on the current City limits and the PRWSA.

As a basis for planning, this Comprehensive Plan adopts the projected levels of growth which are shown in Table MGE-4. This table shows generalized projections based on the City's Land Use Plan. Between 2009 and 2030, it is anticipated that the City's population will increase by approximately 22,044 persons, and it is projected that during this time period the City will add about 9,185 new households.

Nearly half of these potential households can be served by unbuilt housing units in the current development pipeline. As described below, the additional housing would be accommodated through development of the Tier 1 & 2 areas that are (or will be) located entirely within the City.

Table MGE-5
Population/Household Growth

	2009	2030	Change 2010 - 2030
Population	62,995	85,039	22,044 (26%)
Households	25,607	34,792	9,195 (25%)

This distribution of growth is discussed in more detail in the Land Use Element of this Plan. This Element proposes development policies intended to guide growth through the development and redevelopment primarily of areas located within the future City boundary, as follows:

- This Comprehensive Plan seeks to direct future growth potential into areas within the existing and proposed 2030 corporate limits of Frederick;
- All of the City's growth needs through 2030 can be accommodated within Tiers 1&2; and
- To maintain a sufficient supply of developable land, the City should continue to annex areas as proposed in the Tier 2 growth boundary.

Burdens on sensitive lands in and adjacent to the City of Frederick

The City of Frederick has a considerable diversity of habitat within a relatively small area. Within a short distance, in nearly every direction from the City's center, there are forested lands, streams and a scenic river, open farmland with fence rows, and wooded parcels. The City of Frederick maintains an 8,000-acre Municipal Forest in the mountains to the northwest of the City, primarily to protect the City's mountain water sources. Beyond this forest, Frederick also serves as a gateway for many local and regional environmental resources in the Catoctin Mountain region.

One of the City's most important natural resources is the Monocacy River, one of the largest tributaries of the Potomac River and the principal water resource in the Frederick region. The Monocacy River watershed drains approximately

970 square miles in Carroll, Montgomery, and Frederick counties in Maryland and parts of Pennsylvania. Most wetlands in the Frederick region are also located along the Monocacy and its tributaries.

One of the premises for the tiered growth levels in this Plan was to continue the balance between the State of Maryland's rigorous environmental regulations and any additional environmental protection measures the City may consider adopting. This regulatory balance is relevant to the preservation of forest land, the management of air quality, and the protection of water quality.

For example, Maryland's Planning Act requires jurisdictions to address sensitive areas in their Comprehensive Plans, and this Plan addresses that requirement. Sensitive areas include streams and their buffers, 100-year floodplains, habitats of threatened and endangered species, steep slopes, and other areas that the City determines to be in need of protection. As the City continues to grow, the protection of its sensitive areas will become increasingly critical. Given the Monocacy River watershed's importance to Frederick and the diversity of its sensitive areas, this habitat should continue to receive special consideration.

The proposed municipal annexations described in both the Managed Growth and Land Use Elements of this Plan will also have a major impact on how the City interacts with its natural surroundings. Development plans for annexation areas should take into consideration the impact of new development on surrounding natural resources.

The City must continually strive to maintain an appropriate balance between development and natural resource preservation, and should continue to maintain policies that help its citizens and businesses achieve that balance. The Environmental Element includes more detailed information and policies regarding the protection of sensitive areas.

Growth's Impacts on Public Services and Community Facilities

To accommodate the additional residents the City is projected to gain in the coming decades, there must be a corresponding increase in services in order to serve these new residents. The services outlined in this section include: Schools, Libraries, Public Safety, Water, Sewer, Roads, and Recreation. It should also be noted that the City of Frederick has no jurisdiction over County services (Schools, Libraries, and Fire & Rescue). This section provides a summary of the Plan's Elements related to public services and community facilities, and describes the impact of growth on their provision. Additional details regarding these services and facilities can be found throughout the Plan document.

Public Schools

Frederick's public school system is part of a countywide service. The City works with the Frederick County Public Schools (FCPS) system on several levels. The FCPS reviews the City's development review plans (site plans, subdivisions, and similar plans) for consistency with the County's Schools Master Plan. During this process, the FCPS provides feedback on the feeder pattern of schools, possible bus routes, turning radius information, and co-location of City parks and County school sites.

On an as-needed basis, the FCPS also reviews plans in relation to the City's Adequate Public Facilities Ordinance (APFO). The City of Frederick provides the FCPS with background data and other relevant information. Accordingly, the FCPS staff provides the capacity of each of the schools serving a proposed development.

The FCPS also provides the City with enrollment figures for all schools on a quarterly basis, as well as pupils-per-dwelling-unit data. The FCPS provides this analysis by unit type and by school district. This information is used by City on several levels.

Of the 25 FCPS schools that serve the City of Frederick, only 11 of these schools' attendance areas will be directly affected by potential annexations. These schools are located in the north and western parts of the City. The school districts that have a greater probability of being affected by the potential annexations are indicated with an asterisk (*) in Table MGE-7. While not all schools will be directly affected by these annexations, the ripple effect of potential redistricting may cause other schools' enrollment numbers to change.

The potential increase in the number of students associated with the City's projected growth is based on the number of additional housing units. Assuming that the new housing units created are composed of 1/3 single family homes, 1/3 townhouses and 1/3 multifamily units, a student generation rate can be applied for each housing type and each school type (elementary, middle and high school). The student projection is also based on the assumption that the rate of housing development remains constant over the next 20 years.

Library System

The Frederick County Public Library System is a countywide system consisting of 8 branches serving more than 300,000 County residents. One library branch serves the City of

Table MGE-6
Enrollment Capacity of Schools that Serve the City

	Total Enrollment	State Rate Capcity	Percentage Capacity
Elementary Schools			
Ballenger Creek	626	663	94%
Hillcrest	668	682	91%
Lewistown*	219	232	94%
Lincoln	376	575	62%
Monocacy*	679	567	114%
North Frederick	567	518	106%
Oakdale	513	434	118%
Orchard Grove	658	660	97%
Parkway	223	248	90%
Spring Ridge	545	577	90%
Walkersville*	543	488	111%
Waverley*	459	483	88%
Whittier*	746	671	107%
Yellow Springs*	420	435	97%
Middle Schools			
Ballenger Creek	760	870	87%
Crestwood	551	600	92%
Governor Thomas Johnson*	594	900	66%
Monocacy*	716	860	83%
Oakdale	574	600	96%
Walkersville*	867	1,051	82%
West Frederick	845	955	88%
High Schools			
Frederick	1,345	1,603	84%
Governor Thomas Johnson*	1,991	2,091	95%
Tuscarora	1,523	1,245	122%
Walkersville*	1,284	1,197	107%

Source: FCPS as of 10/8/2008

Table MGE-7
Pupil Generation Rates for 2030

	Elementary Schools		Middle Schools		High School		Total
Type of Residence	Generation Rate	Expected Pupils	Generation Rate	Expected Pupils	Generation Rate	Expected Pupils	
Single Family Residence	0	4,830	0	2,520	0	3,780	**11,130**
Townhome Residence	0	5,040	0	2,100	0	2,730	**9,870**
Multi-Family Residence	1	1,050	0	357	0	441	**1,848**
Total		**10,920**		**4,977**		**6,951**	**22,848**

Source: FCPS as of 10/8/2008

Table MGE-8
Land Requirement Guidelines for Community Facilities

Facility Type	Requirement
Elementary School	15-20 acres
Middle School	25-30 acres
High School	50+ acres
All Fire Stations	Minimum 5 acres - Located at the corner of two major roads

Note: These are guidelines only. Final site axquisition needs to be approved by Frederick County Public Schools (school sites) or the Frederick County Fire and Rescue Services Division (fire stations).

Frederick: the 66,000 square foot C. Burr Artz Library in downtown Frederick, located at 110 East Patrick Street and situated on Carroll Creek. The C. Burr Artz Library also serves as the County's central library facility. The American Library Association has established suggested standards of 1,000 square feet of library space per 10,000 residents; based on this standard, the C. Burr Artz Library is more than adequate in size to accommodate the City's projected population growth through 2030.

Nevertheless, as the City continues to grow, library service requirements will increase. Planning for future library needs will need to take into account growth in the northern and possibly western parts of the City. The Frederick County Public Library's twenty-year plan also indicates that an additional library should be located within the northern area of the City, and recommends that the County's central library be expanded.

Public Safety

The City of Frederick provides its own public safety services through the Frederick Police Department, which provides 24–hours-per-day, seven-days-per-week law enforcement services for Frederick's nearly 63,000 residents within an area of approximately 20 square miles. The Department is divided into three bureaus: Administrative, Operations and Support Services. The City generally has a low level of crime, which contributes to the City's high quality of life.

The addition of approximately 22,000 new City residents over the next 20 years will place additional service demands on public safety resources. The Police Department will require another 60 officers, based on the national standard of 2.6 officers per 1,000 residents. Currently, due to space constraints, the police headquarters is not located in a centralized location. As the City's growth pressures continue, the current configuration of the Police Department is likely to become increasingly inadequate for current needs. Planning for a new police facility and/or acquisition of property for site development should be an important City priority.

Fire and Emergency Services

Frederick County provides fire protection services for all County and City residents. Additionally, the County provides disaster protection, emergency health care, rescue and other related services for the City of Frederick. Because Fire and Emergency Services are provided to an area larger than the City itself, service levels are impacted not only by development in Frederick but also by development throughout the County. Policies in this Comprehensive Plan do not entail significant expansion of the City fire protection service areas. However, the Plan does call for intensified monitoring of response times and equipment capabilities, and ensuring that response times and service levels remain adequate or improve over time.

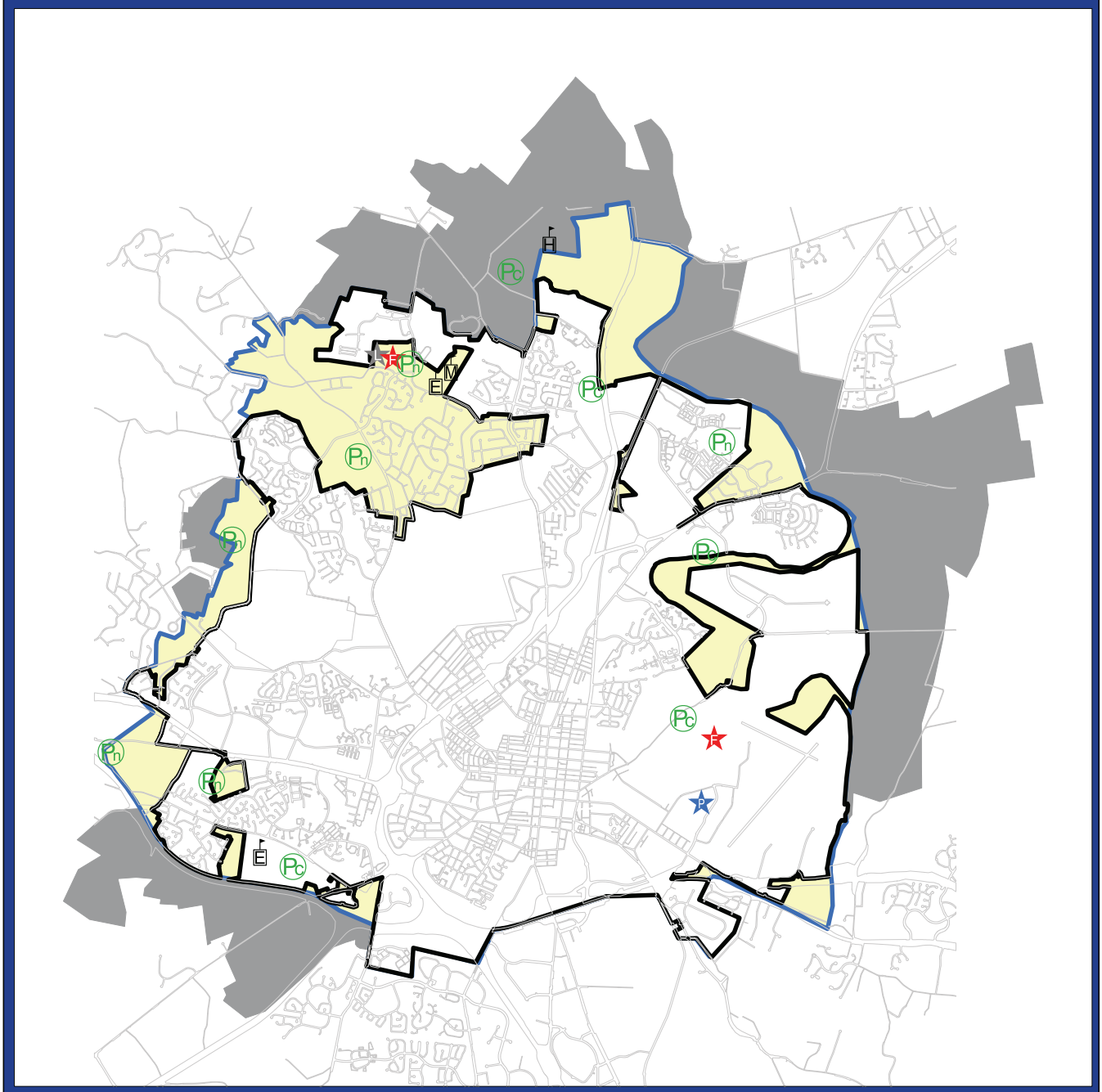
The Frederick County Division of Fire and Rescue Services (DFRS) views the City and its potential growth boundaries as the population center of the County and the area where the majority of fire and EMS incidents occur. Stations 1, 2, 3, 4, and 31, as well as the DFRS Headquarters, are located within the City and its growth areas.

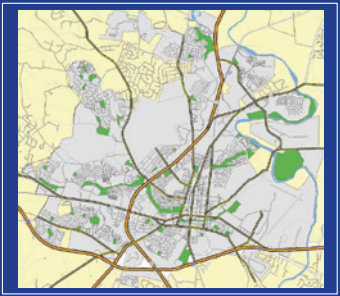
Current DFRS locations include four downtown stations, three of which are located within the County's area of highest demand. All are primarily career-operated and are located in close proximity to one another. Stations 1 and 3 are fire stations with engines, ambulances, and other equipment; Station 4 houses only a truck company; while Station 2 and the DFRS Headquarters house Advanced Life Support (ALS) units. The DFRS master plan indicates that this arrangement has excessive redundancy and is not an efficient use of resources. The City of Frederick could be more efficiently served by a consolidated downtown station and stations strategically located around the outer portions of the city; this configuration could help to maximize 4-minute travel time coverage as the City grows.

Water and Sewer Facilities

Future growth must be served by the City's water and sewer facilities. The additional 9,195 housing units and 8.7 million square feet of commercial space forecast by this Plan would create demand for an estimated additional 5.0 MGD of water capacity and 4.0 MGD of sewer capacity. The City's water supply system and allocation of the wastewater (sewer) treatment system can likely accommodate the forecasted growth. A detailed description of the City's existing and planned public water and sanitary sewer services and facilities is provided in the Water Resources Element.

Proposed Community Facilities





0 0.25 0.5 1 1.5
Miles

Note: This map is prepared solely for the purpose of illustrating the City of Frederick. It should be used for no other purpose. Data on this map was prepared from several original sources and is subject to change as source data changes. This map is not a legal document.
Orthophotos produced 03/07
Maps produced by: mbowman

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Proposed Community Facilities

- Pc Community Park
- Pn Neighborhood Park
- E Elementary School
- M Middle School
- H High School
- F Fire Station
- P Police Station
- Library
- Right of Ways
- Municipal Boundary
- Utility Service Area
- Areas of Interest

Recreation

The City of Frederick has 61 public parks, totaling 440 acres, with an average size of eight acres. Frederick's parks fall into three categories, as defined by the National Recreation and Park Association (NRPA): neighborhood parks, community parks, and special facilities. These definitions are based on park size, function and service area.

The City has about eight acres of parkland per 1,000 residents, slightly less than the ratio of 10 acres per 1,000 residents recommended by the NRPA. To attain this recommended standard, approximately 100 additional acres of parkland will be needed based on the existing population. As the City reaches its year 2030 projected population, approximately 500 additional acres of parkland would be needed in order to maintain this recommended ratio. The Recreation Element provides detailed policies regarding the achievement of the stated need.

Municipal Growth Element Policies and Implementation

MGE Policy 1

The City of Frederick will continue to encourage redevelopment of underutilized land within the current municipal boundaries.

Implementation

1. The City will develop as per the tier policy as outlined in the Land Use Element and outlined in the Land Use Policy Map.

2. The City of Frederick will develop at a density higher than 3.5 units per acre. The lowest residential zoning classification is R4 (4 units per acre).

MGE Policy 2

Continue Municipal Annexations as prospects benefiting the City arise.

Implementation

1. The City will focus on areas for future annexations based on the three-tiered growth area policies of the Land Use Element and as outlined on the Land Use Policy Map.

2. The City of Frederick's shall continue supporting a housing unit mix of 1/3 single family homes, 1/3 townhouses and 1/3 multifamily units.

3. Continue to use the City's Adequate Public Facilities Ordinance (APFO) and Water Allocation Ordinance to provide a predictable growth rate over the next 20 years.

4. The City of Frederick and Frederick County should conduct a series a meetings focused not only on the best locations for new growth, but also on how this growth will affect facilities and how best to manage these facilities to accommodate this new growth.

MGE Policy 3

The City will continue to work to ensure that adequate police and fire service will be available throughout existing and future growth areas.

Implementation

1. Continue to assess appropriate land for the construction of a central police headquarters.

2. Continue to participate in the Frederick County Department of Fire/Rescue Services emergency preparedness training programs.

3. Continue to monitor emergency response time and adopt a level of service for inclusion in the development review process.

4. Provide Police Activity facilities in higher crime corridors.

5. Continue to improve upon the City's level of service standard for police officers.

6. Actively pursue land acquisition for multiple purpose public facilities in the northern sections of the City. These facilities may include a police station, fire station, park, school, Department of Public Works yard and/or library.

7. Support the relocation, consolidation, and the construction of new fire stations as proposed in the Division of Fire and Rescue Services master plan.

8. When acquiring land or accepting dedicated land for public facilities, use the information in Table MGE-11 as a guide.

MGE Policy 4

The City will continue to protect and conserve the existing water supply systems.

Implementation

1. Implement improvements to the water supply systems in order to provide reliable water service to all City residents, and to improve water system losses as well as consumption rates.

2. Undertake a public awareness campaign to educate residents and businesses about practical conservation methods.

3. Consistently meet all regulatory requirements to help protect public health and the environment, and to reduce the environmental impact on the City's water tributaries.

MGE Policy 5

The City will provide for wastewater capacity that serves future growth as based on the land use tier policies of the Land Use Element.

MGE Policy 6

The City will provide sufficient school facilities and capacity to serve the projected growth.

Implementation

1. Continue to work with Frederick County Public Schools to identify potential school sites within the City's growth boundary.

MGE Policy 7

Library facilities should be provided to serve the needs of the City's projected growth.

Implementation

1. Continue to work with Frederick County Public Libraries to identify potential sites within the City's growth boundary.

MGE Policy 8

Establish and maintain a monitoring system to measure progress toward achieving the policies of the Municipal Growth Element.

Implementation

1. Design and implement a land use monitoring system based on measurable results directly related to objectives 1 through 7.

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Chapter Five
Water Resource Element

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5 WATER RESOURCE ELEMENT

Overview

The City of Frederick's 2010 Comprehensive Plan overarching goals include

- Promote the redevelopment of lands with existing infrastructure and public services while supporting the maintenance and rehabilitation of existing residential, commercial, and industrial structures.
- Encourage land uses, densities and regulations that promote efficient development patterns and relatively low municipal, state governmental and utility costs.
- Ensure that existing infrastructure (water, sewer, parks, roads, etc.) and services (police, code enforcement, recreation, etc.) are properly maintained and utilized to maximize the cost benefit of the service.

More specifically, the goals of the Water Resource Element are listed below:

- Protect water supply from pollution and encroachment.
- Provide an adequate and safe drinking water supply to serve the existing and future residents of the City of Frederick.
- Provide an adequate capacity of wastewater treatment with effluent meeting all necessary regulatory requirements for existing and future residents of the City.
- Take steps to restore and protect water quality and contribute toward meeting the water quality regulatory requirements. This will require addressing current water quality impacts as well as future impacts from land development and population growth.
- Protect the habitat value of the County's rivers and streams.

The City is committed to ensuring water and wastewater (sewer) capacity for both existing and new developments. The City established in 2002 the Water and Sewer Allocation System (Section 742 of the Land Management Code) to make certain that adequate treatment capacity for potable water and wastewater is in place for new growth prior to development approval.

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Drinking Water Policies and Implementation 97

Stormwater Management Policies and Implementation 99

The City of Frederick has adopted an Adequate Public Facilities Ordinance (APFO) which allows development to proceed only after it has been demonstrated that sufficient infrastructure exists or will be created in the water and wastewater systems. Section 602 of the LMC establishes the criteria and process for the City's APFO, which not only regulates water and wastewater, but also roads and schools.

The City has a reliable and predictable growth rate, with a typical annual increase of approximately 700 dwelling units each year, although fewer units have been constructed in recent years due to a downturn in the national housing market. Within City limits, there are currently about 4,000 dwelling units "in the pipeline" -i.e. having some type of approval (PND, Preliminary Subdivision or site plan) from the Planning Commission. The majority of new growth is expected to occur in newly annexed areas.

The City of Frederick prepared a Municipal Growth Element (MGE) that compares population and housing projections against the ability to provide adequate and safe sources of water supply and wastewater treatment.

To decide upon an appropriate land use plan, the City of Frederick used a growth model to conduct a series of analyses based on the tenets mentioned above, historical growth trends and natural resource limitations, and focused on the eight Visions of the State Planning Act of 1992.

The City of Frederick has historically been the growth center for Frederick County and it is anticipated that this trend will continue. The land use policy of the City supports this trend by concentrating capital improvement projects and maximizing the use of the existing infrastructure.

Land Use Pattern

Growth within the City of Frederick, as detailed in the Land Use and Economic Development Elements, is expected to occur through development or redevelopment within the current City boundary and the Potomac River Water Service Agreement (PRWSA) area. The City's population is projected to increase by 22,000 (adding 9,185 new households) between 2009 and 2030.

The emphasis in the Land Use Element is on creating community spaces appropriate to the desired character of an area or neighborhood. This is coupled with efforts to improve environmental conditions with a variety of environmentally friendly policies for site and building design as noted in the environmental element of this comprehensive plan.

Inter-jurisdictional Cooperation

The City of Frederick's Public Works, Engineering and Planning Departments completed Frederick County's Municipal Survey and Municipal Data Spread-

sheets. The City and County have conducted several joint meetings to address work through the complex issues of water supply and wastewater treatment in the community.

The top three issues facing the City of Frederick as related to the County's Municipal Survey include:

- Reliable quantities of water supply and wastewater treatment.
- Lack of available public water supply and wastewater services.
- Potential expansion of public water supply and wastewater services.

In 2006, the City entered into the Potomac River Water Supply Agreement (PRWSA) with Frederick County, to secure additional potable water supply (see discussion below). The PRWSA is one of the fundamental documents that will help determine the amount of water that will be available to the City in the future.

The City and County also have a joint capacity-sharing agreement for wastewater treatment at the Ballenger/McKinney Wastewater Treatment Plant. With this agreement, the City secured 1.028 million gallons per day (MGD) of wastewater treatment capacity from the County. Discussions regarding future treatment capacity and other wastewater-related issues are currently ongoing between the City and County.

Watersheds

The City of Frederick is within the Upper Potomac Basin and is comprised of two watersheds. The Lower and Upper Monocacy River Watersheds comprise 350,724 acres. The breakdown of the land uses is shown in the table below. All three watersheds drain into the Potomac Basin and ultimately into the Chesapeake Bay.

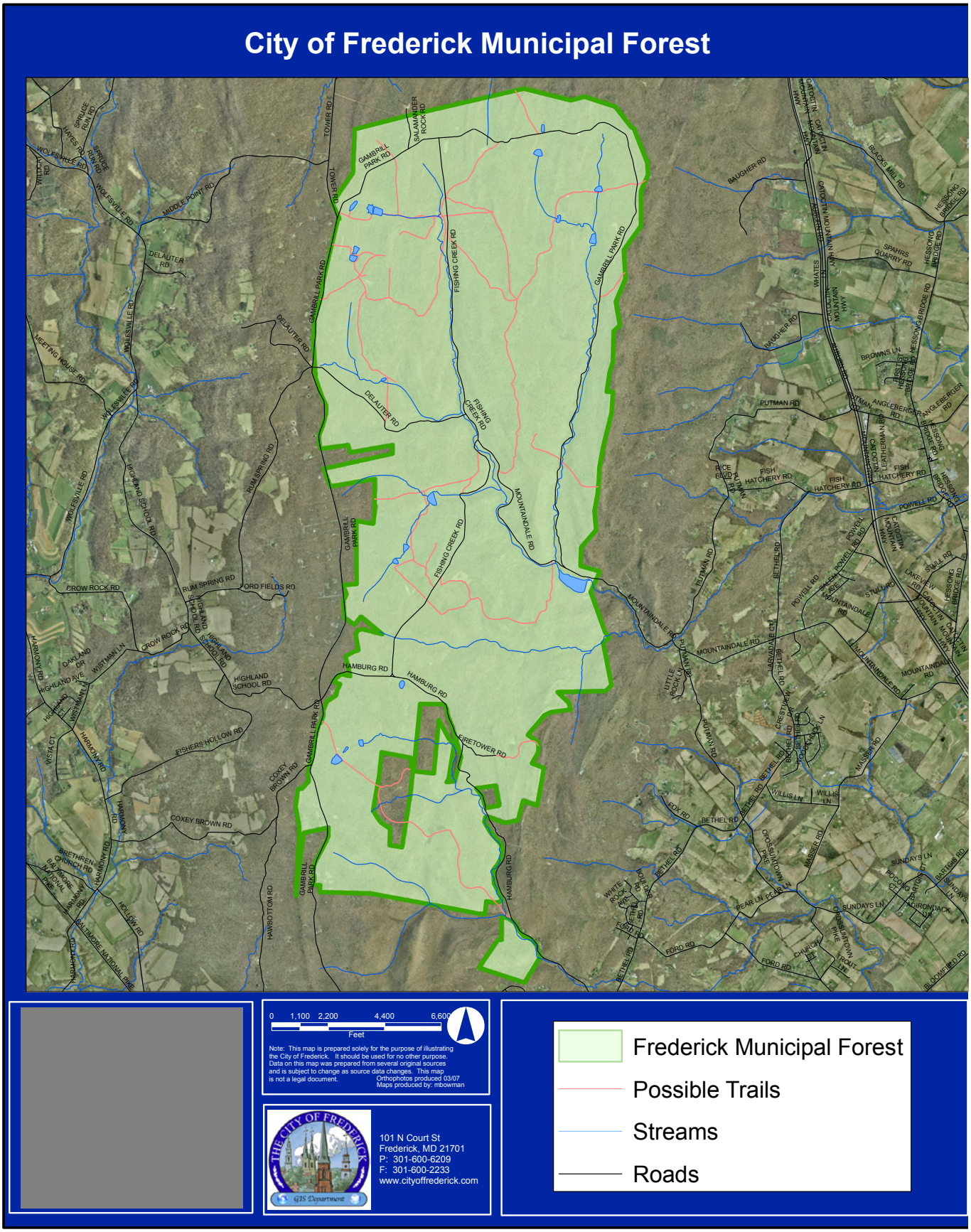
The Upper and Lower Monocacy River Watersheds extend over 80 percent of Frederick County and into Pennsylvania. These combined watersheds extend from Gettysburg, PA to the North, the Catoctin Mountains to the West, the Potomac River to the South and Westminster to the East. The only area of Frederick County that does not drain into the Monocacy Watershed is the area to the west that drains into the Catoctin Creek Watershed.

Table WRE-1

Watershed Characteristics

Watershed	Urban Acres	Agricultural Acres	Forest Acres	Wetland Acres	Barren Acres	Total Acres
Upper Monocacy	9,500	89,910	56,917	0	0	**156,327**
Lower Monocacy	28,746	115,420	5,060	33	138	**194,397**
Totals	**38,246**	**205,330**	**106,977**	**33**	**138**	**350,724**

Source: Maryland Department of Natural Resources


City of Frederick Municipal Forest
0 1,100 2,200 4,400 6,600
Feet
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Frederick Municipal Forest
Possible Trails
Streams
Roads

The City of Frederick is one of many municipalities that are within these watersheds. The other municipalities that drain into these watersheds include: Lewistown, Thurmont, Emmitsburg, Taneytown, Gettysburg PA and Littlestown PA.

These combined watersheds have seen a reduction of 0.20 acres of wetlands from 1991 to 1994. This reduction has been due in large part to wetlands mitigation.

As with any other basin, the Monocacy River Basin is subject not only to discharges from the City of Frederick and Frederick County but also from sources upstream. While the City, County and State work locally to improve water quality, it will take a regional effort to improve the Monocacy River, Potomac River and the Chesapeake Bay.

Water Capacity

The City of Frederick receives its raw water from five available sources: Lake Linganore, Monocacy River, Fishing Creek Reservoir, three wells and the Potomac River.

The City operates three water treatment plants which provide potable drinking water for residents of the City. The Monocacy River Water Treatment Plant has a flow-by requirement and therefore cannot be a guaranteed as a reliable source of water supply.

Table WRE-2
Potable Water Capacity

Source/Plant	Treated Water Capacity, MGD[1]	Safe Yield, MGD
Linganore	6.00	6.00
Monocacy	3.00	2[2]
Lester Dingle	1.70	0.89
Wells 3,4 and 7	0.68	0.68
Potomac River (2008)	0.50	2.4[3]
Subtotal	12.88	11.97
Potomac River (by 2015)	3.50	5.6[3] (less 2.0 Monocacy)[2]
Potomac River (after 2015)	2.50	4.00
Total	**18.88**	**19.57**

[1]Capacity values shown are for Average Daily Demand (ADD)

[2]Permitted under MDE Consent Order until PRWSA amount gained. Safe yield will then equal 0

[3] Potomac River Safe Yield value equals Max Day delivered amount

The water capacity for the City was further enhanced with the Potomac River Water Service Agreement (PRWSA) which was signed March 16, 2006. Through the PRWSA, the County provides to the City, and the City pays for, 5.0 MGD ADD[1] (8.0 MGD MDD[2]) of potable water for projected needs through the year 2015. After 2015, the agreement may be re-evaluated for an additional 3.5 MGD ADD (4.0 MGD MDD) of potable water. The additional amount of water required from

1 ADD is the Average Daily Demand
2 MDD is the Maximum Daily Demand = 1.6 times the ADD

the Potomac River will be dependant upon projected needs beyond 2015 and available capacity at the time of re-evaluation. At that time, the City will have an available safe yield of 12.23 MGD ADD (19.57 MGD MDD).

Wastewater Treatment Capacity

The City of Frederick operates a wastewater treatment plant (WWTP) with a rated capacity of 8.0 MGD on Gas House Pike at the confluence of Carroll Creek and the Monocacy River. The plant presently serves an estimated population of 62,000 people and receives an average of 8.5 MGD at the "headworks", that is, the point of receiving water supply.

Through an agreement struck in 1990 with Frederick County, the City provides preliminary treatment for approximately 2 MGD of wastewater that is collected within the County's sewer system to the north and transfers it to the County's Ballenger/McKinney WWTP via the Monocacy Interceptor (MI). This basin includes City-resident who are County sewer customers and other County customers. The City also uses up to 300,000 gallons per day (gpd) of treated wastewater for irrigation at the municipal golf course from March 1 through November 30 (no flow is allowed from December 1 – February 28). The remainder, approximately 6.5 MGD, is discharged into the Monocacy River south of Carroll Creek as permitted by Maryland Department of the Environment (MDE).

The City is currently evaluating the average plant flows, peak flows and future demands, as well as the feasibility of expanding the capacity of the Gas House Pike Wastewater Treatment Plant (GHP) versus investing in capacity through the County's Ballenger/McKinney plant (B/M). An upgrade is planned for treatment improvements for GHP to meet the requirements of the Enhanced Nutrient Removal (ENR) regulations as mandated by the Maryland Department of the Environment (MDE). Construction of this project is anticipated to begin in early 2010 and be completed by the end of 2011 or early 2012.

In conjunction with these improvements, the City is studying the feasibility of upsizing certain components of the GHP plant and the interceptor to handle peak flows and future demands. Specifically,, the headworks and the County transfer infrastructure, along with the sizing and configuration of the interceptor (versus a parallel interceptor) is under consideration. The City must also work to control peak flows by the reduction of inflow and infiltration (I&I) into the sewer piping system, thereby reducing the need for treatment capacity.

One option being discussed is the transfer of all present and future City-resident customers in the sewer basin to the north over to the jurisdiction of Frederick County's Department of Utilities and Solid Waste Management (DUSWM) for service, conveyance and treatment at B/M WWTP. If the conveyance of the wastewater could be made independent of the GHP WWTP, the City would realize an immediate increase in available capacity at

the headworks, thereby avoiding costly upgrades. The Monocacy Interceptor, however, would still require sizing and configuration changes and most likely an independent pumping station be required.

A possible alternative is for the City to construct a new wastewater treatment plant upstream of the pipeline in question to provide for the anticipated capacity needs. This alternative, which could be located near Biggs Ford Road and service the projected growth area north of the City along US 15, would provide for an incremental increase in river flow-by rates six miles downstream at the water treatment plants of both the City and Fort Detrick. However, construction and on-going operation and maintenance costs would likely be high, and permitting and land acquisition may be very difficult.

Stormwater Management Assessment

Facilities:

The City is served by storm sewers for collection of increases in stormwater runoff from impervious surfaces. The urban areas' stormwater runoff discharges into buffers, streams, creeks and rivers. Retention/detention facilities are integrated with the City's drainage system. Facilities are required to be maintained, after large storm events and inspected biannually per a schedule.

Development of impervious surfaces (i.e. rooftops and parking lots) increases the amount of pollutants discharged to the environment. Ideally, these pollutants are reduced by stormwater management practices implemented at the time of site development. These SWM practices are designed and constructed in accordance with Best Management Practices recommended and required by MDE and in accordance with the City's stormwater management ordinance.

The City participates in the National Pollutant Discharge Elimination System (NPDES phase II permitting). Small municipalities are regulated under this permit for coverage by the EPA or the Maryland Department of the Environment, Water Management Administration (WMA). The City is required to implement the following five minimum measures:

1. Public education and outreach;
2. Public participation and involvement;
3. Illicit discharge detection and elimination;
4. Construct site runoff control; post-construction runoff control; and
5. Provide pollution prevention/good housekeeping.

Implementation of these minimum control measures fosters the improvement of the quality of Maryland's streams, rivers, and the Chesapeake Bay through the continued improvement of stormwater management and erosion and sediment control programs, the removal of illicit discharges, and public education.

Erosion and Sediment Control:

The Stormwater Management Act of 2007 was approved by the State of Maryland, and subsequent Revisions to the state law were adopted on May 4, 2009 in the Code of Maryland Regulations for stormwater management. These changes apply to all new development and redevelopment projects that do not have final approval for erosion and sediment control and stormwater management plans by May 4, 2010. These newly revised sections require Environmental Site Design (ESD) to the maximum extent practicable. ESD practices generally collect and treat stormwater runoff in multiple localized BMPs, preferable non-structural, and treat for water quality prior to bypassing flows through downstream conveyance systems. More emphasis has been placed on the treatment of runoff in smaller on site BMPs and a reduction in post-development runoff characteristics to mimic predevelopment runoff characteristics as closely as possible. Previously, facilities were designed for multiple sites, regional flood protection and quality management. These larger facilities incorporated a larger volume of water to be released at a rate equivalent to pre-developed rates. The larger facilities provided effective flood protection but more frequently washed pollutants downstream, bypassing the water quality treatment. This method of combining water quality facilities in flood protection facilities is now discouraged by MDE in exchange for smaller multiple non-structural BMPs.

Point and Nonpoint Source Loading Status and Remediation:

The City of Frederick is working with Frederick County, the Maryland Department of Planning (MDP), and the Maryland Department of the Environment (MDE) to assess nonpoint source loading impacts designated land uses and their associated land covers. Nonpoint source pollution is pollution that occurs when rainfall, snowmelt, or irrigation runs over land or through the ground, picks up pollutants, and deposits them into rivers, lakes, and coastal waters or introduces them into ground water.

Introduction of sediment, nutrients, chemicals and fertilizers into storm sewers and waterways is destructive to the biological balance of receiving streams and rivers. Stormwater management and Erosion Control Best Management Practices required by the City's ordinances address pollutants from new and redeveloped sites. There are several policies in this Element that address the goal of reducing the impact of storm water run-off on the environment.

In an effort to regulate pollutants with stormwater BMPs, the MDE requires a water quality volume for treatment of stormwater runoff. The volume is sized for the drainage area and percent of impervious surface on the site. A functional best management practice is designed to remove 80% of the total suspended solids (TSS) and 40% of the total phosphorous (TP) collected from stormwater runoff. These are small solid particles and minerals which remain in suspension in water due to the motion of the water. This is a principal indicator of water quality. The MDE also recognizes that a BMP facility must have longevity of service to be effective.

The quality of a watershed's streams and rivers deteriorate as impervious surfaces are built. The City is approximately 45% impervious today, with additional impervious surfaces planned as infill, redevelopment, and expansion occur. While new development is required to meet stringent stormwater management requirements which reduce or negate the potential harmful effects of impervious area on the environment, existing development accounts for the majority of the impervious area in the City. Until the existing impervious areas in the City are addressed for storm water management measures, the quality of the City's streams and rivers will not improve. In order to gain a better understanding of what areas of the City's watershed have been most impacted by impervious surfaces, the City should make efforts to perform a complete environmental assessment of its watersheds (all portions which lie inside the City limits). This assessment could then be used to prioritize degraded areas and establish Capital Improvement Projects to improve the City's waterways including stream restoration, buffer plantings, and stormwater management retrofits.

Water and Sewer Land Use Implications

The purpose of this section is to outline the estimated water and sewer service increases both to capacity and cost, due to future growth including the possible addition of annexation areas.

As the city determines future water and sewer needs and considers annexation decisions, the implications of the various growth scenarios described in the Land Use Element of this plan must be considered. These implications are summarized as follows:

Tiered Growth

- The 2030 average daily water requirements for the tiered growth area at build-out will be an estimated 11.94 MGD, which is 19.10 MGD for Max Daily Demand. The safe yield capacity of 19.57 MGD provides for this future need but must be augmented from additional sources shortly thereafter. The most likely source of additional water supply at that time will be the purchase of potable water from the County system. As projected within the 2006 Water Master Plan, the Maximum Daily Demand shortfall would occur in the year 2031. This eventuality should be planned for well in advance of 2031.
- The wastewater treatment requirement for the average daily flow in 2030 for the tiered growth area is estimated to be 11.84 MGD. This figure would exceed the current combined available capacity of the City's GHP WWTP (8.0 MGD) and the purchased County WWTP capacity (1.028 MGD) of 9.028 MGD by 2.86 MGD. Additional wastewater capacity will have to be obtained in the near future by one or more of the following actions:

- a.) the purchase of more County WWTP capacity at B/M;
- b.) separation of the City-County sewer-sheds as noted above with moderate system modifications;
- c.) expansion of the City GHP WWTP; or,
- d.) construction of a new WWTP upstream of the GHP WWTP. A reduction of the amount of inflow and infiltration (I&I) into the sewer piping network will show a related and corresponding decrease in the need for treatment capacity.

- The tiered growth opportunities can be served with the construction of infrastructure improvements found in the 2006 Water Master Plan (adopted September 2009) and the upcoming Sewer Master Plan.
- The tiered growth opportunity area is predominantly within the PRWSA boundary. The Tier 3 growth area, which is outside of the City's current Service Area (PRWSA), consists of property located to the north at Biggs Ford Road and to the east of the Monocacy River, from Route 26 south to Interstate 70. The geographic location of these properties is such that utility service can most likely be provided with the addition of significant infrastructure improvements and the use of existing, that available treatment capacity.

Table WRE-3

Projected Population and Households

	Population*		**Households***		Population Change	Household Change
	2010	2030	2010	2030		
City of Frederick	62,000	90,000	27,815	37,000	52.1%	44.3%

* 2009 City Land Use Analysis estimates

Table WRE-4

Projected Water Demand

	Water Demand[1]		**Sewer Demand[2]**	
	2010	2030	2010	2030
City of Frederick	6.29 MGD	11.94 MGD	7.3 MGD	11.84 MGD

[1] Estimated. ADD, from 2006 Water Master Plan adopted September 2009

[2] Estimated. Includes City Basin and northern City-resident County Basin

Capital Improvement Projects

Major capital improvement projects that address long range planning projections include:

- Water Transmission and Distribution Improvements
- Water Storage Tanks
- Fishing Creek Pipeline
- Frederick County's New Design Water Plant Expansion
- Water Loss Reduction Program
- Sewer Master Plan Update
- Gas House Pike WWTP ENR Upgrade and Improvements
- Frederick County's Ballenger/McKinney WWTP
- Inflow & Infiltration Reduction Program

Drinking Water Policies & Implementation:

Policy WRE 1

Protect and conserve the existing drinking water supply and distribution systems.

Implementation

1. Increase efforts throughout the water system to promote wise use of water resources such as potable water with conservation efforts through education and systems designed to reward water conservation and wise use practices.

2. Continue to meet requirements for regulated discharge into waterways serving as, or tributary to, public water supply. Work with Frederick County, the State of Maryland, and the State of Pennsylvania to work on regional issues such as point and non-point source pollution, withdrawal agreements and environmental protection.

3. Control the amount of water unaccounted for in the water distribution system by locating and repairing leaks found in the Water Loss Reduction Program.

Policy WRE 2

Provide an adequate and safe drinking water supply to serve the existing and future residents of the City of Frederick.

Implementation

1. Continue to ensure that development adheres to the requirements of the City's APFO and Water/Sewer Allocation program.

2. Continue to collaborate with Frederick County officials to provide for future water capacity needs through negotiated purchase of drinking water per the re-evaluation of the Potomac River Water Supply Agreement.

3. Upon acceptance by the City Administration, follow the recommendations contained within the 2006 Water Master Plan for improvements to the water system to serve existing and future customer base.

4. Explore the advantages and disadvantages to creating a regional authority to handle future water capacity issues.

5. Explore the merits of creating a new reservoir in the Catoctin Mountains and/or re-commissioning the Tuscarora Reservoir system which has been placed out of service.

Policy WRE 3

Provide adequate wastewater treatment and conveyance capacity to serve the existing and future residents of the City of Frederick.

Implementation

1. Continue to ensure that development adheres to the requirements of the City's APFO and Water/Sewer Allocation program.

2. Continue to collaborate with Frederick County officials to provide for the future sewer needs through negotiated purchase of capacity.

3. Study the alternatives for obtaining additional wastewater treatment and conveyance to the respective treatment plants to realize the most practical and feasible means.

4. Update the sewer portion of the 2000 Water & Sewer Master Plan.

5. Explore the advantages and disadvantages to creating a regional authority to handle future sewer capacity issues.

Policy WRE 4

Enhance the wastewater collection and treatment systems.

Implementation

1. Control the amount of excessive inflow and infiltration into the sewer piping system by locating and correcting sources of I&I.

2. Install and maintain proper metering devices within the sewer piping system to determine peak flow rates and to locate areas of concern.

Stormwater Management Policies and Implementation:

Policy WRE 5

Adopt revisions to the LMC Section and other locations where the modification of the 2007 stormwater management act and CO-MAR 26.17.02 are applicable.

Implementation

1. Perform a citywide watershed environmental assessment to determine condition of watersheds. Use the assessment to identify mitigation efforts to address watershed deterioration, to include stream restoration, buffer plantings and storm water management retrofits. Develop Capital Projects to accomplish mitigation as well as ensure that owners/developers are made responsible for restoration efforts to streams and rivers which may cross their properties, through the land planning and development process.

Policy WRE 6

Develop a process for review of site development plans that incorporates Environmental Site Design (ESD) to Maximum Extent Practicable (MEP) and provide a whole approach available to the development community in regulating storm water management in compliance with state and local regulations.

Implementation

1. Develop a GIS database of stormwater management facilities.

2. Provide training to City employees on implementation of 2007 Storm Water Management Act (Environmental Site Design to the Maximum Extent Practicable).

3. Continue efforts in maintenance and inspection of stormwater facilities.

Policy WRE 7

Ensure that portions of the watershed in critical need of attention are addressed through City, volunteer, and owner/developer efforts.

Implementation

1. Provide the public with information on topics pertaining to maintaining a healthy watershed.

2. Organize voluntary efforts to improve the watersheds of the City.

Policy WRE 8

Limit impervious cover and suggest alternative surfaces to reduce the overall runoff discharge.

Implementation

1. Develop a database to track watershed improvement efforts.

Policy WRE 9

Develop a monitoring program for policies 1-8 of the Water Resource Element.

Chapter Six
Environment Element

Policy encourages investment in Downtown neighborhoods

Policy encourages the use of sustainable technologies

6 ENVIRONMENT ELEMENT

Overview

The City of Frederick has a considerable diversity of habitat within a relatively small area. Forested lands, streams, a scenic river, open farmland with fence rows, and wooded parcels are located within a short distance of the City's center. Additionally, the City maintains an 8,000-acre Municipal Forest in the mountains to the northwest of the City, primarily to protect the City's mountain water sources. Beyond the forest, Frederick also serves as a gateway for many local and regional environmental resources in the Catoctin Mountain region.

An important concern for the City of Frederick is to strike a balance between the State of Maryland's rigorous environmental regulations and additional City policies. This regulatory balance is relevant to the preservation of forest land, the management of air quality, and the protection of water quality.

The Plan identifies tools intended to improve the City's "green infrastructure" as new development and redevelopment occur. For example, compact site design techniques can minimize the impact of new construction on natural systems. Replanting developed sites with native vegetation can reduce runoff, save water and energy, and improve air quality. Restoring tree canopy improves air and water quality, and saves energy.

No environmental impact is more closely related to land use than water quality. The most significant waterway in the City of Frederick is the Monocacy River, one of the largest tributaries of the Potomac River. The Monocacy, with a watershed of roughly 1,000 square miles, is located in Carroll, Montgomery, and Frederick counties in addition to a portion of Pennsylvania. The river, together with its tributaries and wetlands, represents the principal water resource in the Frederick region.

Nonpoint source water pollution has the greatest impact on the City's natural resources. Nonpoint source pollution results from water runoff from streets, parking lots, rooftops, and lawns. This runoff carries nitrogen, phosphorus, oil, and heavy metals into rivers and streams. The policies of the Environmental Element emphasize the importance of onsite infiltration and stormwater detention through the use of Best Management Practices (BMPs) to lessen the impact of nonpoint source pollution.

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What is Green Development?

Green development recognizes the impact building projects have on the environment and encourages the use of resources more efficiently through design, material selection, waste reduction, water conservation and reuse, and energy .

Frederick's municipal annexation policies, as discussed in the Land Use Element, will also have a major impact on how the City interacts with its natural surroundings. Development plans for annexed areas should take into consideration the effects of new development on surrounding natural resources. The City's policy choices should reflect an appropriate balance between development and resource protection, and the City should develop tools to help residents and businesses achieve that balance.

Environment Element Policies and Implementation

EN Policy 1

Preserve and increase the tree canopy within the developed areas of the City.

Implementation

1. Reduce the amount of impervious cover and tree loss in development projects by:

    a. Plan, develop, and implement an Urban Forest Management Plan. This plan would serve as the City's comprehensive strategy for protecting, managing, and increasing Frederick's tree canopy on public and private lands.

    b. Consider developing a city-owned tree nursery for saplings that will be planted throughout the City.

    c. Enforce tree preservation regulations and the planting of indigenous tree species in public projects.

Impervious Surface Coverage

Impervious surface coverage refers to the amount of land covered by materials that cannot be penetrated by water (e.g., rainwater and runoff), especially surfaces such as asphalt and concrete. When any watershed is covered by more than 10 percent imperious surfaces its water quality begins to deteriorate due to increased pollution and erosion from surface runoff. Above 20 percent imperious surface cover, water quality is seriously degraded and aggressive mitigation becomes essential if water quality is to be maintained.[Schueler, T.R. "The Importance of Imperviousness." Watershed Protection Techniques. Volume 1, Number 3.]

The City of Frederick currently occupies significant portions of two watersheds: Carroll Creek and Tuscarora Creek. Annexation of land to the north of the current City boundaries will add land from the Muddy Run watershed. All three of these watersheds are part of the larger Monocacy River watershed. All three watersheds are approaching or above 10% impervious surface coverage, with the Carroll Creek watershed at an estimated 30% coverage.

EN Policy 2

Encourage protection and restoration of ecologically sensitive lands to protect water quality and to conserve and increase forest canopy. Refer to Map EN-1 for locations of sensitive lands.

Implementation

1. Develop a plan to improve stream health. The plan must include the establishment of a riparian buffer zone by protecting and re-establishing native vegetation. Coordination between the City and County must occur to make this plan successful.

2. Protect and restore the ecological integrity of streams and forests by utilizing a series of watershed management tools to offset the impacts of development. These tools include:

   a. Watershed planning;
   b. Land and forest conservation;
   c. Aquatic buffers;
   d. Low impact site design;
   e. Erosion control;
   f. Storm-water treatment practices; and
   g. Control of non-stormwater discharges.

3. Continue to work with the Maryland State Department of Natural Resources and federal agencies under the Endangered Species Act to promote the preservation of natural habitats of the region.

EN Policy 3

Minimize the environmental impacts of development through Best Management Practices (BMP).

The primary purpose of using BMPs is to provide more cost effective protecting methods of water resources. This is performed through the reduction of pollutant loads and concentrations, and through reduction of discharges causing stream erosion.

Implementation

1. To mitigate nonpoint source pollution, provide storm-water management facilities within or adjacent to stream channels.

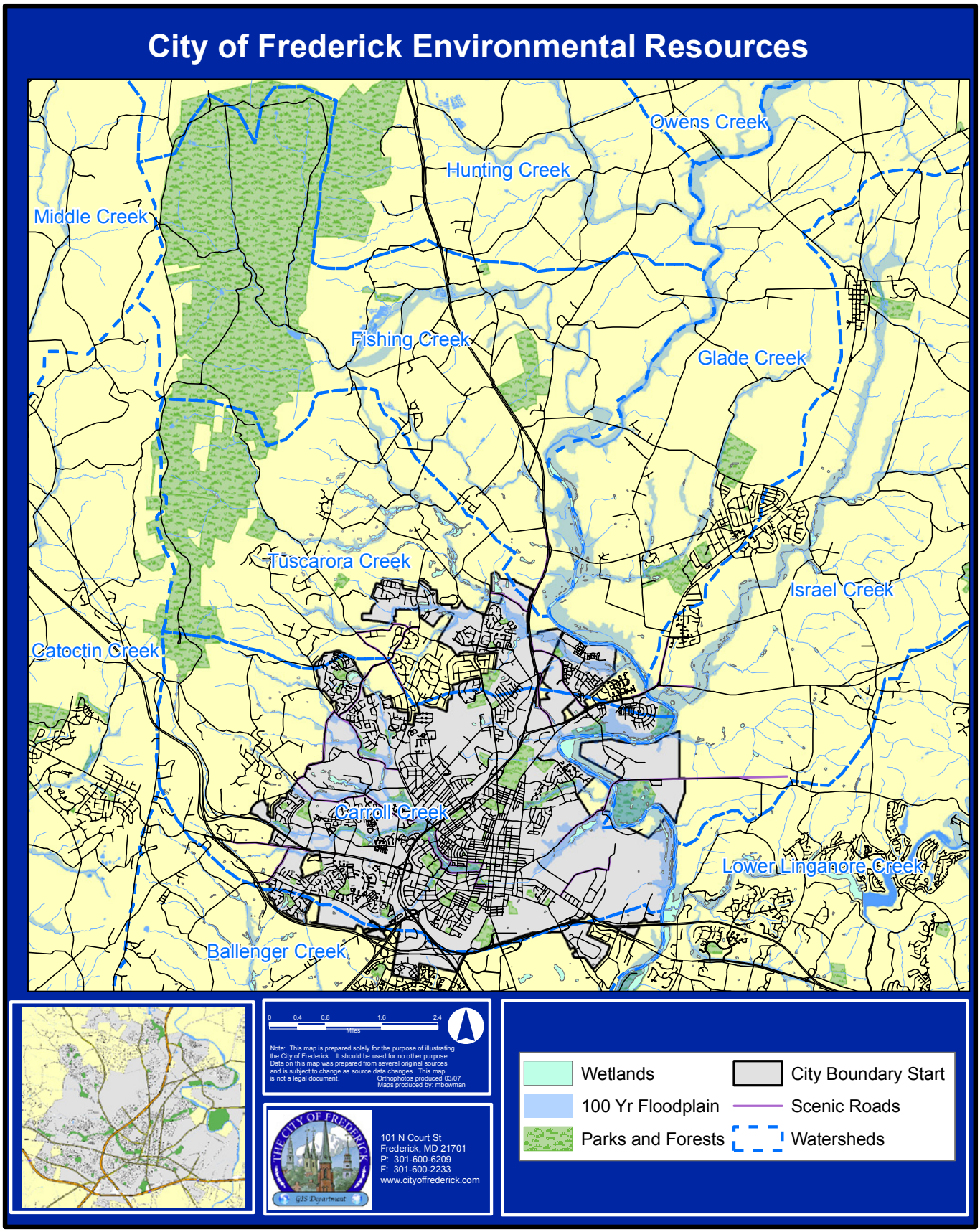
2. Develop regulations that reduce the amount of tree loss and impervious cover for new projects and redevelopment by:

   a. Locating building footprints to minimize driveway length;

   b. Reducing parking requirements where possible by encouraging shared parking between uses; and

   c. Encouraging the use of structured parking for high intensity land uses, in order to increase the amount of pervious surface on the site.

3. Encourage development on less environmentally sensitive land by:
   a. Consider the protection of woodlands by establishing the boundaries of conservation areas.


City of Frederick Environmental Resources
Owens Creek
Hunting Creek
Middle Creek
Fishing Creek
Glade Creek
Tuscarora Creek
Israel Creek
Catoctin Creek
Carroll Creek
Lower Linganore Creek
Ballenger Creek
0 0.4 0.8 1.6 2.4
Miles
Note: This map is prepared solely for the purpose of illustrating the City of Frederick. It should be used for no other purpose. Data on this map was prepared from several original sources and is subject to change as source data changes. This map is not a legal document.
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Maps produced by: mbowman
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Wetlands
100 Yr Floodplain
Parks and Forests
City Boundary Start
Scenic Roads
Watersheds

b. Require development submittals to include a slope analysis to clearly depict proposed disturbance of steep slopes. Adopt standards for appropriate remediation techniques.

c. Conduct analyses that identify priority wetland protection and restoration sites based on the characteristics, distribution and function of existing wetlands in Maryland.

EN Policy 4

Achieve energy savings and air quality benefits for the City by requiring energy-efficient site design and building construction.

Implementation

1. In select areas, encourage mixed-use development that includes retail and/or employment centers as well as residential uses, in order to encourage walkable, bikeable, and transit-oriented neighborhoods.

2. Minimize the impact of new development on natural systems by adopting Low Impact Development standards and Conservation Subdivision Design techniques.

3. Develop green building techniques based on Leadership in Environmental and Energy Design (LEED) or other energy efficiency standards for new construction.

4. Promote environmental education and sustainable design practices.

   a. Identify and remove obstacles to green building within the Land Management Code or other City regulations.

   b. Offer, facilitate, and/or support green building training for City staff, builders, and developers and provide information on programs and organizations.

5. Incorporate Green Building principles into the Frederick Town Historic District Guidelines for renovation and new construction. Encourage the use of energy efficient, recycled-content and locally harvested materials where

feasible, in addition to other green building practices. (Related to Historic Element)

6. Promote the adaptive reuse of existing structures.

7. For construction of new city buildings, require that energy efficiency certification be attained where feasible.

8. For all renovation projects, consider retrofitting with green technologies.

9. Work in partnership with the County, State, and adjacent municipalities to reduce emissions and other pollutants from man-made sources.

EN Policy 5

Develop tools to streamline environmental regulations.

Implementation

1. Establish standards or incentives that allow the dedication of floodplain areas during the site plan or subdivision process; in some cases this land may be appropriate for a linear park system.

2. Increase the amount of dedicated recreation land located outside of floodplain areas.

3. Establish buffer standards for isolated wetlands.

EN Policy 6

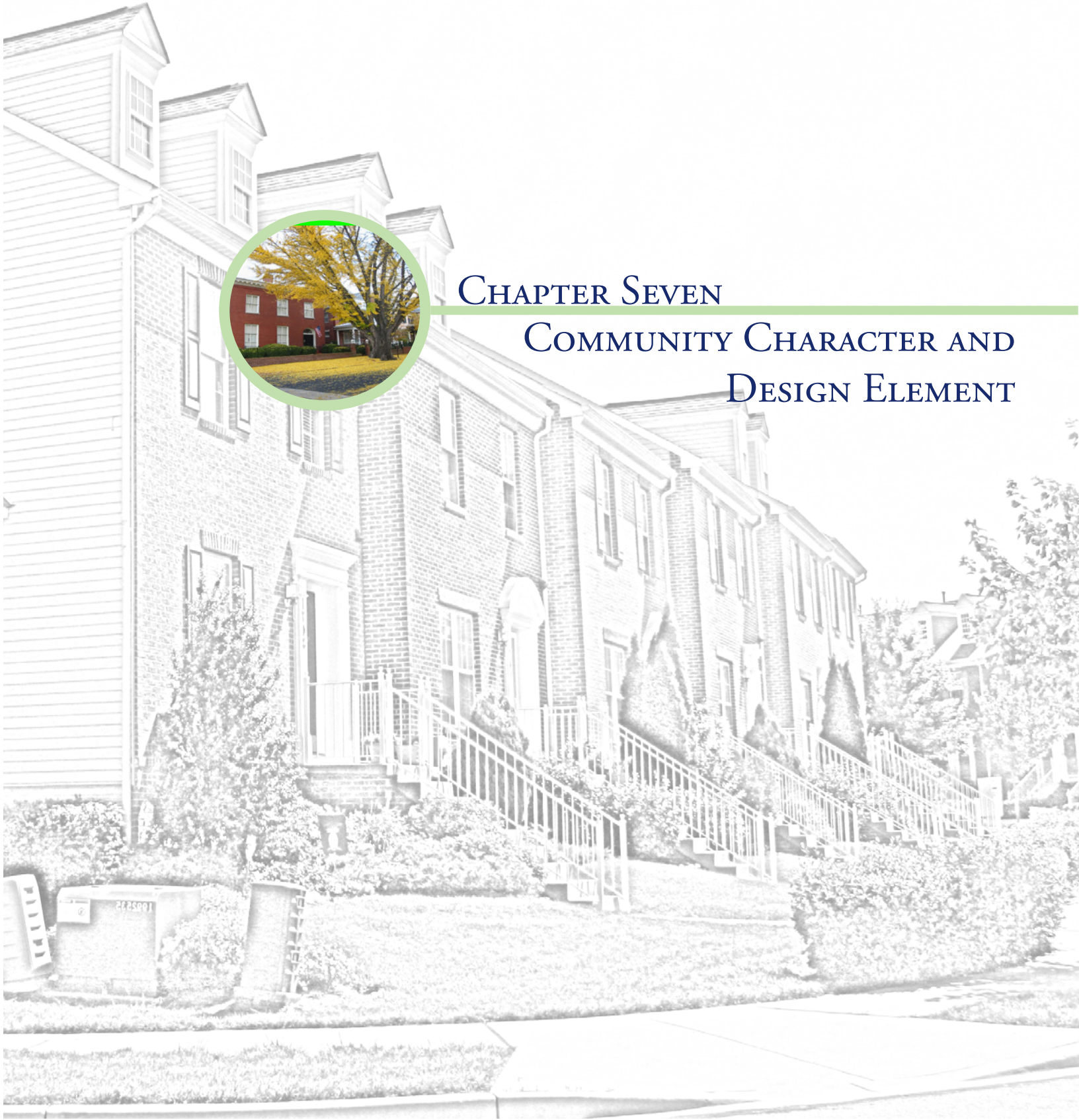
Establish and maintain an annual environmental monitoring system to measure progress toward achieving the goals of the Environmental Element.

Implementation

1. Design and implement an environmental monitoring system based on measurable results directly related to the policies of this Element.

2. Invest in a computer modeling program to forecast canopy coverage for development designs in order to track acres and canopy of forest preserved and restored.

3. Create an annual award program to recognize a developer and a citizen who demonstrate progressive sustainable design.



Chapter Seven
Community Character and Design Element

Policy encourages investment in Downtown neighborhoods

Policy encourages the use of sustainable technologies

7 COMMUNITY CHARACTER AND DESIGN ELEMENT

Overview

Frederick has experienced significant growth pressures in the last 30 years. Though slowing, this growth trend is likely to continue for the next 20 years or more. It is the City's desire to retain its identity as a "community" rather than to become merely an urbanized area.

Frederick strives to provide a safe, clean, and attractive environment for residents, businesses and visitors. Good community design is not only visually pleasing, but also provides economic benefits by drawing residents, visitors and potential employers to the City to conduct business. To continue to manage growth in a positive manner, the City needs to promote good architecture and site design, and to limit the impact of sprawling development. Well-defined design guidelines and thorough area planning will help the community to achieve these goals.

The Community Character and Design Element of the Comprehensive Plan is intended to assist the City in protecting and improving its neighborhoods. To date, most of the City's focus in managing design has been on preserving the Frederick Town Historic District. Rather than encouraging the replication of the District's building styles, this Element is intended to provide a general framework for new construction that is compatible in character, scale, and massing with the City's variety of neighborhoods.

Outside the Historic District, there are a number of neighborhoods developed after the turn of the century which also contribute to Frederick's character. However, modern development regulations now emphasize residential and commercial lot layouts which are not always in keeping with the context of existing neighborhoods. The policies in this Element encourage types of development that respect the historic framework of a given neighborhood while supporting other policies, such as enhancing economic development and transportation.

This Element also contains policies related to strengthening residential and commercial areas by supporting the compatibility of adjacent development and ensuring that needed housing, shopping, and employment are provided.

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Much of this can be accomplished through existing planning policies and the City's Land Management Code. Additionally, area planning is recommended as a tool to encourage redevelopment, infill, and new development, and to create opportunities for innovative design.

Community Character and Design Element Policies and Implementation

CCD Policy 1

Define area planning sectors in order to preserve and promote neighborhoods' physical characteristics.

Implementation

1. In order to allow for the enhancement, innovation and promotion of neighborhood character, area plans shall provide specific development guidance to enhance land use configuration for that sector.

2. Objectives for each sector shall focus on uses lacking within that sector so that needs of that area can be met. Area of focus should include the following:
   a. Identify the physical characteristics and qualities that define the existing sections of the City that can be strengthened and used to enhance new development.

   b. Allow flexible design standards and uses in neighborhoods to establish visual diversity and a community that complements the neighborhood character and need.

CCD Policy 2

Support creative site planning and architecture in order to establish a built environment that maintains and enhances neighborhood character, aesthetics and offers various levels of interaction to all members of the community while allowing for innovative design.

Implementation

1. Encourage a mix of uses that integrate work and living space with a mix of housing and commercial styles and densities within neighborhood context.

2. Encourage infill of vacant or underutilized property in and around the business core. Review proposals for infill development to ensure compatible architecture and site planning.

3. Encourage LEED basic level certification or equivalent on all construction.

4. Encourage the location of commercial buildings adjacent to the right-of-way in order to give definition to the street.

CCD Policy 3

Provide for a framework in all single-family, multi-family, mixed residential areas and commercial areas that is based on the "Complete Streets" objectives.

Implementation

1. Encourage residential streets that are interconnected, and provide for safe travel for all users of all modes.

2. Encourage amenities in all neighborhoods of Frederick that allow for a "sense of place" for pedestrians as part of any street.

3. The placement of residential development, commercial buildings, parking, access, and landscaping should be compatible with neighborhood characteristics in the immediate vicinity.

4. The height of buildings, location of open space, scale and mass of structures, type of materials, parking design and location, signs, and outdoor lighting shall enhance the visual impacts related to the City's viewsheds of the city spires, buildings, mountains, historic core, and neighborhoods.

CCD Policy 4

Design light industrial areas to complement the community image and the visual aesthetics of adjacent neighborhoods.

Implementation

1. Require the use of building materials that minimize visual contrast between the structure and the natural background on all light industrial buildings.

2. Promote four-sided architecture with extensive landscape buffering in light industrial areas.

3. Promote the use of energy efficient construction materials in light industrial areas.

CCD Policy 5

The City's capital improvement projects shall make a positive contribution to the City's character.

Implementation

1. Tree canopy shall be enhanced or replaced when designing and constructing community facilities.

2. Implement an inter-departmental capital projects team to improve the design and implementation of all public projects

CCD Policy 6

Promote safe, healthy, and attractive new construction.

Implementation

1. Design land uses that encourage the development of neighborhoods that are served by commercial, office, and recreation facilities (where appropriate), that are accessible (via roads and sidewalks) to all areas of the surrounding neighborhood.

2. In order to promote and protect natural resources, identify obstacles to green building implementation within the Land Management Code or other regulations.

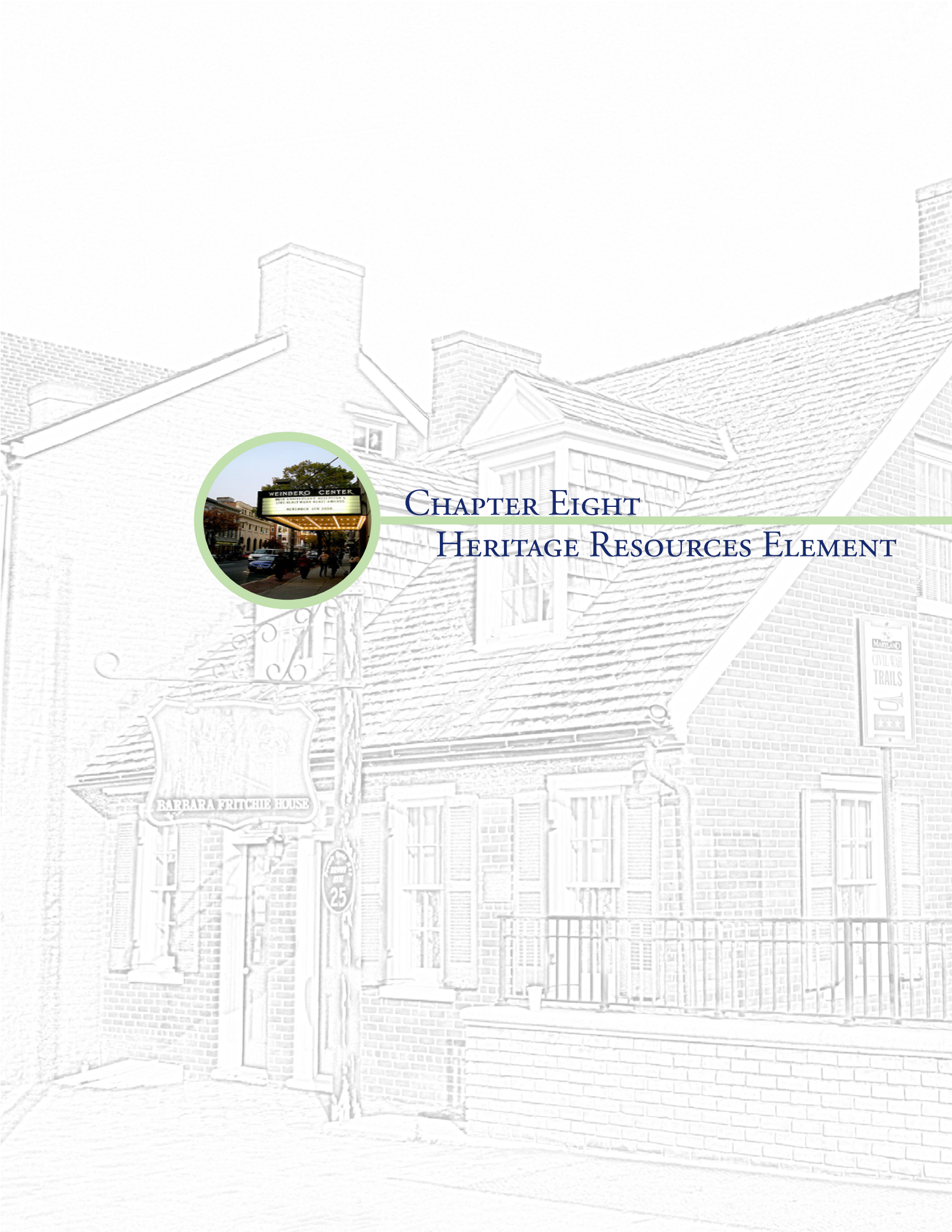
3. Offer, facilitate, and/or support green building training for City staff, builders, and developers and provide information on programs and organizations.

CCD Design Policy 7

Establish and maintain a Community Design monitoring system to measure progress toward achieving the goals of the Community Character and Design Element.

Implementation

1. Design and implement a Community Design monitoring system based on measurable results directly related to objectives 1 through 6.



Chapter Eight
Heritage Resources Element

Policy encourages investment in Downtown neighborhoods

Policy encourages the use of sustainable technologies

8 HERITAGE RESOURCES ELEMENT

Overview

Frederick's historic resources are the basis of the City's identity of the City. These resources include not only the City's original historic core laid out in 1745, but also other structures and archaeological sites that contribute to the City's appeal. Originally established as a land venture, Frederick has grown from a frontier settlement to one of the largest cities in Maryland. For its 250 year history the City has grown steadily, and has become a regional commercial and government center. The City has also become an established home for commuters to Baltimore and Washington D.C.

In recent decades, the City has become increasingly desirable as a place to live and work, and has experienced elevated rates of growth. The City's appeal has largely resulted from the preservation of the City's historic center, the original "Frederick Town." which has retained its unique physical character. The Frederick Town Historic District, established in 1954, was one of the earliest districts in the country. The attraction of the Historic District helped spur growth in the City, and this growth has resulted in new investment into the district, thereby maintaining its viability.

The goal of the Historic Resources Element is that the conservation and enhancement of Frederick's history will promote the City's distinctiveness and, in turn, enhance the quality of life that Frederick residents and visitors have come to value. While sometimes there is a perceived conflict between preservation and development, there are properties inside and outside the local historic district that have historic or archaeological significances that need to be protected and acknowledged for their contributions to the City's heritage.

In addition to the Frederick Town Historic District, the City has identified other sites outside this district and in surrounding areas that contribute to the City's heritage. In order to guide the protection of historic resources located outside the district, this heritage, a historic resources map is included with this Element along with a table that identifies properties eligible for designation, individually or in a district.

Also included in the Policy and Implementation section of this Element is

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an item related to the support of the Heart of the Civil War Heritage Area Management (HCWHA) plan. The HCWHA plan is designed to enhance tourism in Washington, Frederick, and Carroll counties through the State's Heritage Area Program. This plan was adopted in the winter of 2006 for Washington, Frederick, and Carroll Counties. The management plan outlines the heritage resources in the counties, makes recommendations on the coordination strategies and conservation strategies for resources protection. This management plan enables the counties to take advantage of state heritage tax credits and special funding programs to implement the heritage tourism projects and strategies
identified in the HCWHA.

Heritage Resources Element Policies and Implementation

HRE Policy 1

Expand support for preservation to the National Register District where appropriate.

Implementation

1. Maintain and update the inventory of historic resources in the City and its growth areas.

2. Continue to seek grants to research, survey, document, and rehabilitate historic resources.

3. Coordinate efforts with the County to identify, designate, and restore historic resources in City growth areas.

4. Increase the public's awareness of the City's cultural and historical resources and of the programs for the rehabilitation of historic structures and the protection of archaeological sites.

5. Consider the Frederick Town Historic District as a separate, smaller area through an area plan for the downtown.

6. Extend the historic street grid system to the Frederick Fairgrounds and areas east of East Street.

7. Expand the alley system in downtown where appropriate, with consideration given to the impacts on the historic context of the locations pursued.

HRE Policy 2

Utilize all review processes to ensure that potential impacts on historic resources are identified and mitigated.

Implementation

1. Document any known surveyed historic or archeological resources that may be affected by a proposed development, as part of the development review process.

2. Continue to use the Historic District guidelines to preserve historic and archeological resources in their context, including individual properties and districts. Ancillary improvements, grounds, features, and resources such as the City's historic spires should be protected in addition to the primary and secondary structures.

3. Ensure that the City's Historic Preservation staff reviews applicable development applications to aid the City's preservation efforts. The Frederick City Architectural Survey should be used to measure historic context and the impact of a proposed development on a significant historic resource.

4. Promote a partnership between the Historic Preservation Commission and the Planning Commission to maintain the traditional street, sidewalk and parking patterns in existing and new development.

5. Facilitate the adaptive reuse of historic structures (e.g., residential units located above commercial establishments).

HRE Policy 3

Educate property owners about the historic significance of their properties and neighborhood.

Implementation

1. Devise and implement an ongoing educational program to notify property owners and potential property owners about the responsibilities of maintaining historic properties, and methods of doing so. Possible outreach tools include the City's web site, individual mailings, and workshops.

2. Support the Frederick Historic Preservation Commission's efforts to promote an appreciation of local historic resources.

HRE Policy 4

Continue to identify and make available incentives to encourage historic preservation.

Implementation

1. Strengthen existing and explore new major preservation tools to be utilized by the City and provide incentives to property owners to encourage historic preservation as follows:

   a. Disseminate information regarding City, County, State and Federal rehabilitation tax credits to homeowners, and assist owners in exploring financial incentives for rehabilitating historic structures;

   b. Implement an award program for the best examples of preservation and design in the community;

   c. Explore ways to create funding for a Historic Preservation Revolving Fund and encourage donations to the fund; and

   d. Support non-profit efforts in historic preservation.

   e. Support the Civil War Heritage Area Plan to enhance tourism in Washington, Frederick, and Carroll counties through the State's Heritage Area Program.

HRE Policy 5

Identify, document, designate, and protect significant historic resources, including archaeological resources.

Implementation

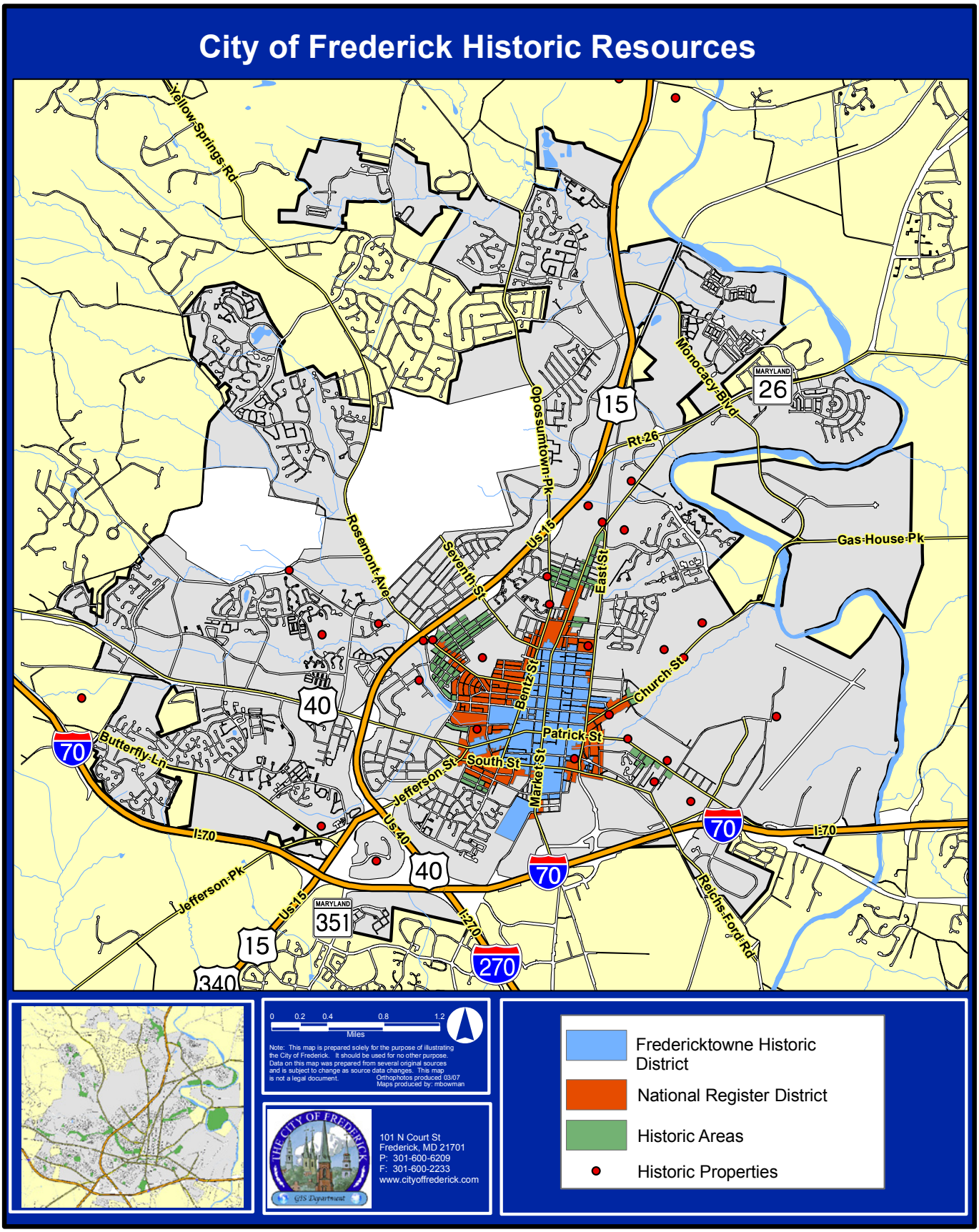
1. Develop a GIS layer that documents historic resources for use by all City departments and the public via the City's website. This information will not include the location of archaeological sites, which is protected information.

HRE Policy 6

Encourage the retention, enhancement and maintenance of valuable historic resources.

Implementation

1. Provide and promote incentives for businesses that improve building use and restoration such as the Façade Improvement Program offered by the Downtown Frederick Partnership.


City of Frederick Historic Resources
Yellow Springs Rd
Monocacy Blvd
MARYLAND
26
15
Rt 26
Opossumtown Pk
Us 15
East St
Gas House Pk
Rosemont Ave
Seventh St
Bentz St
Church St
Patrick St
South St
Market St
Jefferson St
Us 40
40
70
Butterfly Ln
I 70
Jefferson Pk
Us 15
MARYLAND
351
I 270
270
Reichs Ford Rd
340
0 0.2 0.4 0.8 1.2
Miles
Note: This map is prepared solely for the purpose of illustrating the City of Frederick. It should be used for no other purpose. Data on this map was prepared from several original sources and is subject to change as source data changes. This map is not a legal document.
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Maps produced by: mbowman
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www.cityoffrederick.com
Fredericktowne Historic District
National Register District
Historic Areas
Historic Properties

2. Collaborate with the Economic Development Office and the Downtown Frederick Partnership, to actively attract businesses to the Historic District that will balance revitalizing the downtown with enhancing the City's heritage.

3. As a steward of its historic properties, the City shall set an example by preserving and adaptively using or leasing its historic properties.

4. Continue to document and protect historic resources during new development or redevelopment activities.

5. When appropriate, redevelopment plans should be reviewed to ensure the retention of historic buildings and features that contribute to and complement the Historic District.

6. Facilitate the adaptive reuse of historic structures with residential units above commercial establishments where appropriate.

HRE Policy 7

Establish and maintain a historic preservation monitoring system to measure progress toward achieving the policies of the Historic Resources Element.

Implementation

1. Design and implement an historic preservation monitoring system based on measurable results directly related to objectives 1 through 6.

Chapter Nine
Economic Development Element

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9 ECONOMIC DEVELOPMENT ELEMENT

Overview

The City of Frederick is the hub of government, culture and commerce in Frederick County. A significant percentage of Frederick residents are well-educated and highly skilled, and more than half of the City's workers are employed within Frederick County. Frederick's strong economy is due to several factors, including the diversity of industry sectors and the impact of Fort Detrick. Frederick's business base includes bioscience, advanced technology, manufacturing, healthcare, financial services, and tourism.

During the public input process for this Plan, residents expressed the need for increased job opportunities in Frederick, in order to provide increased options to those residents who currently commute to jobs outside of the County. In response, the City of Frederick has implemented a variety of land use and economic development strategies and programs to make Frederick a preferred employment location.

The City's Department of Economic Development strives to increase economic opportunity in the City of Frederick through job creation, revitalization and reinvestment. The Department's initiatives reflect the crucial role of economic development in enhancing Frederick's quality of life. The City of Frederick recognizes that a vibrant business community can provide family-supporting jobs for a growing population and contribute to the tax base needed to support critical services. For this reason, the goals of the City's economic development policies are to create jobs and to increase the commercial tax base.

Trends

Nearly 3,500 businesses employing 49,000 people are located within the City (InfoUSA 2008). These numbers account for 43% and 49% of County totals respectively. Six hundred of these businesses are located in the downtown business district, with 5,000 jobs (*Downtown Frederick Business & Organization Survey & Inventory Report*, DED 2005).

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Since 2004, Frederick has experienced net job growth of 9,527 jobs (a 14% gain), concentrated in the following sectors.

City of Frederick Job Growth Per Sector: 2004-2008

Sector	Number of Jobs	Percentage Increase
Trade, Transportation and Utilities	2,275	20% increase
Professional and Business Services	2,168	22% increase
Government	1,705	15% increase
Education and Health Services	1,592	17% increase

EMSI zip code data for 21701, 21702 and 21703

Manufacturing, although still a strong employment sector for Frederick, lost employment during this same time period. The City's 14% decline in manufacturing employment (a net loss of 434 jobs) mirrors national trends. This job loss was due primarily to the closure of the apparel manufacturer Hartz & Sons Co in 2006. Additionally, manufacturing gains at the new MedImmune facility have not yet been realized, as the new plant will only begin hiring and production in 2009 and 2010. BP Solar-Frederick, the company's North American headquarters, continues to employ in excess of 400 employees.

Fort Detrick, a U.S. Army Medical Command installation, is the largest employment campus in Frederick County. The military base has 8,000 employees, of which three-quarters are civil servants and contractors such as SAIC-Frederick and the Battelle National Biodefense Institute.

Also located at Fort Detrick is the National Cancer Institute-Frederick (NCI-F). Together, the Department of Defense and NCI/SAIC-F labs are involved in advanced technologies, including biological and botanical research and development, bioinformatics, nanotechnology, telemedicine and satellite communications. It is expected that more than 1,400 new jobs will be added at Fort Detrick over the next 10 years, the majority by 2014. In addition to its facilities at Fort Detrick, NCI-F is the anchor tenant at Frederick's first life sciences park, Riverside Research Park (NCI@Riverside).

Opportunities

Frederick's opportunities lie in its skilled and educated workforce, convenient location, and transportation assets. Additionally, job growth at Fort Detrick as well as continued investment in and revitalization of downtown can contribute to the City's economic success.

Frederick's educated and highly skilled workforce is the backbone of business success within the community. More than one third of the workforce (25 years or older) holds a Bachelors degree, and 13% have a Masters or Ph.D (ESRI

2008). Of the City's employed residents, 60% are employed within Frederick County. The remaining 40% commute out of the County each day to work. City at-place employment exceeds the City workforce, indicating that the City serves as a destination for employment in the region.

Frederick's location, situated 45 miles from both Washington, DC and Baltimore, MD, is a significant asset for residents and businesses alike. Situated at the crossroads of three major highways, with a variety of transportation options including road, rail and air (proximity to three international airports as well as Frederick Municipal Airport), Frederick has many opportunities for overall continued business development.

It is anticipated that the National Interagency Biodefense Campus at Fort Detrick will increase local opportunities for technology transfer, entrepreneurial business development, and overall growth in Frederick's bioscience and advanced technology sectors. In an increasingly global economy, Fort Detrick and the Frederick community remain the center of biodefense efforts, through the joint efforts of USAMRIID, USAMRMC and DHS.

The NCI @ Riverside – Advanced Technology Partnership Facility affords new opportunities through the creation of an advanced research and development and life science park in Frederick. The potential for co-locating private-sector life science partners and well as a consolidated and expanded business incubator facility within this park greatly expands the opportunities for the continued development of the bioscience and advanced technology industry sectors.

Within downtown Frederick, infill development, adaptive use, catalytic projects, and other forms of revitalization and reinvestment will continue to create opportunities for a "live-work-play" community for Frederick residents. Catalyst projects include the completion of Carroll Creek Park, the I-70/East Street interchange and the development of a new gateway into downtown through the Brickworks property. These and similar projects will stimulate private investment along East Street and other corridors, contribute to downtown economic development, and create recreational opportunities.

The City has the potential to become a leader in "green-collar" jobs and clean energy business innovation, spurred by local and national concerns such as climate change and other environmental issues, fuel costs, and dependence on foreign sources of energy. Frederick is already home to the North American headquarters of BP Solar, and is part of the Greater Washington Region, which has the largest environmental services human capital pool in the country – more than 14,000 environmental workers such as conservationists, environmental scientists and wildlife biologists (2008 Greater Washington Board of Trade/Greater Washington Initiative data).

Investment in Economic Development

The City continues to invest in infrastructure and key initiatives critical to the continued economic development success of the City. Projects include:

- Water and sewer upgrades;
- Enhancement of the road network by development of new or upgraded roads such as Monocacy Boulevard;
- Plans for the future disposition of excess City land adjacent to Carroll Creek Park, Monocacy Boulevard and Frederick Municipal Airport;
- Initiatives such as the Frederick Innovative Technology Center (FITCI), the Main Street Program, and East Frederick Rising; and
- Continued investment in the Frederick Municipal Airport.

At a federal level, the American Recovery and Reinvestment Act (ARRA) presents unique funding opportunities for communities across the country. Frederick must capitalize on this opportunity through the identification or development of projects and initiatives consistent with ARRA funding priorities, including infrastructure, green technology, and workforce development.

Challenges

As a result of the current national recession, Frederick's unemployment rate has risen, and additional job losses are possible. Frederick's unemployment rate, although higher than in recent history, remains slightly below the state average and is well below the national unemployment level. Moreover, the recent downturn in the national housing market is anticipated to result in reduced residential property values and lower property tax revenues. This decrease may pose significant fiscal challenges for the City and County in coming years, and may affect the ability of business owners and developers to obtain financing for new projects and commercial ventures.

While residential values are likely to fall, this is not the case for industrial properties on the City's east side, close to downtown Frederick. Rising land values for urban core properties, as well as community interest in the redevelopment of east Frederick, have put pressure on many owners of properties with industrial land uses. While some industries may not be compatible with residential development, it is important to recognize that these businesses provide jobs and contribute to the City's tax base. In order to maintain a diverse industry mix within the City, it is important to ensure that an adequate supply of land and buildings are available for the location or relocation of distribution, manufacturing and industrial land uses. Otherwise, these businesses will be forced to leave the City in search of new locations.

Despite these challenges, Frederick is poised to quickly overcome the economic difficulties posed by the current national recession. The City

will benefit from its advantageous location and educated workforce; the opportunities presented by its major employers, historic downtown, and catalyst projects currently underway; as well as potential ARRA investments by the federal government. Nonetheless, the City must remain diligent in its efforts to support local businesses, invest in infrastructure, and sustain a high quality of life for residents and businesses alike.

Economic Development Element Policies and Implementation

ED Policy 1

Support small businesses and entrepreneurs.

Implementation

1. Support business incubation programs and facilities.

2. Develop business assistance programs for small and start-up companies including business planning and business incentives.

3. Support technology transfer initiatives through the Maryland Technology Development Corporation (TEDCO).

4. Ensure that City procurement policies provide increased opportunities for local small business.

5. Partner with small business service organizations such as the Frederick Innovative Technology Center (FITCI), Small Business Development Center, Frederick County Public Library Business Resource Center, Frederick County Entrepreneur Council and the Frederick Entrepreneur Support Network to provide needed services to small businesses and entrepreneurs.

6. Promote the development of minority-owned businesses through partnerships with organizations such as the Mid-Atlantic Hispanic Chamber of Commerce and the Frederick County African-American Chamber of Commerce.

ED Policy 2

Maintain a diverse industry mix.

Implementation

1. Maintain and expand a robust Business Retention and Expansion Program (BREP).

2. Identify and recruit businesses that complement or enhance the existing economic mix. Specific target industries include:

a. Bioscience;
b. Advanced technology;
c. Manufacturing; and
d. Clean/green energy.

3. Facilitate the use of federal, state or local economic development programs to encourage capital investment for businesses relocating to or expanding in Frederick.

4. Strategically utilize the City of Frederick Industrial Development Authority (IDA) to facilitate key public-private economic development projects.

5. Implement flexible commercial and employment land use policies and regulations to provide site and building options for new businesses, while maintaining a high level of both function and aesthetics.

6. Retain all levels of local government facilities/services within the City, with a primary emphasis downtown Frederick as the County Seat.

7. Actively partner with other organizations such as the Tourism Council of Frederick County and Downtown Frederick Partnership to market downtown as a desirable tourist destination.

ED Policy 3

Maintain a positive business investment environment.

Implementation

1. Ensure that City development review and permitting processes are transparent and predictable for business investment.

2. Regularly evaluate the City's competitiveness with surrounding jurisdictions based on the cumulative costs of establishing and operating a business in the City.

3. Citywide policy development and regulatory decision-making should focus on long-term community sustainability while balancing short-term revenue generation.

4. Establish a criteria-based fast-track permitting process to encourage private investment.

5. Focus on customer service throughout all City departments through routine customer surveys and staff training.

ED Policy 4

Maintain adequate infrastructure for planned business growth.

Implementation

1. Invest in capital projects that ensure adequate water and sewer capacity for business development and expansion.

2. Maintain and enhance transportation access to employment centers including roads, public transportation, and bicycle and pedestrian paths.

3. Implement an improved and integrated city-wide wayfinding system, which includes both vehicular and pedestrian signage.

4. Ensure the adequate supply of both finished sites and raw land suitable for employment uses through infill, redevelopment and annexation policies.

5. Implement the Frederick Municipal Airport Master Plan to provide opportunities for business development.

6. Market available land and buildings at the airport for business development opportunities.

7. Coordinate with service providers to ensure reliable, redundant and high-quality electric power, telecommunications, fiber optics and broadband services.

8. In partnership with County, State and Federal agencies, develop and implement policies and programs that improve workforce housing options.

ED Policy 5

Encourage revitalization and reinvestment in traditional business corridors.

Implementation

1. To encourage capital reinvestment, maintain, expand, and market tax incentive programs including but not limited to:
   a. Golden Mile Property Tax Credit;
   b. Vacant Commercial Structures Property Tax Credit; and
   c. Brownfield Property Tax Credit.

2. Support the creation of a Golden Mile Alliance, with the following goals:
   a. Create a sense of ownership among Golden Mile businesses, to enhance the vitality of this corridor;

b. Create a self-sustaining group to advocate for issues and implement projects important to the Golden Mile business community; and
c. Host public events to draw more residents to the Golden Mile.

3. Invest in infrastructure improvement projects along the City's commercial corridors, such as:
   a. Improved sidewalks and pedestrian connections;
   b. Improved gateways and wayfinding signage; and
   c. Streetscape and façade improvement programs.

ED Policy 6

Maintain and enhance downtown's role as the hub of government, arts, culture and commerce.

Implementation

1. To encourage capital reinvestment in downtown, maintain, expand, and market tax incentive programs including but not limited to:
   a. Historic Property Tax Credit
   b. Arts and Entertainment Property Tax Credit
   c. Brownfield Property Tax Credit
   d. Vacant Commercial Structures Property Tax Credit

2. Support and participate in the implementation of the National Trust for Historic Preservation Main Street Program, administered through the Downtown Frederick Partnership.

3. To enhance arts and cultural opportunities, develop policies, incentives and regulations to:
   a. Support the implementation of the Downtown Frederick Arts and Entertainment District vision and goals;
   b. Encourage and support efforts to increase the number of art and entertainment spaces within the Arts and Entertainment district; and
   c. Encourage creation of artist live/work units within the Arts and Entertainment district.

4. Develop policies and programs to encourage upper-story rehabilitation and occupancy.
   - Establish a Fire Sprinkler Incentive Program
   - Identify and address regulatory barriers to upper-story occupancy

5. Develop land use regulations and policies that encourage infill development and adaptive reuse within the Historic District.

6. Actively participate in the development of a downtown hotel and conference center.

7. Continue to implement the findings of the Downtown Parking Study (2004) and invest in the development of public parking and public transportation within and adjacent to downtown.

ED Policy 7

Maintain and enhance the capabilities of the local workforce, to ensure an adequate supply of trained employees for the multi-discipline, technology-oriented jobs of the future.

Implementation

1. Leverage regional educational resources to promote and support workforce development.

2. Actively partner with the Frederick County Roundtable for Education.

3. Actively partner with the Frederick County Workforce Development Board and Frederick County Workforce Services.

4. Develop and implement policies and programs that improve workforce housing options - in partnership with County, State and Federal agencies.

5. Identify gaps in the supply of types of workers and skills by conducting routine analysis.

ED Policy 8

Establish and maintain a monitoring system to measure progress toward achieving the policies of the Economic Development Element.

Implementation

1. Through the following tools, develop a monitoring system based on measurable results directly related to Policies 1 through 7 of this Element, as well as other associated documents related to this Comprehensive Plan.
   a. Utilize the E-Synchronist database to track business retention and recruitment activities.
   b. Produce the following documents:
      i. Economic Development Annual Report;
      ii. Annual Development Report; and
      iii. Annual Customer Survey report – based on data collected through customer surveys

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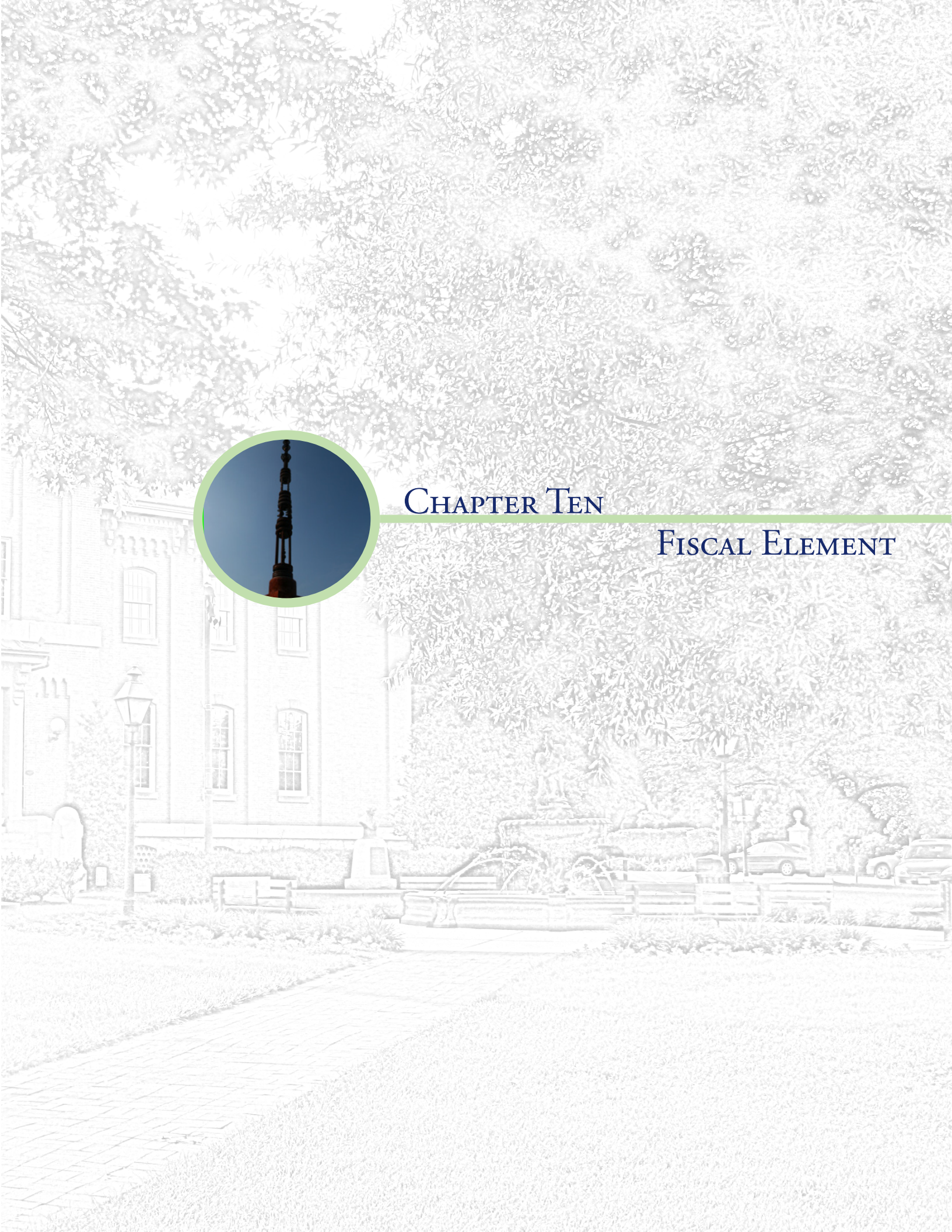

Chapter Ten

Fiscal Element

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10 FISCAL ELEMENT

Overview

The City's financial management system is divided into a number of funds. A separate sum of money is set aside for each fund. Funds are established for special program groups which usually have specific revenue sources and/or accounting requirements associated with their expenditures. The City's major funds include the General Fund, Water and Sewer Fund, Parking Fund, Housing and Community Development Fund, Golf Course Fund, the Weinberg Center Fund, and the Airport Fund.

The General Fund is usually referred to as the operating budget and is used to finance the day-to-day operations of the City. It is the largest part of the City's total financial operations. For FY 2010 (July 1, 2009 to June 30, 2010), the City's General Fund budget totals just over $112,538,142.

Figure FH.1 shows the sources of General Fund revenues in FY 2010. Real Estate Taxes comprise the largest revenue source for the City, accounting for $51,000,000 or 46 percent of the FY 2010 budget. Property is assessed at 100 percent of estimated market value. The FY 2010 rate is $.65 per $100 of assessed value.

In the 2010 Comprehensive Plan's 2008 Citizens Survey as well as the 2004 Plan Assessment and Investigation Report (PAIR) residents of the City of Frederick identified several concerns related to fiscal issues. Among those issues were:

- The desire to explore additional funding sources for infrastructure;
- The need to reinforce the City's commitment to the Capital Improvement Plan (CIP); and
- The need to explore the effects of the lack of predictability in state and federal funding for infrastructure.

This Element addresses these issues with a number of policies designed to enhance the City's fiscal health. Specifically, this Element focuses on how the City provide services and infrastructure for existing residents and businesses while making sure that new growth pays for its fair share.

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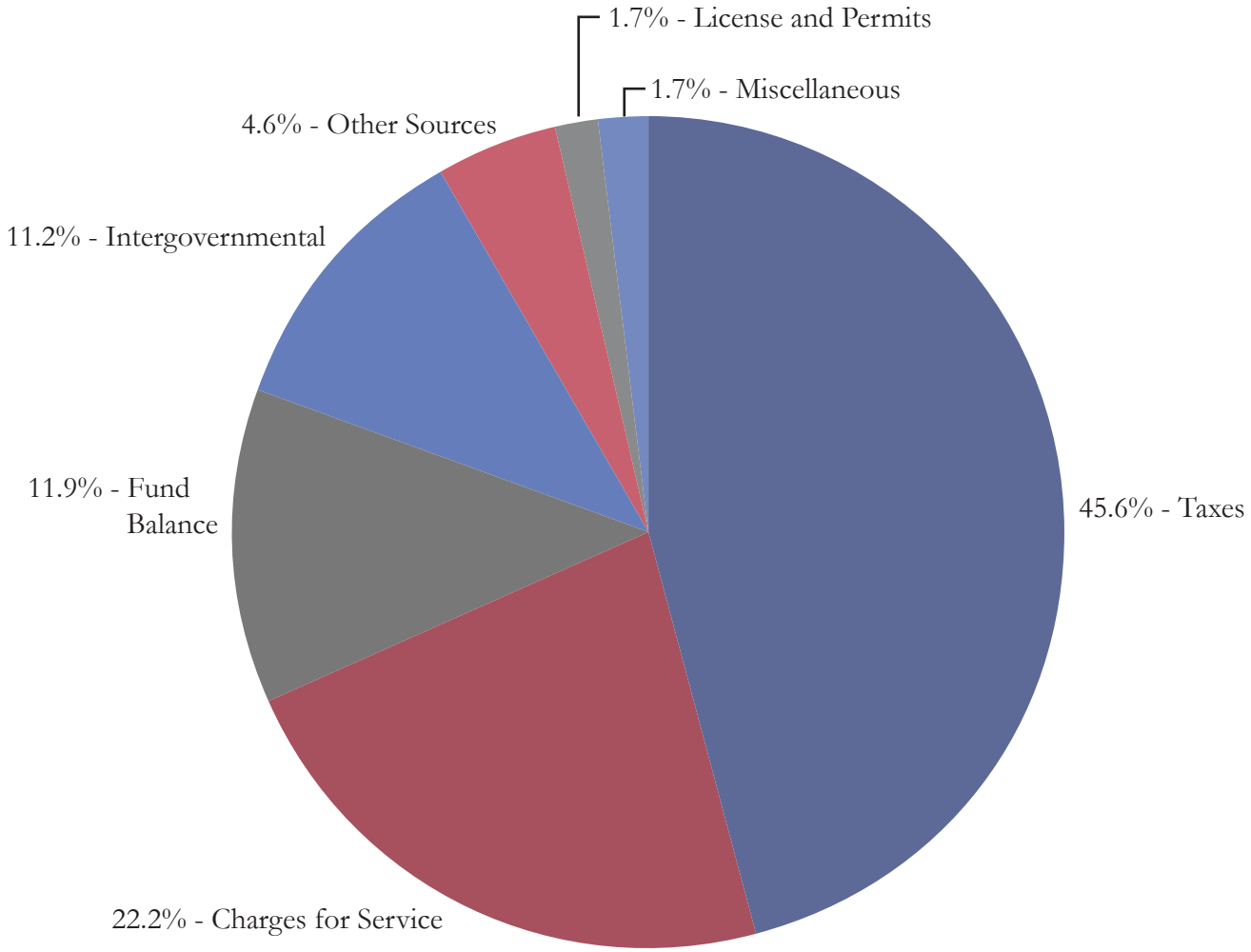
The *Fiscal Impact Analysis*, conducted in November 2003, examined the fiscal impacts of new growth in the scenarios considered for the Comprehensive Plan.

General Fund income is used to pay for City services and departments, as shown in Figure FH.2. Public Safety, including the Police Department, is the largest single user of General Fund expenditures, followed by Public Works, which includes waste collection, snow removal, and street maintenance functions.

Among the most pressing issues is how the City's fiscal system will support the

Figure F.1
City of Frederick
FY 2010 General Fund Revenues
Total Sources: $112,538,142

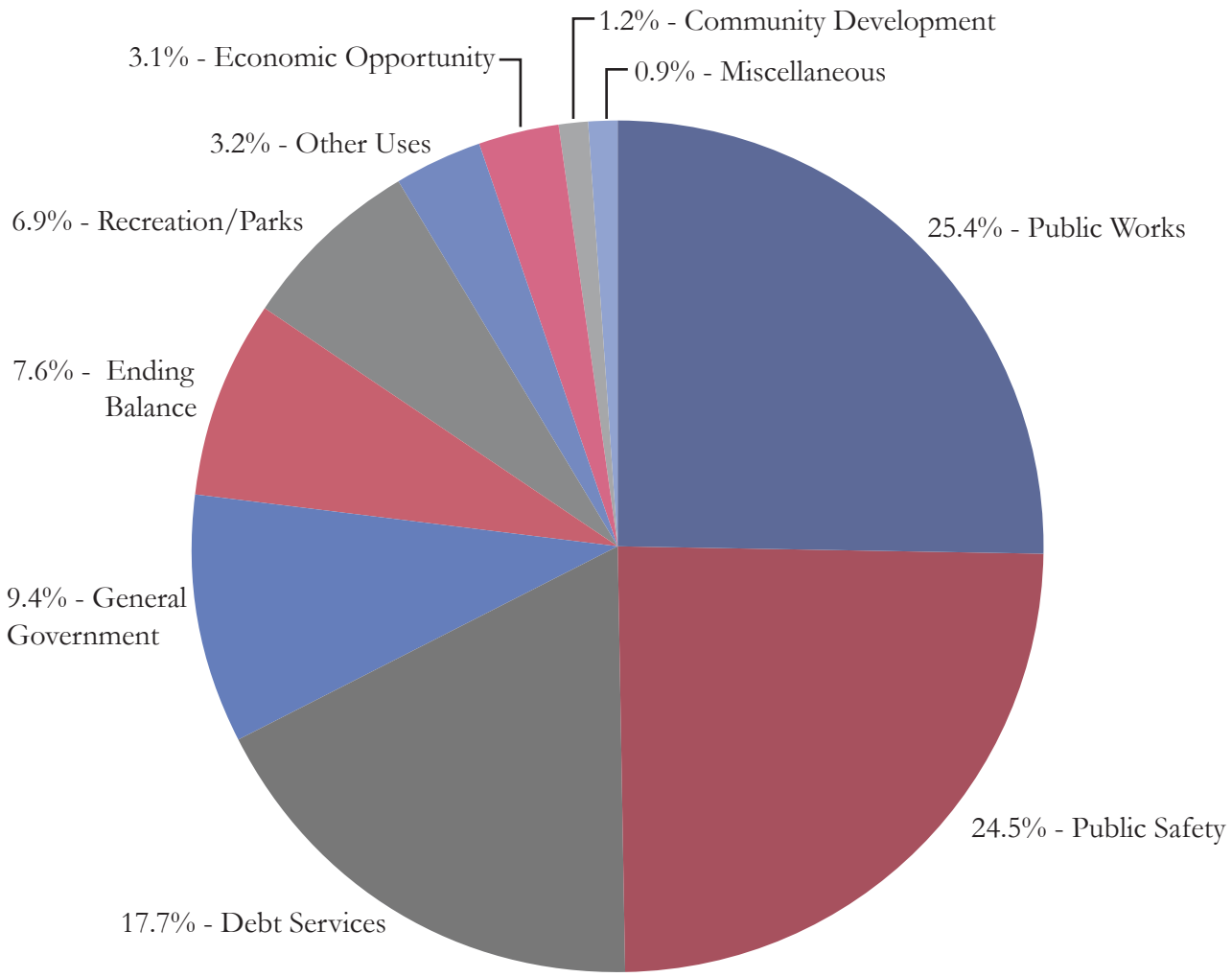


future annexation and growth outlined in the Land Use, Transportation, and Economic Development Elements.

The results of the Fiscal Impact Analysis showed that, based on the best available projections of future economic conditions, new growth based on a population of 104,000 would result in increasing net fiscal benefits through the Comprehensive Plan's horizon year of 2030.

This Plan is recommending a smaller growth boundary netting an estimated population of 92,000 which should maintain the net fiscal benefits. However, as part of the implementation of this plan, an updated fiscal impact analysis is recommended.

Figure F.2
City of Frederick
FY 2010 General Fund Expenditures
Total Uses: $112,538,142



Several factors account for this policy recommendation. The projected new growth in the 2003 Fiscal Impact Analysis was based on relatively high assessed values for residential and nonresidential development. In turn this would produce significant property tax and personal income tax revenues.

Though assessments are still relatively strong, the City must take steps to protect itself in case economic conditions worsen. The following policies work towards this goal by establishing dedicated funding for needed capital improvements, limiting the tax burden on residents, and taking a long-term approach to fiscal health.

Fiscal Element Policies and Implementation

Policy FE 1

Identify dedicated revenues for funding capital improvements.

Implementation

1. Establish a target percentage of General Fund expenditures to be spent on capital improvements.

2. Ensure that new growth pays for its fair share of capital facilities through impact fees.

3. Evaluate and update impact fees on a regular basis to ensure they accurately reflect current levels-of-service, costs, and development assumptions.

4. Ensure master plans (utilities, parks and recreation, public safety, etc.) complement this Comprehensive Plan and that these plans include a fiscal analysis component containing both revenues and expenditures.

Policy FE 2

Encourage growth that enables the City's non-residential tax base to comprise a larger share of the overall tax base.

Implementation

1. Maintain the jobs-rich nature of the City's economy at an approximate ratio of two jobs for every household.

Policy FE 3

Evaluate expenditures for both current fiscal impacts as well as impacts on future budgets to avoid creating long-term fiscal imbalances.

Implementation

1. Evaluate expenditures that could be funded through other methods or sources. For example, running trash collection services as an enterprise operation as opposed to a General Fund operation.

2. Pay all current operating expenditures with current operating revenues. Avoid budgetary procedures that fund current expenditures at the expense of future needs.

3. Evaluate the operational costs (staffing, maintenance) when considering new capital facilities, not just capital costs.

Policy FE 4

Maintain a diversified and stable revenue system.

Implementation

1. Explore opportunities to maximize revenues by:
   a. Revising revenue collection procedures;
   b. Reducing delinquent payments;
   c. Instituting or increasing service charges, fines and penalties;
   d. Updating property assessments;
   e. Investing a greater proportion of idle cash; and
   f. Selling surplus property or equipment.

2. Review fee, permit, and license amounts on an annual basis to ensure they accurately reflect the cost of providing services.

3. Identify restricted revenues (those legally earmarked for a specific purpose) and monitor the City's use of these funds to minimize volatility associated with these revenues.

4. Identify intergovernmental revenues and monitor the City's use of these funds to minimize volatility associated with these revenues.

5. Identify grant revenues and monitor the City's use of these funds to minimize volatility associated with these revenues.

6. Identify revenues that are one-time in nature and ensure they are not being used to fund on-going expenditures.

Policy FE 5

Maintain sufficient unrestricted fund balance to maintain creditworthiness and provide resources for emergencies or unexpected needs.

Implementation

1. Set a fund balance target as a percentage of General Fund expenditures.

2. Establish policies for uses of funds from unreserved fund balance.

3. Avoid using unreserved fund balance to finance on-going expenditures as much as possible.

Policy FE 6

Adhere to credit industry standards and recommendations for debt management to maintain creditworthiness and ensure lowest borrowing costs possible.

Implementation

1. Incorporate credit industry benchmarks into the City's financial management policies and practices.

Policy FE 7

Establish and maintain a fiscal monitoring system to measure progress toward achieving the policies of the Land Use Element.

Implementation

1. Design and implement a fiscal monitoring system based on measurable results directly related to objectives 1 through 6.

2. Update the 2003 Fiscal Impact Analysis in order to assess to the impact of future growth on expenditures.

Chapter Eleven
Housing Element

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11 HOUSING ELEMENT

Overview

Chapter Outline

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The City of Frederick has been subject to high growth pressures in the last two decades. Between 1990 and 2000, the City's population increased by 31 percent, and the rest of Frederick County experienced similar gains. Between 2000 and 2007 the City's population grew by an additional 26 percent. Development pressure has been directed towards Frederick by several conditions: restrictive land use policies in counties located closer to the region's urban centers; the lure of Frederick's historic downtown and desirable neighborhoods; and housing stock that is generally more affordable than that of Washington D.C. and Montgomery County. The City of Frederick has followed the Smart Growth model by accommodating much of its new housing demand in areas that are already developed or planned for development.

Housing growth in the City of Frederick accelerated during the 1990s. Throughout the 1980s, the City gained 500 to 600 new housing units per year; by 2000, that figure had jumped to 945 units per year. Though growth has significantly slowed in 2008 and 2009, housing growth is expected to rebound in future years. According to the Maryland Department of Planning, the number of households in the City will nearly double by 2030 (see Table H-1). However, this projection is based on historical estimates and be reduced as trends based on current economic models are reevaluated in the coming years.

Table H-1:
Existing and Forecast Households

	2000	2030 (Forecast)
Households	20,900	40,000

Regardless of the slower economy, citizens and elected officials have stated that the most pressing housing-related issues revolve around affordable housing. Specific concern was expressed for the need to encourage housing that is affordable for the residents who wish to both live and work in the City. The recently adopted Moderately Priced Dwelling Unit (MPDU) ordinance is a step in this direction. However, due to the lack of building activity, this model has yet to be tested for its effectiveness.

Up until the recent economic downturn, the City of Frederick 10 year average for building permit issuance has remained consistent over the last several decades.

- 1980-1989: 532 building permits per year
- 1990-1999: 550 building permits per year
- 2000-2007: 508 building permits per year (8 year average)

One of the goals of the last several comprehensive plans has been to achieve an even distribution of housing unit types within the City of Frederick, and this policy is continued in this revision. To date, the City has been successful in this endeavor. Between 1980 and 2008, the number of residential building permits issued has been evenly distributed by housing unit type among single family homes (33%), townhouses (35%) and multi family units (33%). Frederick County's current distribution of units is 60% single family, 25% townhouse, and 15% multifamily units.

The City of Frederick currently has over 4,000 dwelling units with a development approval (Master Plan, Preliminary Subdivision or Site Plan), distributed among 27 different projects. The projects range from large developments with over 500 units (such as Canterbury Station and Waverly View) to smaller developments with fewer than 100 units. All of these projects are in the queue for receiving allotments of water in accordance with the Water Allocation Ordinance.

Housing Growth, Affordability, and Preservation

Despite the increase in residential construction activity during the last decade, this current period has witnessed a rapid drop-off in the construction of new single-family and multi-family units. This change in development activity has significant implications for existing and prospective City residents. For potential home buyers, a decreased inventory of new single-family units may impede the purchase of a home in Frederick. For low- to moderate-income households – which tend to be renters rather than homeowners – the reduced availability of new multi-family units in Frederick means that fewer moderate-income families can afford to live within the city.

Moreover, according to the U.S. Department of Housing and Urban Development (HUD), in 2000 about 29 percent of the renter households in Frederick spent more than 35 percent of their monthly income. This high percentage of cost-burdened households is one sign that rental housing costs are stretching the budgets of a large number of households.

Closely related to the type of homes being built in Frederick is the cost of those homes. Trends in recent years have shown a rapid appreciation of housing prices in the City; prices for comparable residential units increased by seven percent per year during the 1990s, and by more than ten percent per year

since 2000. Thus, for example, a home valued at $185,000 in the mid-1990s was worth as much as $260,000 in 1999 and up to $331,000 in 2006.

This rapid increase has retreated since the 2006 peak. The 3rd quarter of 2008 shows an average home value of $276,000. This decrease has had the positive effect of improving the County's housing affordability index, as shown in Table H-2.

Table H-2
Frederick County Housing Affordability Index

Income and Housing Statistics are based on County Median
P & I = Principal and Interest, Est. Taxes
Statistics based on Maryland Econometrics-March 2009

Year	Median Price Existing Single-Family Home ($)	Mortgage Rate (%)	Monthly P & I Payment ($)	Payment as a % Income	Median Family Income ($)	Qualifying Income ($)	Composite Affordability Index
2005	319,000	5.91	1886	0.2	60,900	84,143	0.72
2006	331,500	6.58	2153	0.2	62,000	87,000	0.71
2007	325,000	6.52	2025	0.2	65,600	85,726	0.76
2008/1st quarter	300,000	6.03	1870	0.2	72,268	79,132	0.91
2008/2nd quarter	292,000	6.01	1636	0.2	72,268	77,022	0.93
2008/3rd quarter	276,000	5.89	1551	0.2	72,268	72,801	0.99

However, this affordability improvement is not sufficient to allow many families to comfortably afford housing payments. Also, this improvement is likely to be a temporary window, as unemployment rises and incomes retreat. The underlying issue is a shortage of housing that is affordable for moderate-income families. For Frederick City, the moderate-income level for a family of four is $62,200 a year, substantially lower than the current County figure of $72,268. This difference makes the City's housing affordability index figure lower than the County's index level (see Table H-3).

The policies in the Housing Element of the Comprehensive Plan are intended to continue the provision of a wide variety of housing options that are dispersed throughout the City. The Comprehensive Plan as a whole also encourages coordination of new residential development with other elements that help to bridge the gap between "housing units" and "community." These other elements include neighborhood amenities, multi-modal transportation

To interpret the table, an affordability value of 100 means that a family has exactly enough median income to qualify for a mortgage on a median-priced home. An index above 100 signifies that family earning the median income has more than enough income to qualify for a mortgage loan on a median-priced home, assuming a 20 percent down payment. For example, an affordability index of 120.0 means a family earning the median family income has 120% of the income necessary to qualify for a conventional loan covering 80 percent of the price of a median-priced existing single-family home.

options, and employment growth and infrastructure improvements.

Table H-3
City of Frederick Housing Affordability Index

Income and Housing Statistics is based on County Median
P & I = Principal and Interest, Est. Taxes
Statistics based on Maryland Econometrics-March 2009

Year	Median Price Existing Single-Family Home ($)	Mortgage Rate (%)	Monthly P & I Payment ($)	Payment as a % Income	Median Family Income ($)	Qualifying Income ($)	Composite Affordability Index
2008/1st quarter	300,000	6.03	1,870	0.2	62,000	79,132	0.78
2008/2nd quarter	292,000	6.01	1,636	0.2	62,000	77,022	0.8
2008/3rd quarter	276,000	5.89	1,551	0.2	62,000	72,801	0.86

In addition to accommodating affordable residential growth and amenities, the Housing Element addresses the preservation of existing housing stock. This will be especially crucial in the historic downtown. The city's core has the oldest housing stock in the City, and this stock is valuable specifically because of its historic nature.

Housing Assistance and Improvement Programs

The City of Frederick receives an annual Community Development Block Grant (CDBG) allocation from the U.S. Department of Housing and Urban Development (HUD) to assist low- and moderate-income persons and neighborhoods. The Community Development Division administers the City's CDBG Program.

The funds are used to provide homeownership opportunities, housing rehabilitation services and support for various service organizations.

These programs are useful in improving the appearance and stability of the

City's older neighborhoods and Historic District. The programs provide opportunities for homeowners (existing and prospective) and renters to improve their quality of life and the physical and social conditions of their neighborhoods. Thus, there are several policies in this Element that support the implementation of these programs, as described further below.

Homeownership Assistance Program

The City of Frederick provides second mortgage loans of up to $15,000 to eligible first-time homebuyers for the purchase of owner-occupied dwellings within the City limits.

Operation Rehab - Single-Family Rehabilitation Program

The City of Frederick can assist qualified low-income homeowners with loans for rehabilitation using CDBG funds and/or the Maryland Department of Housing and Community Development (DHCD) Single Family Rehabilitation Loan Program. Typical rehabilitation jobs include upgrades to substandard systems such as electrical, plumbing, and heating; structural repairs such as roofs, gutters and downspouts; and interior and exterior painting (especially lead hazard reduction work). Additionally, the City of Frederick can purchase dilapidated properties for rehabilitate them and sale to income eligible applicants. This program is available citywide and has no application fees. Cosmetic work and remodeling are generally not included.

Community Partnerships

CDBG funds are also used by organizations (generally non-profits such as the Frederick Community Action Agency) working in the areas of social improvement, affordable housing, and neighborhood redevelopment.

Senior Housing

The number of US residents over 65 years of age has almost doubled since 1980. Demographic trends in Frederick City are consistent with this increase. The typical elderly household consists of an elderly person living alone. The implications of this trend for the City's ability to meet senior housing needs are critical. In response to this phenomenon, policies in the Housing Element identify a range of housing options and programs for senior citizens. These policies are not necessarily related to encouraging the development of traditional assisted living or independent living facilities. Generally, these policies are related to providing accessible home designs that are adaptable to the needs of an aging population (for example garden homes and two-story homes with first-floor bedrooms, as well as condominiums). Additionally, allowing the development of accessory dwelling units for senior citizen use should be considered.

Housing Element Policies and Implementation

HE Policy 1

Facilitate the development of an adequate housing supply for current and future City residents.

Implementation

1. Facilitate housing production by improving the predictability in the annexation, planning, and permitting process. Several growth management tools should be used to accomplish this goal, including: phasing of annexations, phasing of infrastructure improvements and expanded service (roads, water, sewer), and holding zones for properties without services.

2. Promote the production of a range of housing types in all parts of the City.

3. The City's division of Community Development should take steps to increase marketing and awareness of City housing programs.

4. Encourage the construction of master-planned neighborhoods and mixed use developments.

HE Policy 2

Promote the development of housing with costs that reflect the range of incomes generated within the City.

Implementation

1. Support the implementation of the City's Moderately Priced Dwelling Unit ordinance.

2. Explore other options and incentives to produce more modestly-priced units. These options could include but are not limited to priority permit processing, performance standards, fee exemptions, and property tax deferral.

3. Use community partnerships involving non-profit housing and social service agencies to increase homeownership opportunities for very low income households.

4. Continue to use the CBDG program to rehabilitate blighted, vacant houses for resale to first-time homeowners.

5. Work with non-profit agencies and community-based organizations to strengthen the City's housing counseling program to provide pre- and post-purchase counseling for low- and moderate-income first-time homebuyers.

6. Continue to support the City's mortgage buy-down program to provide more affordable housing options for homebuyers.

HE Policy 3

Improve the availability of housing for the elderly and individuals with disabilities, as well as shelter for the homeless.

Implementation

1. Disperse the location of special needs services such as residential-care facilities, shelters, and group homes throughout the City.

2. Allow higher residential densities in moderate density multi-family zones for housing limited to occupancy by elderly or disabled households, based on the lower levels of peak period vehicle trips and reduced parking needs for these households.

3. Encourage builders to build "adaptable" homes – those homes with features that could be adapted to accommodate people with disabilities, such as lower light switches, plumbing that permits the lowering of sinks without necessitating rearranged piping, wider doorways, and elevators.

HE Policy 4

Enhance multi-modal transportation options for neighborhoods.

Implementation

1. Promote higher-density residential and pedestrian-friendly development within walking distance (a 10-minute walk) of existing and planned public transit routes (including the MARC station).

2. Work with the County TransIT to prioritize transit for underserved neighborhoods.

3. Facilitate the construction of bikeways and pedestrian paths within and between neighborhoods. The starting point should be the timely implementation of the Shared Use Path Plan.

4. Promote new housing development near employment centers to reduce regional commuting.

HE Policy 5

Encourage the development of compact residential neighborhoods.

Implementation

1. Monitor development to achieve a gross residential density of at least 4 units per acre in keeping with Smart Growth guidelines.

2. Encourage infill development (development that occurs on vacant or abandoned parcels in an otherwise built-up portion of the City) and redevelopment (new development that replaces or substantially refurbishes existing structures) that is compatible with surrounding land uses.

3. During the update of the City's development regulations, consider an overlay zone for infill developments. The zone could include flexible zoning regulations that may allow a higher density, reduction of parking or setbacks for infill developments.

4. Encourage the adaptive reuse of existing buildings for residential use.

HE Policy 6

Support diverse residential development in the City.

Implementation

1. Add new residential units within the downtown.

2. Encourage the rehabilitation of upper-floor space in commercial zones to increase the number of residential-above-commercial units.

3. Attract neighborhood-serving retail uses such as grocery and drug stores within walking distance of residents.

4. Allow administrative review for "no-impact" home occupations without requiring a Board of Zoning Appeals hearing. "No-impact" home-based businesses are those that have minimal adverse impacts on the surrounding residential community.

HE Policy 7:

Support Frederick County and State of Maryland efforts to ensure a balanced regional housing approach.

Implementation

1. Collaborate with Frederick County to facilitate the development of a wide range of housing options in the County and the City.

2. During the update of the City's development regulations, ensure that the Building Code facilitates the approval of structures with sustainable building features, such as energy-efficient building materials, water-efficient landscaping, or minimized impervious surface.

HE Policy 8

Establish and maintain a monitoring system to measure progress toward achieving the policies of the Housing Element.

Implementation

1. Design and implement a Housing Monitoring System based on measurable results directly related to policies 1 through 7 and any other associated documents related to this Comprehensive Plan.

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Chapter Twelve
Recreation Element

Policy encourages investment in Downtown neighborhoods

Policy encourages the use of sustainable technologies

12 RECREATION ELEMENT

Overview

The purpose of the Parks and Recreation Element is to connect Frederick's land use planning process and the City's planning for parks and recreational facilities. This Element identifies several areas of recreation-related opportunities, such as:

- The need for a long-range parks plan to identify and prioritize opportunities for additional parks and active recreation facilities;
- The opportunity to dedicate and develop new park facilities; and
- The opportunity to improve the distribution of neighborhood parks.

The City of Frederick has 61 public parks, totaling 440 acres, with an average size of 8 acres. Frederick's parks fall into three categories, as defined by the National Recreation and Park Association (NRPA): neighborhood parks, community parks, regional parks, and special facilities. These definitions are based on park size, function and service area of the parks and are described further in Table 1.

The City has about 8 acres of park land per 1,000 residents, slightly less than the 10 acres per 1,000 residents recommended by the NRPA. To attain this recommended standard, approximately 100 additional acres of parkland will be needed to serve the existing population. As the City reaches its year 2030 projected population, approximately 500 additional acres of parkland will be needed.

Beyond the City boundaries, Frederick is located close to a number of County, state and national parks, including Gambrill State Park, Cunningham Falls State Park, Pinecliff Park, Shookstown Park, Braddock Heights Park, Ballenger Creek Park, Catoctin Mountain Park, and Monocacy National Battlefield. These regional resources provide additional recreational opportunities for City residents.

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In general, the existing community parks are well distributed throughout the City particularly in the City's older established neighborhoods. Map PR-1 shows the existing park service areas. However, newer neighborhoods could benefit from an improved distribution of parks. For a more in-depth analysis of the City's parks and recreation facilities, see the Parks Inventory Manual. The recent acquisition of the Hargett Farm for a regional park will assist in improving the parks service area.

Recreation Element Policies and Implementation

PR Policy 1

Continue to identify opportunities for additional parks and open space.

Implementation

1. Analyze development applications to provide land suitable for open space uses that are consistent with:
   a. the policies of the Environmental Element; and
   b. current and future approved planning documents.

2. Increase the amount of active open space and public recreation amenities consistent with state and national standards.
   a. Establish a minimum standard of 10 acres of combined neighborhood and community parkland per 1,000 residents.
   b. Implement the National Recreation and Park Association (NRPA) classification guidelines and standards.

PR Policy 2

Expand the City's trail network to improve pedestrian and bicycle access to parks and regional trails.

Implementation

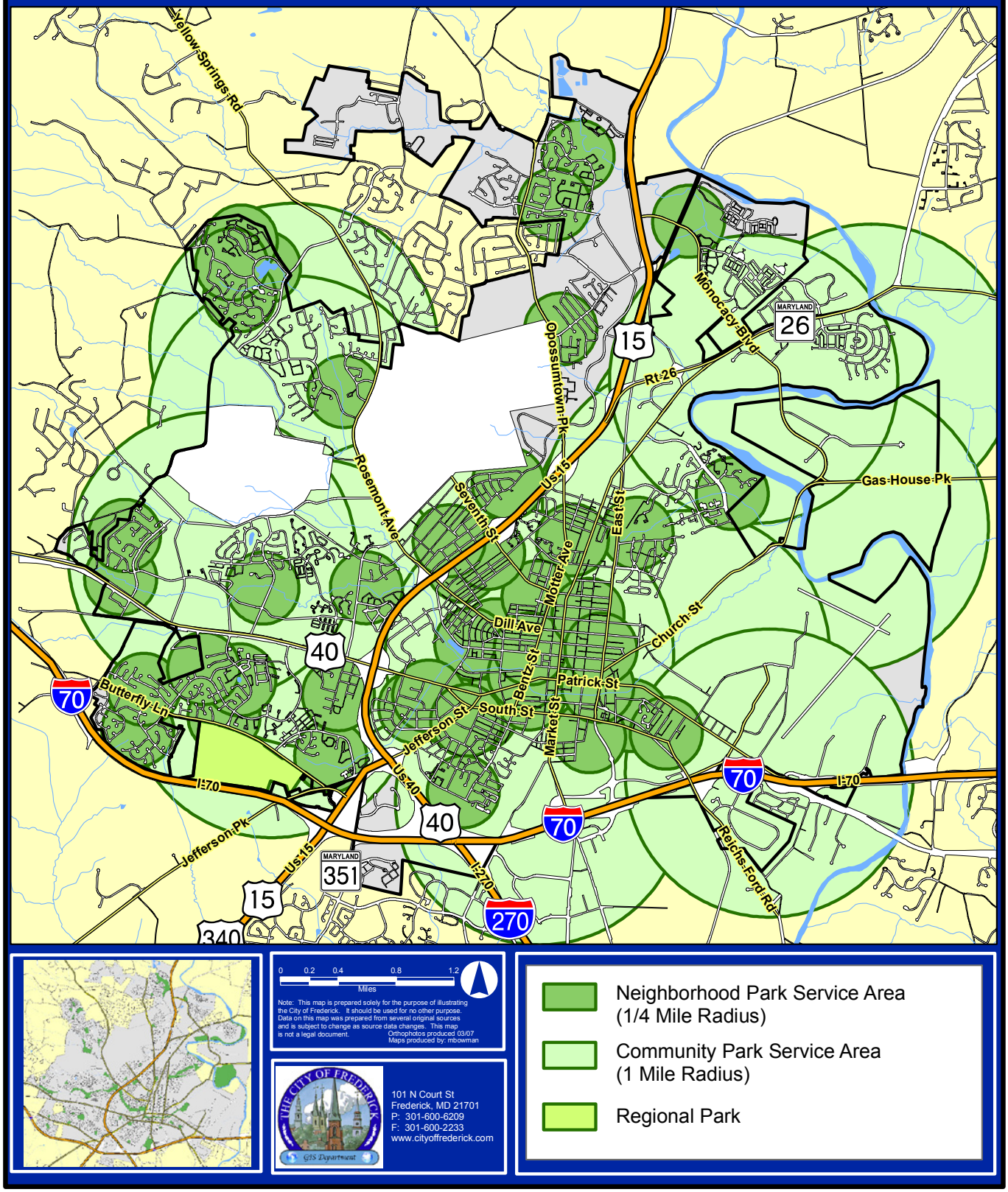
1. Improve access from neighborhood and commercial areas to recreational facilities for all users.

2. Require the construction of multi-use paths consistent with the Transportation Element of the Comprehensive Plan and the adopted Shared Use Path Plan.

3. Work with TransIT to enhance bus connections to all community and regional parks.

4. Work with Allegheny Power to use easement space for bike paths where appropriate.

City of Frederick Existing Park Services



PR Policy 3
Develop Greenway Corridors

Implementation

1. Implement applicable policies of the Shared Use Path Plan by and develop a list of remaining priorities and segments.

2. Implement the open space strategies of the Environmental Element and the relevant policies for multi-use paths of the Transportation Element.

PR Policy 4
Ensure a balanced and adequate distribution of active recreation facilities throughout Frederick.

Implementation

1. Seek contributions of land and recreational facilities from developers.

2. Create a park inventory database in order to develop a programmed acquisition of additional parkland.

PR Policy 5
Expand recreation center facilities and programs to accommodate growth.

Implementation

1. Identify and prioritize future passive and active recreational needs of underserved portions of the City.

2. Encourage volunteerism in the maintenance of parks and recreational facilities. An example of such a volunteer effort is the Promote the "Friends of the Park" program.

3. Establish an "adopt-a-stream" program to help protect and enhance the stream valley system.

4. Enable interactive surveys of park users and allow user comments on a parcel specific basis, using the City of Frederick's Spires GIS system.

The Adopt-A-Stream programs are designed for volunteer groups and organizations to detect and document problem areas that might otherwise go undetected through regular water testing.

PR Policy 6
Expand the maintenance improvement plan for park and recreation facilities.

Implementation

1. Create management plans to support and maintain natural areas through environmental education to teach and educate users on the value of these natural areas.

2. Promote sustainable recreational activities that meet the policies of the Environmental Element of the Comprehensive Plan. Some examples include:

    a. Treating landscapes as interdependent and interconnected spaces that share systems of soil, water, vegetation, and topography.

    b. Preserving natural landscapes and protecting sensitive wildlife habitats.

PR Policy 7

Establish a master plan for the park system.

PR Policy 8

Promote the appreciation of Frederick's historic and cultural heritage in park system planning and design.

Implementation

1. Incorporate local history and heritage in park elements through signage and public art.

2. Promote performing arts and cultural festivals in park facilities.

3. If significant historic resources exist on proposed park land, incorporate their preservation into park development.

PR Policy 9

Collaborate with Frederick County and other agencies to enhance parks and recreational facilities for the City's residents.

Implementation

1. Continue to work with the Board of Education on issues such as the development of joint use facility agreements to provide for shared use of school facilities for public recreational programs.

2. Establish partnerships with public, private, and non-profit organizations to enhance the variety, quality, and accessibility of recreation programming and facilities available to the City of Frederick residents.

3. Encourage Frederick County to provide additional resources for the enhancement and maintenance of the City park system.

PR Policy 10

Establish and maintain a monitoring system that measures progress toward achieving the goals of the Parks and Recreation Element.

Implementation

1. Design and implement a parks and recreation monitoring system based on measurable results directly related to the policies of the Parks and Recreation Element.

Chapter Thirteen
Implementation Element

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13 IMPLEMENTATION ELEMENT

Implementation Overview

The recommendations and implementation strategies identified in the preceeding Comprehensive Plan Elements provide the basis for this Implementation Element. The Plan implementation framework that follows provides a summary listing of the Comprehensive Plan's implementation and streamlining provisions that can be measured annually through the development of a Comprehensive Plan Monitoring Program. The Implementation Element also identifies the City agency or agencies that will be responsible for implementation. State or other agencies are also identified as appropriate.

Monitoring the Comprehensive Plan will require creating a set of standard measures that residents and City officials can use to review progress toward achieving the policies of the Comprehensive Plan. It is the intent that this Implementation Element be reviewed by The Planning Commission annually for progress and assessment.

The following abbreviations are used under the "Responsibility" column of this Element:

DPW	Department of Public Works
ED	Economic Development Department
ENG	Engineering Department
FCP	Frederick County Planning Department
FCPS	Frederick County Public Schools
GIS	Geographic Information Systems Department
FIN	Finance Department
M&B	Mayor and Board of Aldermen
PL	Planning Department
POL	Police Department
REC	Recreation Department
TR	Frederick County TransIT
BLD	Building Department

The following abbreviations are used under the "Timing" column of this Element:

OG Ongoing

The following abbreviations are used under the "Policies and Implementation Strategies" column of this Element:

LU	Land Use Element
TE	Transportation Element
MGE	Municipal Growth Element
WRE	Water Resource Element
EN	Environment Element
CCD	Community Character and Design Element
HRE	Heritage Resource Element
ED	Economic Development Element
FE	Fiscal Element
HE	Housing Element
RE	Recreation Element

LAND USE ELEMENT		
Policies and Implementation Strategies	**Timing**	**Responsibility**
Policy LU 1 **Encourage development to be compatible with the character of existing or planned development in the vicinity.**		
1 Mitigate potential negative impacts of development through site design, including location of facilities and access; building height, scale, and massing; and buffers between different uses.	OG	PL
2 Identify impediments to infill development	OG	PL
5 Develop Land Management Code standards that address the integration of mixed uses into areas of new development as well as mixed-use redevelopment within existing neighborhoods.	2011	PL
Policy LU 4 **Implement a City-Wide land use pattern that supports desired level of population and employment growth.**		
2 Provide for a mix of housing types so that moderately priced housing is available for those employed within the City of Frederick.	OG	PL/ED
Policy LU 5 **Ensure that development is approved only if adequate community facilities exist.**		
1 Phase future development in alignment with the City's Capital Improvement Program	OG	PL

2	In the development review process, ensure that developments contribute to the cost of community facilities and services such as schools; transportation; parks and recreation; public safety, and emergency services; and libraries.	OG	PL
Policy LU 6 **Maintain and improve an efficient and streamlined permitting process that is user-friendly and predictable.**			
1	"User-friendly" means that the ordinance is organized logically, information is consolidated into matrices where appropriate, and discrepancies within the City's development regulations are addressed.	2011	PL
Policy LU 8 **Develop neighborhood or area plans that provide specific land use objectives and development guidance for the City's neighborhoods.**			
5	Area Plans should encourage the following design characteristics: a. A variety of uses are available to residents within a short walking distance; b. Buildings and public spaces have a mixture of scale and massing consistent with structures located in the planning area; c. Neighborhood blocks are short and walkable; and d. Roadways adhere to planning policies of "complete streets", which focuses on safe access for all users (pedestrians, bicycles, transit, and autos) and preservation of neighborhoods.	2010-2015	PL/ED

TRANSPORTATION ELEMENT			
Policies and Implementation Strategies		**Timing**	**Responsibility**
Policy TE 2 **Maintain an appropriate balance between public and private sector responsibilities for transportation investments and improvements.**			
1	Mitigate potential negative impacts through site design, including location of facilities and access, building height, scale, and massing; and buffers between different uses.	2010	PL/ENG
2	Maintain an aggressive but fiscally responsible capital budget for future transportation improvements.	Annually	ENG
Policy TE 3 **Preserve and enhance transportation capacity and multi-modal travel on local, collector and arterial routes that serve the City of Frederick.**			
1	Actively pursue the development of a North-South Parallel Road or alternate route located to the east of Frederick as indicated on the Comprehensive Plan Map.	OG	PL/ENG

Policy TE 4 **Include "Complete Streets" solutions as part of the design and capacity standards for all roadways.**			
1	As part of the update to the City's development regulations, review and update existing standards for different types of roadways as well as bicycle and pedestrian facilities, to ensure a proper relationship between function and classification.	2010	PL/ENG
2	Restructure engineering design to accommodate all street users in every road and development project	OG	ENG/PL
3	In the development review process, ensure that developments contribute to the cost of community facilities and services such as schools; transportation; parks and recreation; public safety, and emergency services; and libraries.	2010	PL/ENG
Policy TE 5 **Work with Maryland Department of Transportation, Frederick County, MWCOG, TSAC, TPB, and FACT, to develop joint and complementary planning programs.**			
1	Identify, develop, and promote local and regional programs to improve traffic efficiency.	2010	PL/ENG
2	Continue City participation on local and regional transportation groups.	OG	PL/ENG
3	Continue to work with Frederick County, adjacent municipalities and local organizations on the transportation opportunities that must be addressed by all jurisdictions to mitigate congestion and eliminate hazards.	OG	ENG/PL
Policy TE 6 **Promote alternatives to the single occupant vehicle.**			
1	Encourage government and private businesses to provide alternate commuting transit subsidies to their employees (van pool, bus, bicycling, walking and telecommuting).	OG	PL
2	Actively work with the State of Maryland, WASHCOG, Frederick County, and surrounding jurisdictions to increase the number and frequency of transportation modes to and from the City.	OG	PL/ENG
3	Continue to educate the community about transporation alternatives through events and initiatives that promote the health benefits and availability of environmentally sustainable transportation options.	OG	PL/ENG
Policy TE 7 **Promote bicycle and pedestrian mobility in the City of Frederick.**			
1	Promote the integration of all transportation modes within office and residential parking areas, such as transit stops, additional sidewalks, and bicycle parking.	OG	PL
2	During the update of the City's development regulations, review the design of bicycle parking facilities and most advantageous locations.	2011	PL

3	Identify neighborhood-specific transportation issues during the Small Area Planning process, including improvements to promote pedestrian and bicycle movement, handicapped accessibility, and safe, efficient traffic flow.	OG	PL

Policy TE 8 **Encourage development that meets Transit-Friendly Design standards.**			
1	Incorporate Transit-Friendly Design Standards as part of the update of the City's development regulations.	2011	PL
2	To assist in increasing transit service, develop a list of potential transit friendly locations throughout the City.	OG	PL/ENG/TR
3	Coordinate with WASHCOG, TPB, Frederick County, and TransIT to target locations in Frederick for potential transit-oriented development to complement future bus rapid transit and/or rail transit planned for US 15 and the 270 corridor.	OG	PL/ENG

MUNICIPAL GROWTH ELEMENT			
Policies and Implementation Strategies		**Timing**	**Responsibility**
Policy MGE 1 **The City of Frederick will continue to encourage redevelopment of under utilized land within the current municipal boundaries.**			
Policy MGE 3 **The City will continue to work to ensure that adequate police, fire, schools, and parks service will be available throughout existing and future growth areas.**			
1	Continue to assess appropriate land for the construction of a central police headquarters.	OG	PL/POL
2	Continue to participate in the Frederick County Department of Fire/ Rescue Services emergency preparedness training programs.	OG	POL
3	Actively pursue land acquisition for multiple purpose public facilities in the northern sections of the City. These facilities may include a police station, fire station, park, school, DPW yard and/or library.	2015	PL/ ENG/FCPS/ POL

WATER RESOURCE ELEMENT			
	Policies and Implementation Strategies	**Timing**	**Responsibility**
Policy WRE 1			
Protect and conserve the existing Drinking Water Supply and Distribution Systems.			
1	Increase efforts throughout the water system to promote wise use of water resources such as potable water with conservation efforts through education and systems designed to reward water conservation and wise use practices.	OG	ENG
2	Continue to meet requirements for regulated discharge into waterways serving as, or tributary to, public water supply. Work with Frederick County, the State of Maryland, and the State of Pennsylvania to work on regional issues such as point and non-point source pollution, withdrawal agreements and environmental protection.	OG	ENG
3	Control the amount of water unaccounted for in the water distribution system by locating and repairing leaks found in the Water Loss Reduction Program.	2015	ENG
Policy WRE 2			
Provide an adequate and safe drinking water supply to serve the existing and future residents of the City of Frederick.			
1	Continue to collaborate with Frederick County officials to provide for the future water capacity needs through negotiated purchase of drinking water per the re-evaluation of the Potomac River Water Supply Agreement.	OG	ENG
2	Explore the advantages and disadvantages to creating a regional authority to handle future water capacity issues.	2011	ENG
3	Explore the merits of creating a new reservoir in the Catoctin Mountains and/or re-commissioning the Tuscarora Reservoir system which has been placed out of service.	2011	ED
Policy WRE 5			
Adopt revisions to the LMC Section and other locations where the modification of the 2007 stormwater management act and COMAR 26.17.02 are applicable.			
1	Perform citywide watershed environmental assessment to determine condition of watersheds.	OG	ENG/PL
Policy WRE 6			
Develop a process for review of site development plans that incorporates Environmental Site Design (ESD) to the Maximum Extent Practicable (MEP) and provide a whole approach available to the development community in regulating stormwater management.			
1	Develop a GIS database of stormwater management facilities.	2010	ENG/GIS
2	Provide training to City employees on implementation of 2007 Storm Water Management Act (Environmental Site Design to the Maximum Extent Practicable).	OG	ENG

3	Continue efforts in maintenace and inspection of stormwater facilities.	OG	ENG
Policy WRE 7 **Ensure that portions of the watershed in critical need of attention are addressed through City, colunteer, and owner/developer efforts.**			
1	Provide the public with information on topics pertaining to maintaining a healthy watershed.	OG	ENG
2	Organize voluntary efforts to improve the watersheds of the City.	OG	ENG
Policy WRE 8 **Limit impervious cover and suggest alternative surfaces to reduce the over all runoff discharge.**			
1	Develop a GIS database of stormwater management facilities and tracking of watershed improvement efforts.	2010	ENG/GIS

ENVIRONMENT ELEMENT			
	Policies and Implementation Strategies	**Timing**	**Responsibility**
Policy EN 1 **Preserve and increase the tree canopy within the developed areas of the City.**			
1	Reduce the amount of impervious cover and tree loss in development projects by: a. Plan, develop, and implement an Urban Forest Management Plan. This plan would serve as the City's comprehensive strategy for protecting, managing, and increasing Frederick's tree canopy on public and private lands; b. Consider developing a city-owned tree nursery for saplings that will be planted throughout the City; and c. Enforce tree preservation regulations and the planting of indigenous tree species in public projects.	2012	PL/REC
Policy EN 2 **Encourage protection and restoration of ecologically sensitive lands to protect water quality and to conserve and increase forest canopy.**			
1	Protect and restore the ecological integrity of stream and forests by utilizing a series of watershed management tools to offset the impacts of development. Tools to include are: a. Watershed planning; b. Land and forest conservation; c. Aquatic buffers; d. Low impact site design; e. Erosion control; f. Storm-water treatment practices; and g. Control of non-storm-water discharges.	Annually	ENG/PL

Policy EN 3 **Minimize the environmental impacts of development through Best Management Practices (BMP).**			
1	Develop regulations that reduce the amount of impervious cover for new projects and redevelopment by: a. Locating building footprints to minimize driveway length; b. Reducing parking requirements where possible by encouraging shared parking between uses; and c. Encouraging the use of structured parking for high intensity land uses, in order to increase the amount of pervious surface on the site.	Annually	PL/ENG
2	Encourage development on less environmentally sensitive land by: a. Consider the protection of woodlands by establishing the boundaries of conservation areas; b. Require development submittals to include a slope analysis to clearly depict proposed disturbance of steep slopes. Adopt standards for appropriate remediation techniques; and c. Conduct analyses that identify priority wetland protection and restoration sites based on the characteristics distribution, and function of existing wetlands in Maryland.	2011	ENG/PL
Policy EN 4 **Achieve energy savings and air quality benefits for the City by requiring energy-efficient site design and building construction.**			
1	In select areas, encourage mixed-use development that includes retail and /or employment centers as well as residential uses, in order to encourage walkable, bikeable, and transit-oriented neighborhoods.	OG	PL
2	Develop green building techniques based on Leadership in Environmental and Energy Design (LEED) or other energy efficiency standards for new construction.	OG	PL/BLD
3	Promote environmental education and sustainable design practices. a. Identify and remove obstacles to green building within the Land Management Code or other City regulations. b. Annually facilitate, and/or support green building training for City staff, builders, and developers and provide information on programs and organizations.	2011	PL/ENG/BLD
4	Incorporate Green Building principles into the historic guidelines for renovation and new construction. Encourage the use of energy efficient, recycled-content and locally harvested materials where feasible, in addition to other green building practices.	2011	PL

COMMUNITY CHARACTER AND DESIGN ELEMENT			
	Policies and Implementation Strategies	**Timing**	**Responsibility**
Policy CCD 1 **Define area planning sectors in order to preserve and promote neighborhood physical characteristics.**			
1	In order to allow for the enhancement, innovation and promotion of neighborhood character, area plans shall provide specific development guidance to enhance land use configuration for that sector. Objectives for each sector shall focus on uses lacking within that sector so that needs of that area can be met. Area of focus should include the following: a. Identify the physical characteristics and qualities that define the existing sections of the City that can be strengthened and used to enhance new development. b. Allow flexible design standards and uses in neighborhoods to establish visual diversity and a community that complements the neighborhood character and need.	2010	PL/ED
Policy CCD 2 **Support creative site planning and architecture in order to establish a built environment that maintains and enhances neighborhood character, aesthetics and offers various levels of interaction to all members of the community while allowing for innovative design.**			
1	Encourage a mix of uses that integrate work and living space with a mix of housing and commercial styles and densities within neighborhood context.	OG	PL
2	Encourage infill of vacant or underutilized property in and proposals for infill development to ensure compatible architecture and site planning.	OG	PL
3	Encourage LEED basic level certification or equivalent on all construction.	OG	PL
Policy CCD 3 **Provide for framework in all single-family, multi-family, mixed residential areas and commercial areas that is based on the "Complete Streets" objectives.**			
1	The placement of residential development, commercial buildings, parking, access, and landscaping, should be compatible with neighborhood characteristics in the immediate vicinity.	OG	PL
2	The height of buildings, location of open space, scale and mass of structures, type of materials, parking design and location, signs, and outdoor lighting shall enhance the visual impacts related to the City's view sheds of the city spires, buildings, mountains, and neighborhoods.	OG	PL
3	Encourage residential streets that are interconnected, and provide for safe travel for all users of all modes.	OG	PL/ENG

Policy CCD 4 **Design light industrial areas to complement the community image and the visual aesthetics of adjacent neighborhoods.**			
1	Require the use of building materials that minimize visual contrast between the structure and the natural background on all light industrial buildings.	OG	PL
Policy CCD 5 **The City's capital improvement projects shall make a positive contribution to the City's character.**			
2	Tree canopy shall be enhanced or replaced when designing and constructing community facilities.	2010	PL/ENG

HERITAGE RESOURCE ELEMENT			
Policies and Implementation Strategies		**Timing**	**Responsibility**
Policy HRE 1 **Expand support for preservation to the National Register District where appropriate.**			
2	Maintain and update the inventory of historic resources in the City and its growth areas.	2010	PL
3	Consider the Frederick Town Historic District as a separate, smaller area through an area plan for the downtown.	2012	PL
4	Continue to use the historic district guidelines to preserve historic and archeological resources in their context including individual properties and districts. Ancillary improvements, grounds, features, and resources such as the City's historic spires.	OG	PL
Policy HRE 2 **Utilize all review processes to ensure that potential impacts on historic resources are identified and mitigated.**			
Policy HRE 3 **Educate property owners about the historic significance of their properties and neighborhood.**			
2	Devise and implement an ongoing educational program to notify property owners and potential property owners about the responsibilities of maintaining historic properties, and methods of doing so. Possible outreach tools include the City's web site, individual mailings, and workshops.	OG	PL
Policy HRE 5 **Identify, document, designate, and protect significant historic resources, including archaeological resources**			
1	Develop a GIS layer that documents historic resources for use by all City departments and the public.	OG	PL/GIS

ECONOMIC DEVELOPMENT ELEMENT			
	Policies and Implementation Strategies	**Timing**	**Responsibility**
Policy ED 3 **Maintain a positive business investment environment.**			
1	Ensure that City development review and permitting processes are transparent and predictable for business investment.	OG	PL/ED
2	Regularly evaluate the City's competitiveness with surrounding jurisdictions based on the cumulative costs of establishing and operating a business in the City.	OG	ED
3	Establish a criteria-based fast-track permitting process to encourage private investment.	2010	PL/ED
4	Focus on customer service throughout all City departments through routine customer surveys and staff training.	OG	ED
Policy ED 5 **Encourage revitalization and reinvestment in traditional buiness corridors.**			
1	To encourage capital reinvestment, maintain, expand, and market tax incentive programs including but not limted to: a. Golden Mile Property Tax Credit; b. Vacant Commercial Structures Property Tax Credit; and c. Brownfield Property Tax Credit.	2010	ED
2	Support the creation of a Golden Mile Alliance, with the following Goals: a. Create a sense of ownership among Golden Mile businesses, to enhance the vitality of this corridor; b. Create a self-sustaining group to advocate for issues and implement projects important to the Golden Mile business community; and c. Host public events to draw more residents to the Golden Mile.	2010	ED
3	Invest in infrastructure improvement projects along the City's commercial corridors, such as: a. Improved sidewalks and pedestrian connections; b. Improved gateways and wayfinding signage; and c. Streetscape and façade improvement programs.	OG	ED/ENG/PL
Policy ED 6 **Maintain and enhance downtown's role as the hub of government, arts, culture anc commerce.**			
1	To encourage capital reinvestment in downtown, maintain, expand, and market tax incentive programs including but not limited to: a. Historic Property Tax Credit b. Arts and Entertainment Property Tax Credit c. Brownfield Property Tax Credit d. Vacant Commercial Structures Property Tax Credit	OG	ED

2	Support and participate in the implementation of the National Trust for Historic Preservation Main Street Program, administered through the Downtown Frederick Partnership.	OG	ED/PL
3	Enhance arts and cultural opportunities, develop policies, incentives and regulations to: a. Support the implementation of the Downtown Frederick Arts and Entertainment District vision and goals; b. Encourage and support efforts to increase the number of art and entertainment spaces within the Arts and Entertainment district; and c. Encourage creation of artist live/work units within the Arts and Entertainment district.	OG	ED/PL
4	Develop policies and programs to encourage upper-story rehabilitation and occupancy. a. Establish a Fire Sprinkler Incentive Program. b. Identify and address regulatory barriers to upper-story occupancy.	2010	ED/PL
5	Actively peruse the development of a downtown hotel and conference center.	2012	ED/PL
Policy ED 7 **Maintain and enhance the capabilities of the local workforce, to ensure an adequate supply of trained employees for the multi-discipline, technology-oriented jobs of the future.**			
1	Leverage regional educational resources to promote and support workforce development.	OG	ED
2	Identify gaps in the supply of types of workers and skills by conducting routine analysis.	OG	ED
3	Develop and implement policies and programs that improve workforce housing options - in partnership with County, State and Federal agencies.	2011	ED/PL

FISCAL ELEMENT

	Policies and Implementation Strategies	Timing	Responsibility
Policy FE 1 **Identify dedicated revenues for funding capital improvements.**			
1	Ensure that new growth pays for its fair share of capital facilities through impact fees.	OG	FIN
2	Evaluate and update impact fees on a regular basis to ensure they accurately reflect current levels-of-service, costs, and development assumptions.	OG	FIN/PL
3	Ensure master plans (utilities, parks and recreation, public safety, etc.) complement this Comprehensive Plan and that these plans include a fiscal analysis component containing both revenues and expenditures.	OG	FIN/PL

Policy FE 4 **Maintain a diversified and stable revenue system.**			
1	Explore opportunities to maximize revenues by: a. Revising revenue collection procedures; b. Reducing delinquent payments; c. Instituting or increasing service charges, fines and penalties; d. Updating property assessments; e. Investing a greater proportion of idle cash; and f. Selling surplus property or equipment.	OG	FIN
2	Review fee, permit, and license amounts on an annual basis to ensure they accurately reflect the cost of providing services.	2011	FIN
3	Identify restricted revenues (those legally earmarked for a specific purpose) and monitor the City's use of these funds to minimize volatility associated with these revenues.	2011	FIN
4	Identify intergovernmental revenues and monitor the City's use of these funds to minimize volatility associated with these revenues.	2011	FIN
5	Identify grant revenues and monitor the City's use of these funds to minimize volatility associated with these revenues.	2011	FIN
6	Identify revenues that are one-time in nature and ensure they are not being used to fund on-going expenditures.	2011	FIN

HOUSING ELEMENT			
Policies and Implementation Strategies		**Timing**	**Responsibility**
Policy HE 1 **Facilitate the development of an adequate housing supply for current and future City residents.**			
1	Facilitate housing production by improving the predictability in the annexation, planning, and permitting process. Several growth management tools should be used to accomplish this goal, including: phasing of annexations, phasing of infrastructure improvements and expanded service (roads, water, sewer), and holding zones for properties without services.	OG	PL/ENG
Policy HE 2 **Promote the development of housing with costs that reflect the range of incomes generated within the City.**			
2	Explore other options and incentives to produce more modestly-priced units. These options could include but are not limited to priority permit processing, performance standards, fee exemptions, and property tax deferral.	OG	PL/ENG/BLD

Policy HE 4 **Enhance multi-modal transportation options for neighborhoods.**			
1	Promote higher-density residential and pedestrian-friendly development within walking distance (a 10-minute walk) of existing and planned public transit routes (including the MARC station).	OG	PL/ENG
2	Work with the County TransIT to prioritize transit for underserved neighborhoods.	2011	PL/TR
3	Facilitate the construction of bikeways and pedestrian paths within and between neighborhoods. The starting point should be the timely implementation of the Shared Use Path Plan.	OG	PL/ENG
4	Promote new housing development near employment centers to reduce regional commuting.	OG	PL/ED

PARK AND RECREATION ELEMENT			
Policies and Implementation Strategies		**Timing**	**Responsibility**
Policy PR 1 **Continue to Identify opportunities for additional parks and open space.**			
1	Analyze development applications to provide land suitable for open space uses that are consistent with: a. The policies of the Environmental Element; and b. Current and future approved planning documents.	OG	PL/REC
2	Increase the amount of active open space and public recreation amenities consistent with state and national standards. a. Establish a minimum standard of 10 acres of combined neighborhood and community parkland per 1,000 residents. b. Implement the National Recreation and Park Association (NRPA) classification guidelines and standards.	OG	PL/REC
Policy PR 2 **Expand the City's trail network to improve pedestrian and bicycle access to parks and regional trails**			
1	Improve access from neighborhood and commercial areas to recreational facilities for all users.	OG	PL/REC
2	Work with TransIT to enhance bus connections to all community and regional parks.	2010	PL/TR
3	Work with Alleghany Power to use easement space for bike paths where appropriate.	OG	PL/ENG

Policy PR 5 **Expand recreation center facilities and programs to accommodate growth.**			
1	Identify and prioritize future passive and active recreational needs of underserved portions of the City.	OG	REC/PL
2	Enable interactive surveys of park users and allow user comments on a parcel specific basis, using the City of Frederick's Spires GIS system.	2010	REC/GIS/PL
3	Encourage volunteerism in the maintenance of parks and recreational facilities.	OG	REC
Policy PR 7 **Establish a master plan for the park system.**			

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Appendix

Additional background material can be viewed at the City of Frederick Planning Department office. The available documents include:

- demographic information
- economic analysis
- economic reports
- Water and Municipal Growth Element data resources
- growth projections
- citizen input on the 2010 Comprehensive Plan
- 2004 Comprehensive Plan Audit
- 2004 Comprehensive Plan Analysis

APPENDIX: A GLOSSARY

Best Management Practices (BMPs)

Best Management Practices (BMPs) are policies, practices, procedures, or structures recognized as the most effective, practical means to prevent or reduce nonpoint source water pollution. BMPs are classified as structural or non-structural and are used in both urban and rural areas.

Complete Streets

Complete Streets is a planning concept intended to create streets designed to provide safe access for all roadway users. Streets should be useable not only by motorists, but also bicyclists, pedestrians, and transit riders, to the extent appropriate to the function and context of each street. According to the National Complete Streets Coalition, a complete street may include sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible transit stops, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, and other features.

Conservation Subdivision Design

In Conservation Subdivision Design, sometimes referred to as cluster development design, residential units are grouped on a portion of a development site, allowing the preservation of the remainder of the parcel as open space. Unique, scenic, or significant natural features are identified early in the planning process, and subsequently homes and lots are laid out. Residences are clustered together on smaller lots. A legal instrument such as an easement preserves the open space from development.

Intelligent Transportation Systems

Intelligent Transportation Systems refers to the use of advanced technologies in addressing surface transportation problems. ITS can be applied to transportation systems to improve congestion management and traffic safety. It allows for real-time monitoring of traffic and weather conditions, and can be used to provide public alerts of delays and potential hazards through the use of radio or variable message signs.

Leadership in Environmental and Energy Design (LEED)

The Leadership in Energy and Environmental Design (LEED) Green Building Rating System is the accepted standard for measuring the sustainability of buildings. The U.S. Green Building Council developed and continues to administer LEED. Four certification levels compose the LEED rating system (Certified, Silver, Gold, and Platinum), signifying achievements in five green building categories: sustainable sites, water efficiency, energy and atmosphere, materials and resources and indoor environmental quality.

Low Impact Development

Low Impact Development (LID) is a stormwater management approach that represents an alternative to conventional strategies. LID methods emphasize infiltration, filtering, storage, evaporation, and the detention of runoff close to its source. The LID site design process involves identifying significant natural features, locating buildings and roads away from these sensitive areas, and designing a stormwater management system that is responsive to the site's natural hydrology.

Metropolitan Washington Council of Governments (MWCOG)

The MWCOG is a regional organization of Washington area local governments. MWCOG is comprised of 21 local governments surrounding our nation's capital, plus area members of the Maryland and Virginia legislatures, the U.S. Senate, and the U.S. House of Representatives.

Multi-Modal Transportation

Multi-Modal Transportation is a transportation system that involves more than one transportation mode. A multi-modal transportation network could link rail, bus, auto, bicycle and pedestrian travel.

Nonpoint Source Pollution

Nonpoint source pollution is water pollution resulting from dispersed sources such as water runoff from streets, parking lots, rooftops, and lawns. This runoff carries nitrogen, phosphorus, oil, and heavy metals into rivers and streams.

Point Source Pollution

Point source pollution refers to a pollution source that is fixed and/or uniquely identifiable, such as a factory chimney, pipeline, mine, or septic tank..

Riparian Buffer

A riparian buffer is a vegetated area composed of trees, shrubs, and/or grasses growing along the edges of a band or a waterway. Its purpose is to protect water resources from nonpoint source pollution, provide shade, provide habitat, and otherwise protect waterways from the impact of adjacent land uses.

Shared Use Paths

A Shared Use Path is a route that allows residents to travel throughout a municipal area without use of an automobile. In March 2002 the City of Frederick adopted the Shared Use Path Plan with an objective of providing safe non-motorized access to recreational, cultural, employment, and commercial areas throughout the city. When complete, the off-road path system will provide about 35 miles of paths to be shared by pedestrians and bicyclists.

Transportation Demand Management

Transportation Demand Management (TDM) is the use of low-cost methods to reduce automobile demand on the transportation system, such as initiatives to promote telecommuting, flextime, and ridesharing. In TDM, the emphasis is on managing vehicle trip demand, rather than the development of new or expanded roadways.

Transportation Planning Board (TPB)

The National Capital Region Transportation Planning Board (TPB) is the federally designated Metropolitan Planning Organization (MPO) for the region, and plays an important role as the regional forum for transportation planning. The TPB prepares plans and programs that the federal government must approve in order for the Washington region to access federal transportation funds.

Transportation Systems Management

Transportation Systems Management describes the use of relatively low-cost approaches to mitigate congestion, improve air quality, increase capacity and/or provide safety improvements through the improved management and operation of an existing transportation system. Typical TSM measures include intersection and signal improvements, freeway bottleneck removal programs, data collection to monitor system performance, and special events management strategies.

Wayfinding

Wayfinding describes how people are enabled to orient themselves in physical space and to navigate from place to place, through the use of effective signage and other forms of graphic communication.