FREDERICK CITY COMPREHENSIVE PLAN

A GOALS, OBJECTIVES AND POLICY STATEMENT

The preparation of this document was financed in part through a comprehensive planning grant from the Department of Housing and Urban Development, as administered by the Maryland Department of State Planning.

PLANNING AND ZONING COMMISSION

City of Frederick
CITY HALL
Frederick, Maryland 21701

BOARD OF ZONING APPEALS

RESOLUTION OF THE PLANNING COMMISSION

WHEREAS, a Comprehensive Plan has been prepared by the Planning Commission for the City of Frederick, Maryland pursuant to Article 66B of the Code of Public General Laws of Maryland; and

WHEREAS, public hearings on said Plan were held before the Planning Commission on May 1, 1977 and November 21, 1977 in the Board Room of the Frederick City Hall; and

WHEREAS, the Planning Commission considers that the Plan is a suitable plan for the City of Frederick;

NOW, THEREFORE, BE IT RESOLVED by the Frederick City Planning Commission that the Frederick City Comprehensive Plan in the form of the Background Studies and the Goals, Objectives, and Policies Statement, including the Comprehensive Plan land use and public facilities map, is hereby approved as an official document of Frederick City, Maryland on this 13th day of March, 1978;

AND BE IT FURTHER RESOLVED that the Frederick City Planning Commission recommends to the Mayor and Board of Aldermen of Frederick City that the Mayor and Board adopt the plan as the Frederick City Comprehensive Plan.

FREDERICK CITY PLANNING COMMISSION

J. Richard Hudson

J. Richard Hudson, Chairman

Paul P. Gordon

Paul P. Gordon, Secretary

I, the undersigned, secretary of the Frederick City Planning Commission, hereby certify this 20th day of March, 1978, that attested copies of the Frederick City Comprehensive Plan have been certified to the Mayor and Board of Aldermen of Frederick City pursuant to Section 3.07 of Article 66B of the Annotated Code of Maryland.

Paul P. Gordon

Paul P. Gordon, Secretary

A RESOLUTION ADOPTING THE FREDERICK
CITY COMPREHENSIVE PLAN

WHEREAS, a Comprehensive Plan has been prepared and recommended to the Mayor and Board of Aldermen by the Planning Commission for the City of Frederick, Maryland, pursuant to Article 66B of the Code of Public General Laws of Maryland, on March 1978; and

WHEREAS, a properly advertised public hearing on said Plan was held before the Mayor and Board of Aldermen on October 5, 1978 in the Board Room of the Frederick City Hall, and was continued to January 18, 1979; and

WHEREAS, the Mayor and Board of Aldermen consider this Plan to be a suitable plan for the City of Frederick.

NOW, THEREFORE, BE IT RESOLVED that the Frederick City Comprehensive Plan in the form of Background Studies and the Goals, Objectives and Policies Statement, including the Comprehensive Plan Map, is hereby adopted as an official document of Frederick City.

Approved: January 18, 1979

Ronald N. Young, Mayor

Passed: January 18, 1979

Ronald N. Young, President
Board of Aldermen

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ABSTRACT

TITLE: Frederick City Comprehensive Plan

AUTHOR: Frederick City Planning Commission
Technical assistance provided by the Maryland Department of State Planning, Division of Regional and Local Planning, and the Frederick County Planning Department.

SUBJECT: A long range development plan for Frederick, Maryland.

DATE: Winter, 1979

AGENCIES: Maryland Department of State Planning
Frederick City Mayor and Board of Aldermen
Frederick City Planning Commission
Frederick County Department of Planning and Zoning

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ABSTRACT:

The Frederick City Comprehensive Plan sets forth the goals, objectives, and policies which Frederick City will use to guide future growth.

The Plan consists of two parts - the Background Studies and the Goals, Objectives, and Policies Statement. The Background Studies contain an extensive collection and

analysis of socio-economic, public facilities, environmental, and land use data which identify current and anticipated problems in the community. The Goals, Objectives, and Policies Statement outlines the measures the City will take to solve those problems.

The Background Studies concluded that the City is experiencing three growing imbalances in it's structure. First, the City's growth rate has declined and it's population is growing older and less affluent relative to surrounding areas. Second, the City's housing supply is being increasingly dominated by high density, lower value dwelling units. And third, the City's economic base is changing from a diverse balanced base to one grounded in retail and service commercial activities.

The Goals, Objectives, and Policies Statement suggests specific policies to redress these imbalances. These include providing for large lot, high priced single family detached housing and the development of an industrial park.

Several innovative policies are recommended in the Plan. The public sector is to play a more active, positive role in development by laying out and constructing streets and utilities in prime development areas. Also the City and County are to cooperate in growth management of urban fringe areas through joint planning and review of development proposals and facilitating municipal annexation of developing fringe areas.

INTRODUCTION

The modern urban society is a dynamic, complex system composed of many different yet interrelated parts. The economic, social, and other forces which give the system life are likewise numerous and varied, often pushing and pulling in opposite directions. The result is an exciting, vibrant society but one which at times displays little order. There is great potential for serious problems. The natural environment may be damaged; the economy may become imbalanced; housing may deteriorate or its costs exceed the ability of all but the most fortunate to pay; various social groups may become isolated. Property values can fluctuate wildly and neighborhoods may suffer stagnation and blight. Public service costs soon exceed available revenues. The quality of urban life slowly declines.

The primary means to avoid these occurrences is to better understand the urban system, the interrelationships of its components, and the forces which prevent it. By understanding these, the system might be managed, its parts coordinated, and its dysfunctions minimized. This is the purpose of the Comprehensive Plan.

The Plan is a set of broad, comprehensive, and long-range policies designed to guide public and private decisions affecting the development of the community. The Plan is "general" so that it might be applicable in a variety of situations, although it does suggest several specific actions. The Plan is "comprehensive" in that it covers all geographic and functional areas of the community, recognizing it as a unified system. The Plan is long-range -- its policies are designed with periodic review to be relevant for 15 to 20 years into the future. Finally, the Plan exists for all citizens. It is not just a guide for governmental decisions.

Therefore, the Comprehensive Plan is the major vehicle for getting all levels and agencies of government and all citizens to work together in a common purpose rather than at odds. It is the primary means of managing the urban environment to achieve a future that is desired, not one which is beyond our ability to control.

The Frederick City Comprehensive Plan is organized according to a format of goals, objectives, and policies. Each functional area of the community is discussed in terms of what is a desired state and what must be done to achieve that state. The policy statements are intended to provide direction and coordination while still permitting a certain amount of flexibility in the development of specific, detailed programs and projects.

INTERGOVERNMENTAL RELATIONS

GOAL

TO INCREASE COORDINATION AND COOPERATION BETWEEN THE CITY AND COUNTY GOVERNMENTS, ESPECIALLY IN GROWTH MANAGEMENT ACTIVITIES.

OBJECTIVES

TO ESTABLISH REGULAR COMMUNICATION BETWEEN CITY AND COUNTY OFFICIALS AND COMMISSIONS.

TO ELIMINATE DUPLICATIVE AND OVERLAPPING SERVICES.

TO ENACT EQUITABLE TAXATION POLICIES

TO INCREASE THE COUNTY'S FINANCIAL COMMITMENT TO MAJOR CITY FACILITIES OF REGIONAL IMPACT.

POLICIES

City-County Cooperation in Growth Management

POLICY: THE COUNTY COMMISSIONERS SHOULD FORMALLY ADOPT THE CITY'S COMPREHENSIVE PLAN AS PART OF THE COUNTY'S OWN COMPREHENSIVE PLAN.

POLICY: THE CITY WILL PROVIDE FACILITIES AND LAND FOR THE BULK OF THE COUNTY'S RESIDENTIAL, COMMERCIAL, AND INDUSTRIAL GROWTH. THE COUNTY SHOULD TAKE THOSE STEPS NECESSARY TO DIRECT THAT GROWTH WITHIN THE CITY'S BOUNDARIES.

It is critical that the City and County recognize and accept each other's planning objectives. City and County growth policies should reflect both jurisdictions' desire to direct the bulk of the region's growth into Frederick City where it can be properly served at the least cost to all County taxpayers. The basic planning philosophies of the two jurisdictions are compatible. Steps must be taken by both the City and County to see that those philosophies are practiced.

Several specific actions need to be taken. First, the County Commissioners should formally adopt the City's Comprehensive Plan. This will serve not only to heighten County awareness of the City's planning objectives, but will also represent a commitment by the County to assist in their implementation.

Second, the County's land use plan for the area around Frederick City should be a logical extension of the City's land use plan. This plan does, in fact, make recommendations for the use of such areas.

Third, the County Commissioners should not approve any request for the rezoning of land to a more intensive classification within the area shown on Map 6 for eventual annexation to the City. Annexation will be a condition for any rezoning. This will assure that urban-type development with urban service demands is provided those services by Frederick City, the logical supplier, without cost to non-city residents.

Fourth, the County should adopt a policy of not becoming involved in providing essentially urban services to non-City residents. Frederick City will assume responsibility for these upon annexation of developing areas. Thus, the County will be able to maintain a level of service appropriate for a basically rural environment at a lot tax rate, residents of densely developing areas will be made aware that urban-type services will be provided by inorporated municipalities, and the City will achieve the expanding tax base it needs to prosper.

And fifth, Frederick City will provide sufficient land, services, and facilities to accommodate this expanded growth.

Joint Public Facility, Service, and Policy Proposal Review

POLICY: A JURISDICTION PROPOSING CHANGES IN PUBLIC FACILITIES, SERVICE LEVELS, COMPREHENSIVE PLANS, OR DEVELOPMENT REGULATIONS WHICH HAVE SIGNIFICANT IMPACTS ON LAND USE BEYOND ITS BOUNDARIES WILL REFER THE PROPOSAL TO THE PLANNING COMMISSION OF THE AFFECTED JURISDICTION FOR ITS REVIEW BEFORE IT IS ADOPTED.

POLICY: A JURISDICTION WILL REFER ITS PROPOSED CAPITAL IMPROVEMENTS PROGRAM TO ANY AFFECTED JURISDICTION FOR ITS REVIEW PRIOR TO ITS ADOPTION.

Formal procedures will be established between the City and County which will allow the routine exchange of public facility, service, and policy proposals which have significant inter-jurisdictional land use and development impacts. The proposals will be reviewed by the Planning Commission of the affected jurisdiction which will prepare comments for consideration by the initiating jurisdiction prior to any formal approval of the proposal.

The initiating jurisdiction will make a written response to the comments of the affected jurisdiction again prior to any formal approval of the proposal.

At the heart of this process will be the exchange of proposed capital improvements programs.

In its review, the affected jurisdiction will be aiming at avoiding duplication of existing services, the overloading of existing facilities, and achieving cooperation between levels of government in providing services. The jurisdiction will also be seeking to minimize the adverse impacts of construction projects on neighborhoods and to see that the potential effects of the proposal on land use and development are consistent with the other's Comprehensive Plan.

Joint Review of Major Private Development Proposals

POLICY: A JURISDICTION WHICH HAS RECEIVED A PROPOSAL FOR A PRIVATELY-SPONSORED DEVELOPMENT WITH MAJOR POTENTIAL IMPACTS ON ANOTHER JURISDICTION WILL REFER THAT PROPOSAL TO THE AFFECTED JURISDICTION FOR ITS REVIEW BEFORE THAT PROPOSAL IS APPROVED.

Many privately-sponsored development proposals, if approved have significant impacts on services and facilities of other jurisdictions. So that these impacts might be properly considered and addressed, these major development proposals will be referred to the Planning Commission of the affected jurisdiction for its review. The affected jurisdiction will submit its comments to the other jurisdiction's Planning Commission, which will prepare a written response. This review, comment, and response process will be completed prior to any formal action on the development proposal.

Staff and Facilities Sharing

POLICY: THE CITY AND COUNTY WILL SHARE STAFF AND FACILITIES WHERE SUCH SHARING WILL AVOID DUPLICATION OF SERVICES AND WASTE AND WILL IMPROVE PUBLIC SERVICE CAPABILITIES.

In many instances the sharing of certain staff and facilities by the City and County will result in substantial cost savings and improvement in services. Such sharing will in some instances eliminate the need for two sets of professional staff and certain support facilities and equipment, will insure greater coordination of programs and services, and will permit lower expenditures for materials and equipment through high volume purchases. Specific areas where joint use may be feasible are:

(1) Continued service to the City by the County Planning Department, Economic Development Coordinator, Housing Coordinator, and Community Services Agency:

(2) Sharing of support facilities such as computer, printing operations, motor pools, and other equipment; and

(3) Sharing of office space and land.

Service Responsibilities and Taxation Policies

POLICY: A CLEAR DELINEATION OF RESPONSIBILITY BETWEEN THE CITY AND THE COUNTY REGARDING SERVICE DELIVERY WILL BE MADE.

POLICY: CITY AND COUNTY TAXATION POLICIES WILL BE ADJUSTED, IF NECESSARY, TO RELATE MORE CLOSELY TO SERVICE RESPONSIBILITIES.

A thorough and objective analysis of jurisdictional responsibilities for service deliveries will be made. The purpose of this analysis will be to fix

responsibility on one jurisdiction or the other for the delivery of all local public services and to eliminate overlapping responsibilities as well as to fill in service gaps.

Once service responsibilities are identified, any necessary adjustments to local taxation policies can be made so that City and County residents will be fairly assessed for services they receive.

Cost Sharing

POLICY: THE CITY WILL SEEK COUNTY PARTICIPATION IN FUNDING MAJOR CITY-INITIATED CAPITAL PROJECTS OF COMMUNITY WIDE BENEFIT.

Many municipal projects make a significant contribution to the welfare of the County as a whole. Just as the State and Federal governments participate financially in the construction of major projects which benefit the community as a whole, so too will the County government share in the cost of such projects.

County participation is further justified by its collection of County taxes from City residents.

Specific examples of instances where County financial commitment may be appropriate are improvements to arterial streets, major recreational facilities, economic development activities, downtown renewal efforts, and major utility improvements. Each project will be evaluated by both City and County officials for substantial regional benefit and possible joint financing.

PUBLIC FACILITIES AND SERVICES

GOAL

EXPAND AND UPGRADE THE CITY'S PUBLIC SERVICE DELIVERY SYSTEMS TO MEET THE GROWING NEEDS OF THE COMMUNITY.

OBJECTIVES

TO SEE THAT PRIVATE DEVELOPERS BEAR THEIR FAIR SHARE OF THE BURDEN OF PROVIDING PUBLIC FACILITIES AND SERVICES TO THE RESIDENTS OF THEIR PROJECTS.

TO USE THE LOCATION AND STAGING OF PUBLIC FACILITIES AS A GROWTH MANAGEMENT TOOL.

TO ASSESS THE COST OF PUBLIC FACILITY IMPROVEMENTS ON THE BASIS OF BENEFITS RECEIVED WHEREVER POSSIBLE.

TO IDENTIFY AND PRESERVE SITES FOR FUTURE PUBLIC FACILITY EXPANSION.

TO PREVENT THE OVERLOADING OF PUBLIC FACILITIES AND SERVICES

POLICIES

Planning Commission Review

POLICY: THE CITY PLANNING COMMISSION WILL REVIEW ALL PROPOSED PUBLIC FACILITIES PLANS WHICH IMPACT LAND USE FOR THEIR CONSISTENCY WITH THE CITY'S COMPREHENSIVE PLAN.

Before any commitment is made to locating or constructing any public facility which impacts land use, the City Planning Commission will review the proposal and evaluate it for consistency with the Comprehensive Plan in terms of the facility's need, location, capacity, effect on land use patterns, especially neighborhood stability, impact on City operating costs, and effect on other public facilities.

Capital Improvements Programming

POLICY: THE CITY PLANNING COMMISSION WILL ANNUALLY FORMULATE AND RECOMMEND A SIX YEAR CAPITAL IMPROVEMENTS PROGRAM TO THE MAYOR AND BOARD FOR ADOPTION AND IMPLEMENTATION.

POLICY: THE CITY WILL TAKE ACTION TO PREVENT SITES IDENTIFIED IN THE PLAN FOR FUTURE PUBLIC FACILITIES FROM BEING LOST THROUGH DEVELOPMENT FOR OTHER PURPOSES.

The City's needs for expanded public facilities are many and diverse. In order to meet these needs in a systematic fashion, the City will initiate a capital improvements programming process.

Municipal department heads will annually evaluate their capital facility needs and formulate a list of proposed projects. The list will be submitted to the City Planning Commission which will have the responsibility for reviewing the requests against City standards and Comprehensive Plan policies and establishing priorities in a six year work program. This work program will be linked with a formal plan of financing and carried out in accordance with a definite work schedule.

Utilization of a Capital Improvements Program will allow improved financial planning and the systematic annual review of capital facility proposals and will enable public facilities to be used as a development tool by coordinating their construction with land use objectives.

Part of the process of facilities planning will be the preservation of sites identified in the Plan for future expansion of facilities. The techniques to preserve these will include purchase, acquisition of development rights, use of an official map, mandatory dedication of land by developers, and conventional zoning.

Public Facilities as a Development Tool

POLICY: PUBLIC FACILITY CONSTRUCTION WILL BE USED TO FURTHER NEIGHBORHOOD AND DOWNTOWN REDEVELOPMENT AND TO IMPLEMENT THE CITY'S LAND USE PLAN.

The presence of public facilities is often a major factor in private development decisions. The proximity of a school, cultural facility, park, or street and the availability of utilities are likely to attract new development. Mindful of this, the City and County will see that public facilities are located and staged in a manner which furthers the intent of local plans. Public facilities ideally should lead development rather than react to it.

Frederick City is the focal point of the entire County. Besides being the dominant population concentration in the area, Frederick City is the center of the County's commercial, professional and governmental activities. Consequently, the City, and in most instances, the downtown business district, is the logical and proper site for major governmental facilities serving the City and the County as a whole.

The location of major public facilities of all governmental levels in the downtown area, if carefully planned, will assist the achievement of several objectives.

First, the concentration of governmental offices in an integrated pattern will facilitate the communication between public agencies, allow greater coordination of programs, and make more effective the delivery of services to the public. The concentration will also allow the more efficient utilization of the various supporting services provided in large measure within the City's central business district by both the public and private sector.

Secondly, the location of major public buildings downtown will reinforce City and County efforts to revive the downtown area by generating activity and increasing business opportunities.

Finally, the siting of these facilities in the City will encourage new residential and commercial development to locate in the City where a full range of intensive public services is provided. As a total and balanced community is created in existing population and activity centers, one incentive for growth in rural areas is eliminated. A greater utilization of present cities where growth can be relatively easily and inexpensively served by public and private services of all kinds is a major policy of both Frederick City's and Frederick County's Comprehensive Plans.

City Property Acquisition and/or Disposal

POLICY: BEFORE THE CITY ACQUIRES OR DISPOSES OF PROPERTY, THE MAYOR AND BOARD SHALL SEEK THE RECOMMENDATION OF THE PLANNING COMMISSION.

PARKS AND OPEN SPACE

OBJECTIVE:

TO EXPAND THE CITY'S PARKS AND RECREATION SYSTEM CONSISTENT WITH CITY STANDARDS AND ITS PARKS AND RECREATION PLAN.

POLICIES:

Parks and Recreation Facilities Standards and Design Criteria

POLICY: THE CITY WILL COMPLY WITH THE FOLLOWING STANDARDS AND DESIGN CRITERIA IN PROVIDING PARKS AND RECREATION FACILITIES:

Parks
- Community Park - 5 acres per 1,000 population
- Neighborhood Parks - 3 acres per 1,000 population

Municipal Facilities
- Swimming Pools - 1 per 10,000 population
- Tennis Courts - 1 per 1,500 population
- Ball Fields - 1 per 2,000 population
- Basketball Courts - 1 per 2,000 population

Community parks are those parks which can be developed for intensive recreational use with a variety of facilities including tennis courts, ball fields, basketball courts, swimming pools, and parking facilities. They should be at least 10 acres in size and should be located on at least a collector street. Community parks should be designed to meet the recreational needs of the general community rather than a particular residential neighborhood or development.

Neighborhood parks, on the other hand, should be designed to meet the specific recreational needs of the residents of a particular neighborhood. They should be at least 3 acres in size, centrally located within the area they are to serve, and should be equipped with facilities appropriate for the population they will serve. Much of the need for these neighborhood parks can be met by developer dedications supplemented by relatively small-scale public projects in areas already developed. Motor vehicle access to neighborhood parks should be greatly restricted to assure their safe use but should not be entirely prohibited. These parks should be located on collector streets or streets of lower functional classification.

Whether for a neighborhood or community park, the site should be generally level, free from rocks, accessible to all area residents, and should not be of so unusual a shape as to make its development and maintenance difficult. Wherever possible, the site should be tied to the stream valley park system, although not more than 75% may be floodplain. Generally speaking, a large unified site is preferable to several small separate parcels. The exception to this rule would be an instance where site consolidation means loss of accessibility.

Because of the high cost of urban land, the impracticality of acquiring large parcels, and the need to provide intensively developed parks for densely populated neighborhoods, open space areas held for more passive activities should be limited to floodplain areas and watershed areas.

Recreation Needs

The City has acquired and developed some 123 acres of public parkland with a variety of facilities. In addition, nearly 100 more acres of school property and privately owned/city-maintained land are available for public use in varying degrees. In order to assess future needs for additional land and facilities, the present supply of city-owned parkland is compared to the ideal supply as determined by the standards cited earlier and projected population.

A summary of existing parks and recreational facilities as of 1976 is presented below in Table 1.

Table 1. - Parks and Recreational Facilities, 1976

PARKS:

	Park Type	Acreage
Municipal		
	Community Parks	79.4
	Neighborhood Parks	43.7
		123.1
Privately Owned, City Maintained		
	Community Parks	15
	Neighborhood Parks	10
		25
School		
	Community Parks	41
	Neighborhood Parks	28
		69

FACILITIES

	Facility	Number
Municipal		
	Ball fields	12
	Tennis courts	17
	Basketball courts	4
	Swimming pools	2
School		
	Ball fields	14
	Tennis courts	12
	Basketball courts	8
	Swimming pools	--
	Gymnasiums	3

Table 2 shows the municipal lands and facilities which will be needed in future years to serve the projected City population at levels meeting City standards.

Table 2. Projected Parks and Recreational Facilities Needs

Year	Projected Population	Facilities Required to Meet City Standards	
1975	26,319	Community Parks	130 acres
		Neighborhood Parks	78 acres
		Ballfields	13
		Swimming Pools	2
		Tennis Courts	17
		Basketball Courts	13
1980	29,000	Community Parks	145 acres
		Neighborhood Parks	87 acres
		Ballfields	14
		Swimming Pools	3
		Tennis Courts	19
		Basketball Courts	14
1985	32,224	Community Parks	160 acres
		Neighborhood Parks	96 acres
		Ballfields	16
		Swimming Pools	3
		Tennis Courts	21
		Basketball Courts	16
1990	35,447	Community Parks	175 acres
		Neighborhood Parks	105 acres
		Ballfields	17
		Swimming Pools	3
		Tennis Courts	23
		Basketball Courts	17
1995	39,387	Community Parks	195 acres
		Neighborhood Parks	117 acres
		Ballfields	19
		Swimming Pools	4
		Tennis Courts	26
		Basketball Courts	19

The amount of land and facilities necessary to meet City recreational standards refers only to city-owned and maintained facilities. Privately-owned facilities, since they cannot be considered permanently available to City residents, and school facilities, since they are not always available for unlimited public use, should not be considered a part of those facilities necessary to meet City standards until joint use agreements are signed which assure permanent public access. Therefore, considering only the supply of City-owned parklands and facilities, there is a current deficiency of 50.6 acres of community parks, 21.3 acres of neighborhood parks, one ballfield, and nine basketball courts. The City meets the standards for swimming pools and tennis courts.

Parks Plan

POLICY: SITES IDENTIFIED IN THE PARKS PLAN FOR DEVELOPMENT AS RECREATION AREAS WILL BE PRESERVED FROM DEVELOPMENT.

POLICY: THE MAIN THRUST OF THE CITY's EFFORTS TO EXPAND ITS PARKS SYSTEM WILL BE TOWARD ACQUISITION OF SITES. SITE DEVELOPMENT WILL BE OF SECONDARY IMPORTANCE.

POLICY: THE CITY WILL EXPAND ITS PARK SYSTEM BY AT LEAST 10 ACRES OF COMMUNITY PARKS PER YEAR AND AT LEAST 5 ACRES OF NEIGHBORHOOD PARKS PER YEAR UNTIL STANDARDS ARE MET. THEREAFTER SITE ACQUISITION AND DEVELOPMENT WILL OCCUR AT RATES SUFFICIENT TO MAINTAIN CITY STANDARDS.

POLICY: A STREAM VALLEY PARK SYSTEM COMPRISED OF THE 100-YEAR FLOODPLAIN WILL SERVE AS THE FOCUS FOR THE AREA'S PARK SYSTEM.

POLICY: THE CITY WILL GRADUALLY DISPOSE OF SMALL, SCATTERED PARK AREAS WHICH ARE OF MARGINAL UTILITY TO AREA RESIDENTS.

POLICY: THE CITY WILL CONTINUE TO PURCHASE PRIVATELY-OWNED PROPERTIES IN THE WATERSHED AREA AND MAKE THEM AVAILABLE FOR LIMITED RECREATION ACTIVITIES.

POLICY: THE CITY'S PARKS AND RECREATION DEPARTMENT WILL OFFER A VARIED AND EXTENSIVE PROGRAM OF ACTIVITIES AND EVENTS TO ALL CITY RESIDENTS WHICH WILL ALLOW THE GREATER UTILIZATION OF THE CITY'S CULTURAL AND RECREATION FACILITIES.

Proposed community parks and other major recreation facilities are discussed in this section since they will likely require direct City action to be acquired and developed. Neighborhood parks are not described in detail here except in in terms of their general location. These will be acquired by the City through developer dedications as a rule and their size and location will be determined during the subdivision process. Proposed parks are shown on Map I at the end of this section.

The number of vacant parcels suitable for park purposes within the City limits is fast disappearing under the pressures of development. Therefore, in order that the City might reserve the choice parcels for public parks, the bulk of City parks expenditures i nthe near future will be for site acquisition rather than site development. Once the basic park system has been assured through purchase, the sites can be developed in order of greatest need.

The City will continue to expand and develp a stream valley park system, especially in the Carroll Creek/Rock Creek basin. The park should encompass all 100-year flood plain areas. Carroll and Rock Creek floodplains between the Fredericktowne Mall and the Montevue property and the Monocacy River represent the first phase of the stream valley park. Future extensions of the system are planned in the Monocacy River floodplain from the City water plant to the County's Pinecliff Park and ultimately to the C. & O. Canal National Park,

along streambeds to Rosehill Manor and Monocacy Village Park, and along Carroll Creek and Little Tuscarora Creek up to Gambrill State Park. This will require the cooperation of three levels of government but would result in an extensive stream valley park system several miles long criss-crossing the entire area.

The stream valley park system is the focus of the region's parks system. Wherever possible, new parks will be planned and developed to tie into and augment the stream valley park system. It should be kept free from intensive development. Its function will be to tie together major public and private activity centers in the region and to provide an attractive setting for a bicycle/pedestrian path network which will run throughout it.

Adjacent park areas will be provided at regular intervals along the system.

The major parks and activity centers to be linked by the stream valley park include the following:

proposed Baughman's Lane Community Park
Baker Park
O'Possumtown Pike Community Park
Rose Hill Manor
proposed Monocacy River Community Park
proposed Monocacy Battlefield National Park
Montevue Home and Citizens Nursing Home
Fredericktowne Mall and other Route 40 commercial complexes
C. & O. Canal National Park
Frederick County Visitors Center
Frederick High School
Courthouse Complex
Downtown Shopping District
County Fairgrounds
Gambrill State Park
Frederick City's Mountain Watershed

The bicycle path, which will be the major facility in the stream valley park system itself, is further described in the Transportation element of this Plan. A plan for the development of the first section of the linear park in the downtown area as done in 1973 by the Department of State Planning and will guide City action within that area.

A major community recreational area will be acquired and developed on the Monocacy River to take advantage of the special recreational opportunities afforded by the River. A suitable site will tie in with the stream valley park and will serve as a major activity center at the confluence of Carroll Creek and the Monocacy. It will be at least 10 acres in size, well-drained, offer access to the river, be accessible from a major street, and would be in an attractive natural setting. This river park will be developed for low intensity use with no facilities which would be easily damaged by flood waters. The park will serve as a picnic area with opportunities for fishing, canoeing, and light recreation.

The specific site offering the most promise is that area bordered by Gas House Pike, the Monocacy River, and Carroll Creek.

A site of 15 to 20 acres will be acquired and developed west of Route 15 to serve as a major community park for the developing western environs. The site will be intensively developed with playfields, tennis courts, and parking with space reserved for a swimming pool in the future. It will tie into the stream valley park and have access from a major street.

A site along the west side of Baughman's Lane just south of Rock Creek is ideally suited for this purpose. It is adjacent to the creek and a tree line surrounds the property to naturally buffer potential activity areas from surrounding land uses and a ridge separates it from the creek area.

Access is excellent from Baughman's Lane and from the planned stream valley park bicycle path and the site is located to easily serve the developing western areas while not being too removed from the rest of the City.

Given the development potential that exists between Butterfly Lane and U.S. 40 West, the City will establish a community park of 10 to 15 acres in that area. One possible site is the area just north of Prospect Hall where a high water table and some steep slope areas make intense development undesirable. This site could also tie Prospect Hall and future school sites to the Rock Creek floodplain which extends south of U.S. 40 West a short distance.

Another potential site in this general area is just south of the VFW golf course. The open green space of the course would be a visual extension of the park.

A community park in the northwest area of the City between Shookstown Road and Yellow Springs Road should also be established to serve the needs of the large low density residential area there. The site should be adjacent to the Carroll Creek floodplain for eventual integration into the ultimate stream valley park.

Monocacy Village Park will be further expanded and developed and a community park will be established in the developing residential area off O'Possumtown Pike in the vicinity of Frederick Community College.

Based on the standards contained in this plan, a new municipal swimming pool is needed. In choosing a site, several factors should be considered:

(1) the site should be of a size adequate to accommodate the pool, parking, and assorted support facilities such as playground equipment, bathhouse, and picnic equipment;

(2) site acquisition cost should be reasonable;

(3) it should be accessible by motor vehicles;

(4) the site should be close to a large population not presently served by the Baker Park or Mullinix Pool; and

(5) the site should complement present recreational facilities to increase their utility.

There are several sites throughout the City which more or less meet these criteria. However, first consideration should be given to establishing a regulation size pool in the northern residential area of the City, a densely populated and still growing community currently deficient in recreation facilities. Several possibilities exist to satisfy this objective. First, the City could participate with the Frederick County Y.M.C.A. in constructing a pool on the "Y" property on North Market Street. This site is particularly convenient to north end residents while not being too far removed from the downtown area. No new land need by purchased, Y.M.C.A. staff could manage the facility, and it would achieve the kind of cooperation between public and private groups called for by the Plan. If this option were chosen, however, the City would have to be assured of adequate public access to the pool and of sufficient municipal control to protect the public interest.

Second, a pool could be constructed in Staley Park. Again, the location is ideal, the land is already owned, the necessary support facilities are in place, and the park is nicely complemented by the grounds of the North Frederick Elementary School.

A third possibility is the open land off Motter Avenue just south of North Frederick School. The size of the parcel is adequate, its location ideal, and it would also complement the school and Staley Park and result in a large park-school recreation complex.

Other sites in the City for future consideration are the property adjacent to Carrollton Park to serve south Frederick and the proposed Baughman's Lane park to serve west Frederick.

The concept of mini-parks will be further implemented in the downtown area as opportunities present themselves. This is a way of creating a pleasant environment among steel and concrete and a way of utilizing otherwise wasted space. One such opportunity is the narrow space between City Hall and the Social Services Building. Development of this site into a mini-park will create a landscaped walkway between the parking deck and the street as well as an outdoor assembly point for public purposes and community affairs.

The construction and expansion of various public buildings in the downtown area as well as the widening of sidewalks and the improvement of South Market Street will present opportunities for the development of small landscaped and furnished areas.

Several existing City parks will be upgraded and furnished with additional facilities. For example, the Sagner Park will be developed with basketball and other intensive recreation facilities. Greater advantage will be taken of opportunities offered by Baker Park facilities, especially Culler Lake. The public will be encouraged to utilize the park for community projects, cultural events, festivals, and concerts, many of which will be city-sponsored.

City parks which have marginal utility, relatively high maintenance costs, a lack of integration into an area parks and recreation system, small size, and poor accessibility should gradually be disposed of as alternative facilities are provided. Two specific examples are Baughman's Park and Catoctin Park.

The City will continue to purchase properties in the mountain watershed area. These lands will be made available to the public for those recreational activities compatible with the primary purpose of the watershed, that is, protection of a major municipal water source from potential pollution.

The National Guard Armory, if abandoned by the Army, will be acquired by the City for an indoor facility and recreation department headquarters.

Financing and Implementation

POLICY: THE CITY WILL SEEK ALL AVAILABLE STATE AND FEDERAL ASSISTANCE IN ACQUIRING AND DEVELOPING PARKLAND.

POLICY: THE CITY WILL ENCOURAGE THE PRIVATE DONATION OF LANDS AND EASEMENTS WHEN CONSISTENT WITH THE PARKS AND OPEN SPACE PLAN BY OFFERING SUITABLE INCENTIVES.

POLICY: THE CITY WILL UTILIZE NON-ACQUISITION TECHNIQUES SUCH AS PERMANENT EASEMENTS WHEN THESE ALLOW A DEGREE OF PERMANENT PUBLIC ACCESS CONSISTENT WITH THE PROPOSED USE OF A PARK, AND WILL PURCHASE LAND FOR RECREATION PURPOSES IN FEE SIMPLE WHEN NON-ACQUISITION TECHNIQUES WILL NOT ALLOW THE NECESSARY DEGREE OF PERMANENT PUBLIC ACCESS.

POLICY: THE CITY WILL REQUEST THAT THE COUNTY ALLOCATE AT LEAST 25% OF ITS PARKS AND RECREATION BUDGET TO ACQUIRING AND DEVELOPING RECREATIONAL FACILITIES DIRECTLY BENEFITTING FREDERICK CITY RESIDENTS.

POLICY: THE CITY WILL REQUIRE THAT PRIVATE DEVELOPERS OF RESIDENTIAL PROJECTS DEDICATE LAND TO THE CITY FOR PARK PURPOSES WHICH COMPLIES WITH CITY PARK STANDARDS. THE AMOUNT TO BE DEDICATED WILL BE DETERMINED BY A SLIDING SCALE BASED ON THE POPULATION AND DENSITY OF THE DEVELOPMENT. THE CITY MAY REQUIRE THAT THE DEVELOPER PAY AN EQUIVALENT FEE IN LIEU OF DEDICATION IF THE PROPOSED DEDICATION IS UNSUITABLE.

POLICY: THE CITY WILL ARRANGE FOR THE JOINT USE OF INSTITUTIONAL AND SEMI-PUBLIC OPEN SPACE AND RECREATIONAL FACILITIES, ESPECIALLY SCHOOL RECREATIONAL FACILITIES.

POLICY: THE CITY WILL PRESERVE 100-YEAR FLOODPLAIN AREAS FOR THE AREA'S STREAM VALLEY PARK SYSTEM.

POLICY: THE CITY WILL PROGRAM ITS PARKS AND RECREATION PROJECTS IN A CAPITAL IMPROVEMENTS PROGRAM.

Several state and federal programs exist which make grants and loans available to local governments for park acquisition and development purposes. These will be tapped to the fullest extent possible.

The City will also keep aware of new state and federal recreation programs as well as any non-governmental funding sources.

The City will encourage private citizens to deed land to the City or donate permanent easements which further the purposes of this plan. In return, the City will offer tax credits, preferential assessments, and other effective incentives.

Whenever non-acquisition techniques such as easements can be effective in allowing the public access to privately owned lands which is necessary if these lands are to be used as planned, this is the preferred means of parkland expansion. However, these easements will be permanent so that the future availability of the land is assured. Easements may be particularly effective in allowing public use of the low intensity activity areas of the proposed linear park.

Where a desirable degree of public access cannot be guaranteed by the non-acquisition techniques, fee simple purchase is necessary.

Two factors warrant County assistance in City efforts to provide recreation facilities to its residents: (1) City residents pay County taxes, and (2) non-City residents quite often utilize and hence benefit from City facilities. The County, therefore, has a certain responsibility to provide parks and recreation facilities to City residents. Regional parks developed by the Frederick County Parks and Recreation Department in the immediate Frederick City area do serve City residents and therefore meet this responsibility to some degree. A guideline for an appropriate level of County involvement in projects benefitting City residents is 25% of the County's parks budget; that is, at least 25% of the County's expenditures for parks and recreation should be spent in the acquisition and development of parks which directly benefit Frederick City residents. Such parks, when beyond City limits, should be of a size and type appropriate for a district park according to County standards and should be located within three miles of the City.

As new residential developments are built and new residents occupy them a need for recreational facilities is created which was not previously present. The need has arisen strictly because of the new residential development. Just as the developer of the project must provide streets and utilities built to city standards to serve prospective residents, so too must he provide other public facilities needed to serve the residents. Therefore, developers of new residential developments in the City will dedicate a predetermined amount of land to the City based on the density of that development. A sliding scale will be established which requires a greater dedication for higher density developments. The City may require the developer to pay a fee in lieu of dedication equal to the value of the acreage which would have been dedicated if a proposed dedication does not meet the City's minimum standards for size or is not located to suit the needs of the residents.

Any proposed dedications will be reviewed by the Planning Commission against City park standards and as being of recreational value.

The City will negotiate with the County government and other groups involved in recreation for the joint use of recreational facilities, particularly gymnasiums, tennis courts, and swimming pools. The objective of this negotiation will be

the making available of the area's recreational facilities to a broader public on a regular basis and to special groups such as students and elderly persons on a limited basis and joint-financing of new facilities. The result will be greater service to the public, the greater utilization of existing facilities, and the avoidance of duplicative facilities and services.

Certain zoning techniques can be effective in preserving floodplain areas, steep slope areas, unique natural areas, and other environmentally-sensitive areas from development. By creating a conservation district and applying it to these areas, all development which is incompatible with the nature of the area can be prohibited. Conservation zoning will be used in the City to preserve these sensitive areas as permanent open space for incorporation into the area's stream valley park system.

And finally, in order to establish priorities and systematically plan and budget park expansion and improvements, any such improvements will be a part of the City's Capital Improvements Program.

WATER AND SANITARY SEWER FACILITIES

OBJECTIVES:

TO MEET APPLICABLE WATER QUALITY STANDARDS.

TO EXPAND WATER AND SEWER FACILITIES IN ADVANCE OF NEED.

TO MAINTAIN A WATER SYSTEM RESIDUAL PRESSURE OF AT LEAST 20 POUNDS PER SQUARE INCH IN RESIDENTIAL AREAS AND 60 POUNDS PER SQUARE INCH IN INDUSTRIAL AREAS.

TO REDUCE THE INFILTRATION OF STORM AND GROUND WATER INTO THE SANITARY SEWER SYSTEM AND TO REDUCE LEAKAGE FROM THE SYSTEM.

TO ENCOURAGE REDUCTION OF THE PER CAPITA WATER CONSUMPTION.

TO PLAN ANY INCREASE IN THE CAPACITY OF THE MUNICIPAL WATER AND WASTEWATER TREATMENT PLANTS TO BE SUFFICIENT TO ACCOMMODATE AT LEAST THE 20-YEAR ANTICIPATED DEMAND.

POLICIES:

Water and Sewer Facility Planning

POLICY: THE CITY WILL CONSIDER MEASURES TO AUGMENT THE LOW FLOW IN THE MONOCACY RIVER TO MEET PROJECTED WATER DEMANDS TO BE ITS MOST CRITICALLY NEEDED WATER SYSTEM IMPROVEMENT.

POLICY: THE CITY WILL CONSIDER THE UPGRADING OF ITS WASTEWATER TREATMENT PLANT TO COMPLY WITH STATE EFFLUENT STANDARDS AND THE EXPANSION OF THE PLANT TO MEET PROJECTED DEMAND TO BE ITS MOST URGENTLY NEEDED SANITARY SEWER SYSTEM IMPROVEMENT.

POLICY: THE CITY WILL ASSUME RESPONSIBILITY FOR PROVIDING MUNICIPAL UTILITIES TO THOSE PROPERTIES WITHIN ITS DRAINAGE BASIN WHICH ARE PLANNED FOR URBAN DEVELOPMENT.

POLICY: THE CITY WILL COOPERATE WITH THE COUNTY'S METROPOLITAN COMMISSION IN THE PLANNING OF WATER AND SEWER FACILITIES.

POLICY: THE CITY WILL USE THE CRITERIA CONTAINED IN THE "REPORT ON IMPROVEMENTS TO WATER AND SEWERAGE FACILITIES FOR THE CITY OF FREDERICK" IN PLANNING WATER AND SEWER SYSTEM IMPROVEMENTS.

POLICY: THE CITY ENGINEER WILL ANNUALLY REVIEW THE UTILITY NEEDS OF THE CITY AND PRESENT HIS RECOMMENDATIONS FOR IMPROVEMENTS TO THE PLANNING COMMISSION FOR INCORPORATION INTO THE CITY'S CAPITAL IMPROVEMENTS PROGRAM.

The Monocacy River is planned to be the City's major source of water in the future. However, a flow sufficient to meet the growing water demand of City residents is very unreliable. The re-occurrence of drought conditions similar to those experienced in 1966 will result in a severe water shortage. Consequently, the highest priority for water improvements will be the implementation of measures designed to augment the flow of the Monocacy River through prolonged drought periods.

The City's present wastewater plant does not comply with current standards for effluent quality. The plant will also have to be greatly expanded to provide the capacity necessary to serve future populations within the City's sewer service area. The City will proceed with plans to control water pollution pursuant to Section 201 of Public Law 92-500, The Federal Water Pollution Control Act Amendments of 1972 or any future controlling legislation.

Sound engineering principles and natural drainage basins rather than political boundaries will be the primary factors in determining ultimate water and sewerage service areas. So that cost effectiveness and efficiency of operation might be maximized, water and sewer service will be provided on a regional basis. The City and the Metropolitan Commission will cooperate toward this end in planning utility improvements.

Until updated facilities plans demonstrate its inadequacy or unreasonableness, the 1968 Baker-Wibberley report on necessary improvements to the City's water and sewer system will be used as the basis for determining facility needs and planning improvements.

Reviewing system needs will be an ongoing process. Potential delays in project implementation require early detection of needs and planning of improvements if necessary facilities are to be in place when they are required. Therefore, the City's water and sewer system will be examined annually for deficiencies by the City Engineer. He will make all studies necessary to determine facility needs in cooperation with the County's Metropolitan Commission whenever possible. The Engineer's recommendations for facility improvements will likewise be submitted annually to the City's Planning Commission so that these can be programmed in the City's CIP.

Utility Extension

POLICY: WATER AND SEWER FACILITIES WILL BE EXTENDED ONLY IN A MANNER WHICH IS CONSISTENT WITH THE INTENTIONS OF THIS COMPREHENSIVE PLAN.

POLICY: MUNICIPAL UTILITIES WILL NOT BE EXTENDED BEYOND THE CITY'S BOUNDARIES.

While the Baker-Wibberley report will be used to determine system needs, the actual extension of new lines will be done in accordance with the land use element and development priorities outlined in this Comprehensive Plan.

As a general policy, water and sewer lines will not be extended beyond City limits. This is to discourage development in the fringes of the City which would benefit from City services but pay no City taxes as well as to encourage development on vacant or under-utilized City lands. Properties beyond city limits but within the proposed service area of municipal utilities as determined by the City and the Metropolitan Commission through regional water and sewer planning efforts will be served only when they agree to be annexed to the City.

Pre-Treatment of Industrial Discharges

POLICY: ALL DISCHARGES INTO THE CITY'S SANITARY SEWER SYSTEM WILL BE REQUIRED TO BE OF A QUALITY CAPABLE OF BEING TREATED TO STATE WATER QUALITY STANDARDS BY THE CITY'S TREATMENT PLANT.

POLICY: THE CITY WILL CONSIDER THE SALE OF INDUSTRIAL DEVELOPMENT REVENUE BONDS PURSUANT TO THE PROVISIONS OF ARTICLE 41 OF THE ANNOTATED CODE OF MARYLAND, SECTION 266-A to 266-I INCLUSIVE, OR OTHER CONTROLLING LEGISLATION, TO FINANCE POLLUTION CONTROL DEVICES WHICH MAY BE REQUIRED OF LOCAL INDUSTRIES.

The major reason why the City's wastewater treatment plant cannot meet current water quality standards is the high volume of concentrated industrial waste entering the system. The production processes of several city industries result in several wastes, especially heavy metals, which cannot be adequately treated by the City's plant. The City will require that these wastes not be discharged until they are of a quality which can be adequately treated in the City's wastewater treatment plant.

At the same time, however, the City will try to assist these industries in financing any required pre-treatment facilities by issuing industrial development revenue bonds as authorized under State enabling legislation.

Financing Water and Sewer Improvements

POLICY: THE CITY WILL SEEK ALL AVAILABLE STATE, COUNTY, AND FEDERAL ASSISTANCE TO FINANCE WATER AND SEWER IMPROVEMENTS.

POLICY: THE OPERATION AND MAINTENANCE OF THE MUNICIPAL WATER AND SEWER SYSTEMS WILL BE SUPPORTED BY USERS OF THE SERVICE.

POLICY: MAJOR WATER AND SEWER IMPROVEMENTS BENEFITTING SELECT PROPERTIES WILL BE FINANCED BY A SPECIAL ASSESSMENT. MAJOR WATER AND SEWER IMPROVEMENTS OF GENERAL COMMUNITY BENEFIT WILL BE FINANCED BY A COMMUNITY-WIDE ASSESSMENT.

The local share of the expenses of water and sewer system extension and improvement will be charged to City residents on the basis of benefits received whenever possible. Water and sewer rates will be set so that total annual revenues equal annual costs of system operation and maintenance.

Neither general revenues nor general obligation bonds will be used to finance water and sewer system operation, maintenance, or line extensions to new areas. The operation and maintenance of the system will be self-supporting.

Developers' Responsibility

POLICY: PRIVATE DEVELOPERS WILL BEAR THE ENTIRE COST OF CONSTRUCTING TO CITY STANDARDS THOSE WATER AND SEWER IMPROVEMENTS NECESSARY TO SERVE THEIR PROJECTS.

The City's development regulations will require that private developers provide at their own expense water and sewer facilities necessary to adequately serve the lots within their projects. All such facilities will be built to city standards.

No subdivision plat or site plan will be approved by the Planning Commission unless provision is made for the disposal and delivery of water. The developer will likewise guarantee the construction of these facilities before the final plat is signed.

STORM WATER MANAGEMENT/FLOOD CONTROL

OBJECTIVES

TO CONSTRUCT AND MAINTAIN A FLOOD CONTROL AND EARLY WARNING SYSTEM CAPABLE OF CONTAINING A 100-YEAR FLOOD.

TO CONSTRUCT AND MAINTAIN A STORM WATER MANAGEMENT SYSTEM CAPABLE OF CONTROLLING RUN-OFF FROM AT LEAST A 10-YEAR STORM.

POLICIES

POLICY: NO PROPERTY IN THE CARROLL-ROCK CREEK DRAINAGE BASIN WILL BE DEVELOPED UNLESS STORM WATER MANAGEMENT PROVISIONS ARE MADE WHICH WILL BE AT LEAST SUFFICIENT TO HOLD RUN-OFF FROM A 10-YEAR STORM AFTER DEVELOPMENT AND RELEASE IT AT THE RATE OF A 2-YEAR STORM BEFORE DEVELOPMENT.

POLICY: THE CITY ENGINEER WILL MAKE RECOMMENDATIONS TO THE MAYOR AND BOARD AND/OR THE PLANNING COMMISSION FOR THE MANAGEMENT OF STORM WATER.

POLICY: THE CITY WILL UNDERTAKE A TWO-PRONGED FLOOD CONTROL EFFORT AIMED AT WIDENING THE CARROLL CREEK CHANNEL AND STABILIZING FLOW ON THE MONOCACY RIVER TO REDUCE DOWNTOWN FLOODING.

POLICY: THE CITY WILL TAKE COST-EFFECTIVE STEPS TO CONTROL FLOODING IN IN THE UPPER CARROLL-ROCK CREEK DRAINAGE BASIN.

Excessive storm water runoff is a major cause of flooding of Carroll Creek. This flooding has been increasing in severity in recent years and property damage has been increasing, especially in the downtown area. The development of properties in the upper Carroll-Rock Creek drainage basin is a contributing factor to this increase. Therefore, regulations will be adopted which effectively control storm water runoff by requiring construction of storm water management facilities as properties are developed. Storm water management facilities will be designed to hold at least the storm drainage for the one large storm that might occur in a 10-year period after development and to provide for the release of water retained on the basis of the largest storm that might have occurred in a 2-year period preceding development. Such facilities will be planned to serve groups of properties rather than single parcels to increase cost-effectiveness. Costs for these facilities will be assessed against developers on the basis of runoff contribution.

The City Engineer with the advice of the local Soil Conservation Service office and Water Resources Administration will make recommendations to the Planning Commission as to appropriate facilities and regulations.

Flooding in the City results from two main deficiencies in the area's drainage system: (1) to Carroll Creek channel through the center city is too narrow and obstructed to contain any but the lowest flood levels, and (2) to flow of the Monocacy River is uncontrolled in flood times such that Carroll Creek is backed up and is unable to properly discharge into the River. Consequently, the City's efforts to control flooding should involve a cost-effective combination of increasing Carroll Creek's channel capacity as well as stabilizing the Monocacy River flow.

The "Carroll Creek Project" which is based on a comprehensive study of the Carroll Creek drainage basin by the firm of Dewberry, Nealon and Davis will be the basis for the control of flooding on Carroll Creek. The flooding on the Monocacy should be controlled by measures to augment the low flow for water supply purposes.

UNDERGROUND WIRING

OBJECTIVE

TO PLACE OVERHEAD WIRES UNDERGROUND.

POLICIES

THE CITY WILL PLACE ALL OVERHEAD WIRES UNDERGROUND.

As a principal component of a community improvement program, overhead wiring in the City, especially in the City's Historic District, will be gradually placed underground, preferably as part of overall street and sidewalk improvements.

PUBLIC SAFETY

OBJECTIVES

TO REDUCE FIRE DAMAGE IN THE CITY.

TO REDUCE THE CRIME RATE IN THE CITY.

TO DECREASE FIRE, POLICE, AND AMBULANCE RESPONSE TIME.

POLICIES

POLICY: THE CITY'S POLICE DEPARTMENT WILL CONTINUE TO OPERATE OUT OF A SINGLE CENTRAL HEADQUARTERS FACILITY LOCATED IN THE COURTHOUSE COMPLEX.

POLICY: THE CITY WILL RELOCATE TWO OF ITS FIRE STATIONS, ONE TO THE BAUGHMAN'S LANE SITE AND ONE TO A SITE OFF EAST PATRICK STREET NEAR THE AIRPORT.

POLICY: AMBULANCE SERVICE WILL BE AVAILABLE FROM EACH FIRE STATION.

POLICY: UNIFORM PERFORMANCE STANDARDS FOR PERSONNEL, EQUIPMENT, AND TRAINING AND A CENTRAL RESPONSIBILITY FOR COORDINATING OPERATIONS WILL BE ESTABLISHED BY THE CITY FOR ALL FIRE AND AMBULANCE COMPANIES SUPPORTED BY THE CITY.

The City's Police Department will be relocated from its present headquarters on North Market Street to the new County Courthouse complex upon its completion. By agreement with the County, 13,000 square feet have already been allocated to the City for this purpose.

Continuously manned police substations are not now needed in Frederick City. All police patrol operations will originate from a central headquarters facility. However, as the need for substations is demonstrated, the use of the fire stations as police substations will be considered.

It is expected that no more than four companies will be needed to serve the Community in the near future. What is desirable, however, is the eventual relocation of at least two of the downtown companies to the City's developing areas. The present concentration of four separate companies within the downtown area no longer reflects the community's development patterns.

A new station will be built off Baughman's Lane just south of Rosemont Avenue to serve the growing western areas of Frederick. Land has already been purchased for this purpose and the Independent Hose Company, now stationed on West Church Street, will relocate here as soon as the station is constructed. Another of the downtown stations will eventually be relocated in the eastern part of the City to serve the industrial area around the airport and the City's southeast sector. These relocations will result in a fire station in each of the four sectors of the City and will decrease response time and ultimately result in less fire damage. They will still allow all City companies to converge on the downtown area within minutes in the event of a general alarm there.

The City will also begin to work with the County and the fire companies in planning future service to the developing areas north of the City and south of the City in the Ballenger Creek sewer service area.

Future public safety facilities locations are shown on Map 1 at the end of this section.

SCHOOLS

OBJECTIVE

TO BUILD AND MAINTAIN NEIGHBORHOOD SCHOOLS WITHIN THE DESIRABLE MAXIMUM TRAVEL DISTANCE SHOWN IN THE STANDARDS IN THIS PLAN.

POLICIES:

Location and Site Standards

POLICY: THE FOLLOWING CRITERIA WILL BE USED TO EVALUATE SUGGESTED SCHOOL SITES.

MINIMUM SITE SIZE

Elementary School - 5 acres plus 1 acre per 100 pupil capacity
Middle School - 10 acres plus 1 acre per 100 pupil capacity
High School - 15 acres plus 1 acre per 100 pupil capacity

ENROLLMENT SITE

	Small	Medium	Large
Elementary School	up to 499	500-799	800-1000
Middle School	up to 699	799-999	1000-2000
High School	up to 999	1000-1999	2000-3000

Source: Interagency Committee on Public School Construction

TRAVEL RADII FOR STUDENTS (ON-FOOT)

	Recommended	Desirable Maximum
Elementary School	1/2 mile	3/4 mile
Middle School	3/4 mile	1 mile
High School	1-1/2 mile	2 miles

Source: National Council on Schoolhouse Construction

UTILITIES

Public water, sanitary sewer, storm sewer, and energy facilities should be available.

TRANSPORTATION

An elementary school should be located on a collector street; a secondary school should be served by an arterial.

SCHOOL/PARK

If possible, the site should be adjacent to an existing or proposed park.

School Facilities Plan

POLICY: THE CITY WILL ENCOURAGE THE COUNTY COMMISSIONERS TO LOCATE NEW PUBLIC SCHOOLS AS THEY ARE NEEDED IN THE FOLLOWING LOCATIONS:

Elementary Schools

- a site between Butterfly Lane and U.S. 40 West fronting on Hill Street
- a site in the Antietam Village subdivision fronting on Taney Ave.
- a site in the Bartonsville area.

Middle Schools

- a site at the intersection of East and North Market Street just south of the Odd Fellows Home.
- a site at the intersection of Butterfly Lane and Md. 180.

High Schools

- a site near the intersection of Ballenger Creek Pike and the proposed Frederick Feeder Road.

POLICY: THE CITY WILL ENCOURAGE THE COUNTY COMMISSIONERS TO PHASE OUT EAST FREDERICK ELEMENTARY SCHOOL.

Anticipating an eventual need for new school facilities to serve the growing population in the Frederick City vicinity, the City suggests several school sites for consideration by the County Commissioners and Board of Education. These sites are in compliance with the standards stated in a previous policy in this plan and are convenient to major growth areas.

Two elementary school sites, the Hill Street and Taney Avenue sites, are currently in the process of being reserved as the properties are developed. The Bartonsville site must be more specifically located and reserved in advance of need. Neither the middle school nor the high school sites have been reserved as yet.

The East Frederick Elementary School should be eventually phased out for several reasons. First, the school is bounded by existing and planned heavy commercial and industrial land uses which generate a great deal of noise and traffic in the area. Such land uses are generally less than compatible with a neighborhood school.

Second, major highway improvements planned in the area will result in greater traffic volume and traffic noise in the area. Most notable among these are the planned relocation of I-70 and the improvement of the East Patrick Street interchange, the construction of the Airport arterial, and the upgrading of Shaw's Lane. These improvements will completely surround the site with major highways.

Third, the site is currently under the approach surface of runway 5-23 of the Frederick Municipal Airport and is, therefore, significantly affected by airport operations. It also lies within the 1995 Ldn. 60-65 noise contour. According to State noise standards, classroom and lecture activities are seriously affected at this noise level.

And fourth, the site is not centered in a major residential area and few of its students are within walking distance. Major residential development is planned to take place in the Tulip Hill area and in Bartonsville area east of the Monocacy River.

The City, therefore, recommends that East Frederick Elementary School be eventually relocated to a site off U.S. 40 near the Monocacy River and the present structure be reserved for future public use.

Developer's Responsibility

POLICY: DEVELOPERS OF RESIDENTIAL PROJECTS IN THE CITY WILL PAY A FEE TO THE COUNTY COMMISSIONERS BASED ON THE PROJECTED NUMBER OF STUDENTS IN THEIR PROJECT FOR THE PURCHASE OF SCHOOL SITES.

POLICY: DEVELOPERS OF LAND CONTAINING A PROPOSED SCHOOL SITE AS SHOWN IN THIS PLAN WILL RESERVE THAT SITE FOR SCHOOL CONSTRUCTION.

As land is developed for residential use the need for a school is created. So that sites for schools in developing areas can be reserved, developers of residential projects will be required to pay a fee to the County Commissioners based on the number of potential students in their projects. The Commissioners will use these fees to purchase the sites identified in this Plan. These sites will be reserved by their owner for eventual use by the Board of Education.

LIBRARY

OBJECTIVE

TO CONSTRUCT A NEW LIBRARY HEADQUARTERS BY 1983 IN THE CITY'S DOWNTOWN.

POLICIES

POLICY: THE CITY RECOMMENDS THAT THE COUNTY ESTABLISH A NEW LIBRARY HEADQUARTERS IN THE DOWNTOWN AREA ON A SITE WHICH MEETS THE FOLLOWING CRITERIA:

- the site is located within the area bounded by East Street, All Saints Street, Third Street, and Bentz Street;
- development of the site augments efforts to maintain a vital center city;
- the site is easily accessible to pedestrians;
- the site is of adequate size to permit flexibility in design; and
- the site is accessible from an existing or proposed public park.

POLICY: THE PREFERRED SITE IS THE OLD FREDERICK COUNTY COURTHOUSE ON COURT SQUARE.

POLICY: THE CITY RECOMMENDS THAT THE C. BURR ARTZ LIBRARY, UPON COMPLETION OF THE NEW LIBRARY HEADQUARTERS, BECOME A SPECIAL PURPOSE LIBRARY.

In accordance with the Plan's policy to locate major governmental buildings serving the general County population within the City's central business district, the proposed library headquarters building should be located in the downtown area. A downtown location will make the library accessible to the greatest number of persons, especially low income and elderly groups. It can be served by public transportation and can be designed to complement other major governmental buildings. A downtown library will also further city efforts to revitalize the central business area.

The old County courthouse meets many of these criteria and should be given primary consideration as a site for the new library headquarters upon relocation of court activities to the new complex on Patrick Street. Re-use of the old courthouse would allow continued utilization of one of the County's finest structures and grounds by the public. It is clearly accessible to the public, particularly elderly and low income concentrations, can be integrated with the C. Burr Artz facility, and is within a block of two transit stops. Parking appears to be adequate with over seventy on-street spaces available in the immediate vicinity and the parking deck and other public lots close by.

Upon completion of the new library headquarters, the C. Burr Artz facility should remain in operation as a special purpose library possibly containing visual and audio aids materials, items of special local interest, or historical reference material relevant to Frederick County.

HEALTH CARE

OBJECTIVE

TO PROVIDE ADEQUATE LAND IN SUITABLE LOCATIONS FOR THE EXPANSION OF THE HOSPITAL AND RELATED HEALTH CARE FACILITIES.

POLICIES

POLICY: LAND WILL BE PROVIDED IN THE VICINITY OF FREDERICK MEMORIAL HOSPITAL FOR HOSPITAL EXPANSION, MEDICAL AND DENTAL OFFICES, AND SUPPORT FACILITIES.

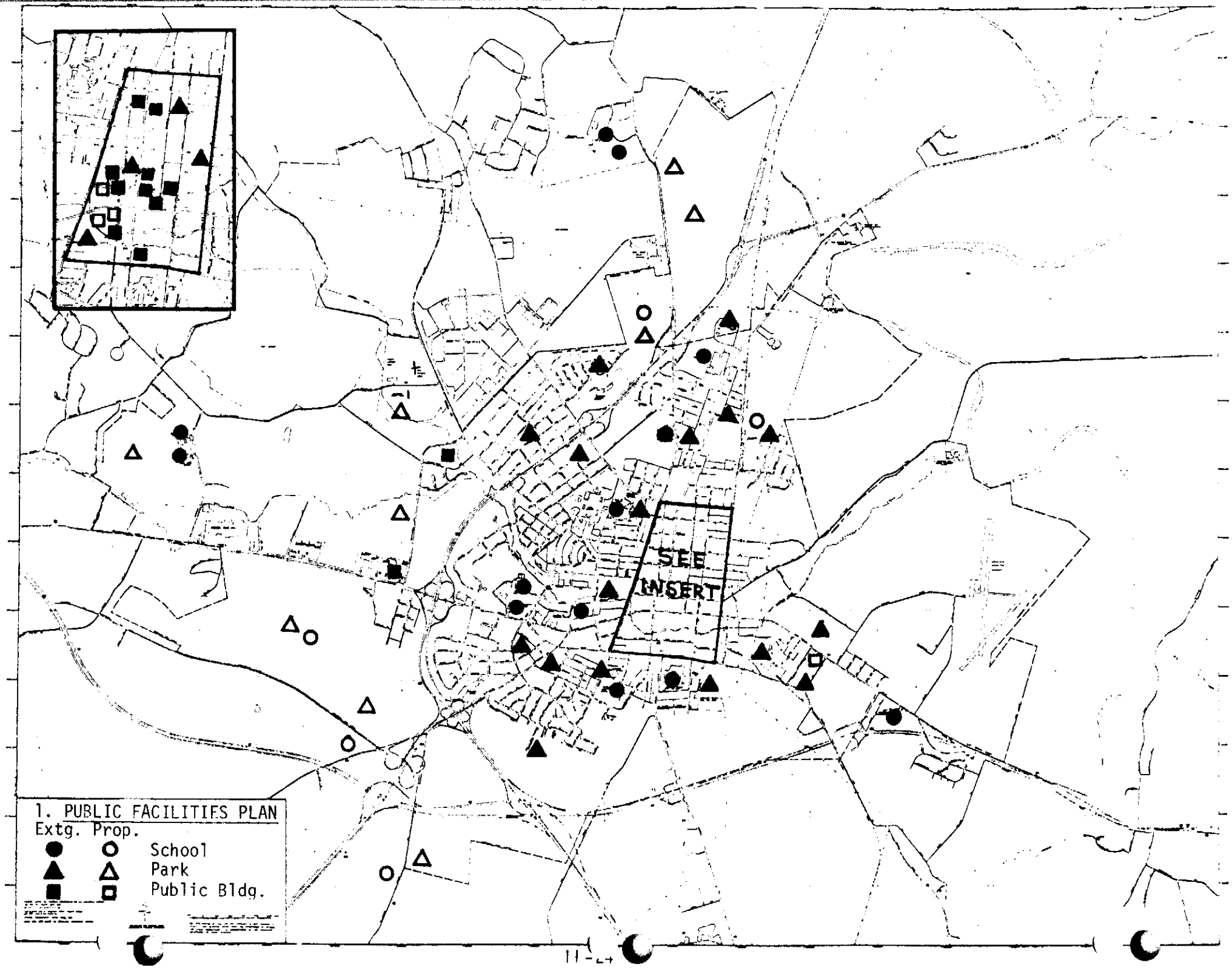
POLICY: THE COUNTY HEALTH DEPARTMENT SHOULD BEAR THE MAJOR RESPONSIBILITY FOR PROVIDING PUBLIC HEALTH CARE SERVICES TO ALL COUNTY RESIDENTS.

It is desirable that a complex of health facilities, both public and private, be developed with the Frederick Memorial Hospital as its focus. By concentrating medical and related facilities in this area, the varied health needs of the County's residents can be met in a comprehensive manner with a maximum of convenience and coordinated service offered to the individual.

GOVERNMENTAL BUILDINGS

POLICY: MAJOR GOVERNMENTAL OFFICES FREQUENTED BY THE PUBLIC WILL BE LOCATED IN THE DOWNTOWN AREA.

In order that the public might have easy access to public buildings, that ublic services might be effectively and efficiently delivered, that interagency communication might be facilitated, and that the operations of these public buildings might be well-supported by nearby service activities, governmental administrative offices will be located in the downtown area. Plans for expansion of such buildings should consider both adverse and beneficial impacts on the neighborhood.


SEE INSERT
1. PUBLIC FACILITIES PLAN
Extg. Prop.
School
Park
Public Bldg.

ECONOMIC DEVELOPMENT

GOAL

DEVELOP A PROSPERING ECONOMY CAPABLE OF PROVIDING JOB OPPORTUNITIES AND NECESSARY TAX REVENUES.

OBJECTIVES

TO INCREASE EMPLOYMENT IN ALL ECONOMIC SECTORS, PARTICULARLY MANUFACTURING, IN PACE WITH COUNTY AND STATE GROWTH.

TO INCREASE TOURISM ACTIVITY IN FREDERICK CITY.

TO OPEN AND MAINTAIN REGULAR COMMUNICATION WITH BUSINESS INTERESTS.

TO BECOME AN ACTIVE PARTNER WITH COUNTY GOVERNMENT, INDUSTRY, AND PRIVATE DEVELOPERS IN THE ACQUISITION AND/OR DEVELOPMENT OF INDUSTRIAL PROPERTIES, INCLUDING THE PROVISION OF PUBLIC FACILITIES TO THESE.

TO GIVE PRIORITY TO AND REMOVE OBSTACLES FROM PUBLIC AND PRIVATE PROJECT PROPOSALS WHICH WILL RESULT IN SOUND ECONOMIC DEVELOPMENT.

TO REDUCE THE NEED OF CITY RESIDENTS TO COMMUTE OUTSIDE THE CITY FOR EMPLOYMENT OPPORTUNITIES.

POLICIES

Economic Development Commission

POLICY: THE COUNTY COMMISSIONERS WILL APPOINT AT LEAST FIVE CITY RESIDENTS AS MEMBERS OF THE COUNTY'S ECONOMIC DEVELOPMENT COMMISSION. THE CITY SHOULD HAVE THE OPPORTUNITY TO MAKE RECOMMENDATIONS AS TO ITS REPRESENTATIVES.

POLICY: THE CITY WILL MAKE RECOMMENDATIONS TO AND UTILIZE THE SERVICES OF THE COUNTY'S ECONOMIC DEVELOPMENT COMMISSION AND STAFF.

Frederick City is by far the largest economic center in the County. Nearly 60% of all County manufacturing, retail, and wholesale employment is located within the City limits. Its economic health is of vital importance to both the City and County governments. The County Commissioners will appoint at lease five City residents to serve on its Economic Development Commission. This should serve to provide a significant City-oriented perspective to the Commission's proceedings and assure concern for the City's economic health.

By law, the Economic Development Commission is charged to publicize the County's economic assets, to encourage the location of new industry and the expansion of present enterprises, and to recommend actions to be taken by the County Commissioners to improve the local economy. The City will utilize the services of the Commission and its staff to solve its own economic development problems.

Industrial Site Identification and Preservation

POLICY: THE CITY WILL IDENTIFY AND ADEQUATELY PROTECT A VARIETY OF SUITABLE INDUSTRIAL SITES.

Critical to the encouragement of the location of new industry in the City and the expansion of existing industry is the provision of suitable industrial sites free from incompatible development. Industry must be given a wide range of industrial properties from which to choose and must be assured that industrial activities on those sites will not be infringed upon by other land uses which would prevent the full utilization of those properties.

Map 2 shows several prime sites for development of industrial and other employment centers.

Site Development

POLICY: THE CITY WILL ENCOURAGE PRIVATELY-SPONSORED DEVELOPMENT OF AN INDUSTRIAL PARK IN THE VICINITY OF MUNICIPAL AIRPORT. IF NECESSARY, THE CITY WILL ASSUME RESPONSIBILITY FOR INITIATING THE DEVELOPMENT OF THE INDUSTRIAL PARK.

POLICY: THE CITY WILL EXTEND STREETS AND UTILITIES TO PRIME INDUSTRIAL SITES IDENTIFIED IN THE COMPREHENSIVE PLAN AND ASSESS THE PROPERTY OWNERS THE COST OF THE EXTENSION.

Modern industry frequently requires sites which are already developed and served with the necessary facilities at the moment it is ready to relocate. It most often desires to operate in a planned industrial environment. The phased development of an industrial park adjacent to the airport to meet these demands will be initiated.

The area around the airport is ideally suited for intensive industrial development. The topography is gently rolling and the open land area is substantial. The site is easily accessible to the primary highway system serving the entire region and can feasibly be served by rail, either by the Chessie System or the Maryland and Pennsylvania Railroad. The airport's facilities are obviously available. The airport area is as yet relatively undeveloped so the problem of incompatible land uses is not an adverse factor. Residential land uses north of I-70 and east of Hughes Ford Road are few and several industries have already located nearby. Water and sewer service is readily available.

The City will plan the development of a full service industrial park which encompasses the land bordered by Hughes Ford Road, East Patrick Street extended, the airport, and the southeastern city limits as shown on Map 2. Park plans will take into consideration airport expansion plans, airport approach zones and their attendant limitations, the alignment of the I-70 improvement, and the opportunities afforded by the airport and nearby rail and interstate facilities in terms of transportation services.

It is important that the entire area be planned as a package to assure a unified and functional industrial development. However, actual development will take place in stages. The area proposed for immediate development is that area southwest and west of the airport. Successive stages will proceed northward as the park begins to attract tenants.

The City will take those steps necessary to encourage private development of the area. City officials will meet with property owners in this area and encourage their cooperation in site development and will encourage them to price their properties so that the City can compete effectively for new industry. If this type of activity is unproductive, the City will consider extending utilities and streets into the area and assessing their costs against property owners or initiate taxation policies which would make it in the owners' interest to develop. If the private sector does not move to develop this prime site, the City will initiate the development of the park by more direct public involvement, hopefully with County assistance.

Map 2 identifies several other prime employment areas. The City will spur development of these by extending streets and utility lines to the properties as conditions warrant. The cost of these extensions will be assessed against the property owner as provided in the City's Charter.

Financing Industrial Development

POLICY: THE CITY WILL PARTICIPATE IN APPROPRIATE STATE AND FEDERAL PROGRAMS TO HELP FINANCE INDUSTRIAL DEVELOPMENT PROJECTS.

POLICY: THE CITY WILL SEEK COUNTY ASSISTANCE FOR ITS ECONOMIC DEVELOPMENT PROJECTS.

The State of Maryland has passed several pieces of legislation which have set up programs to assist local governments in their industrial development activities. The authority to issue revenue bonds for specific industrial development projects has been given to the State's counties and municipalities. In Frederick City's case, the City will simply serve as a conduit through which a business firm receives the proceeds from the bond sale.

The Maryland Industrial Development Financing Authority (MIDFA) has been set up to provide State insurance for industrial mortgage loans for financing the acquisition, construction, rehabilitation and/or improvement of industrial plants and equipment. The result is financing for an industrial prospect at a significantly lower cost, for a longer term, and at a higher percentage of project value.

The Maryland Industrial Land Act of 1972 makes State loans available to counties for establishing industrial land banks and for industrial parks. Under this program, Frederick County would be required to secure the loan from the State and delegate the planning and execution of the project to Frederick City.

The City will participate in these and future programs of similar purpose to foster economic development.

The City will keep in close contact with the County's Industrial Development Coordinator and the State Department of Economic and Community Development's regional representative and utilize their assistance in obtaining financial assistance for industrial development projects.

The City will seek the cooperation of the County Government in all phases of the City's economic development projects, including joint financing of these efforts.

Tourism Promotion

POLICY: THE CITY WILL COOPERATE WITH THE FREDERICK COUNTY TOURISM COUNCIL TO DEVELOP ITS POTENTIAL AS A TOURISM CENTER.

As the City strives to develop its resources for economic gain, it should not overlook its historical and cultural resources. Frederick has a tremendous wealth in this respect and much of it has yet to be tapped.

The City will regard tourism promotion as an integral component of a total economic development program. This promotion will encompass resource development, advertising, and the expanding of activities and events designed to attract visitors such as Bell and History Days and the Frederick Crafts Fair.

The City will cooperate with the Chamber of Commerce and the County's Tourism Council in these projects.

Watershed Resource Development

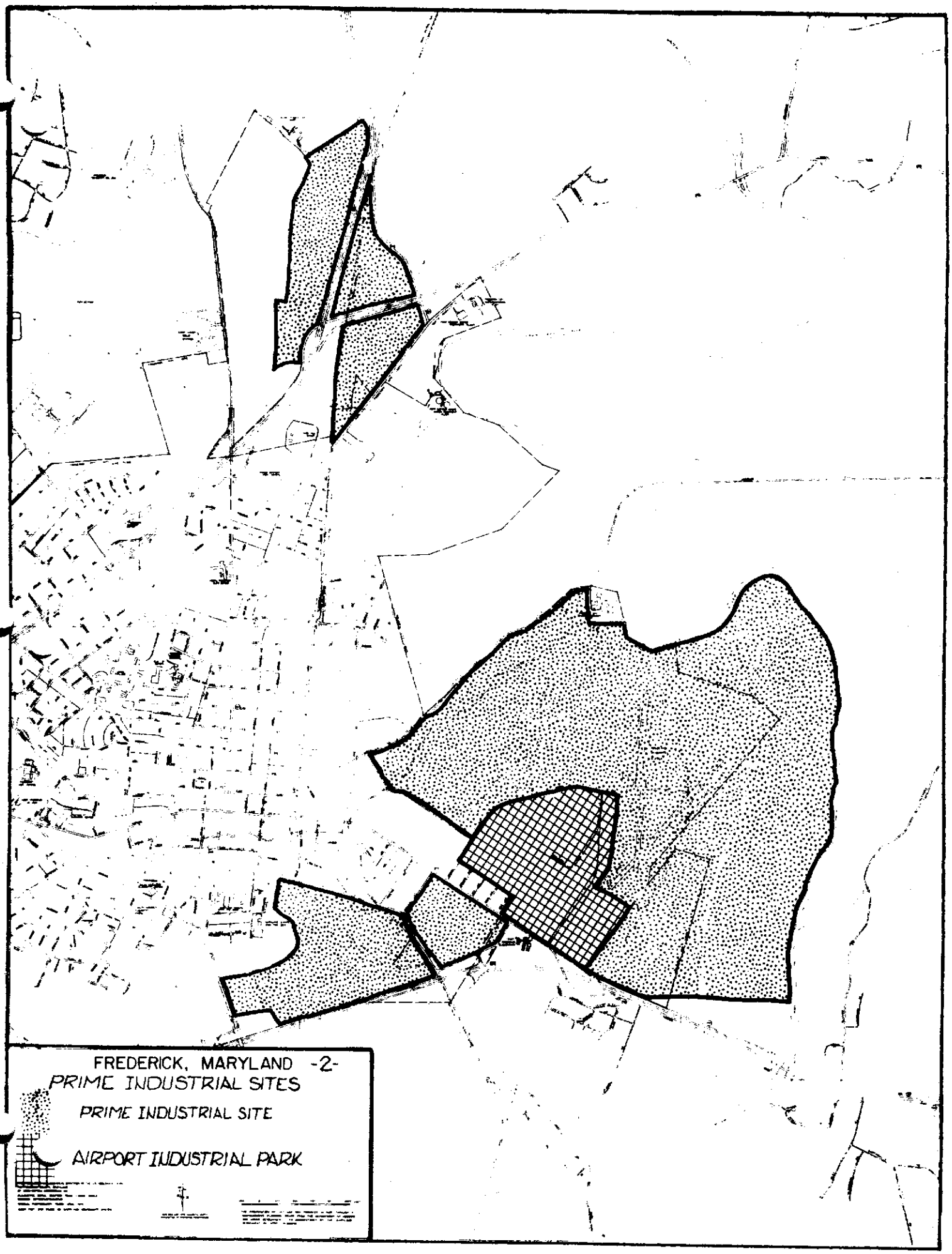
POLICY: THE CITY WILL DEVELOP THE TIMBER RESOURCES IN ITS WATERSHED IN AN ENVIRONMENTALLY SOUND MANNER.

The large wooded area of the City's mountain watershed is an economic resource which will be more fully developed. The City will begin to selectively harvest the timber in that area for commercial purposes as part of a total forest management program.

Downtown Redevelopment

POLICY: THE CITY WILL CONTINUE ITS EFFORTS TO ATTRACT AND MAINTAIN BUSINESSES AND RESIDENCES IN THE DOWNTOWN AREA BY CAPITAL IMPROVEMENTS, FINANCING ASSISTANCE, AND PROMOTION EFFORTS.

The redevelopment of the downtown area, particularly that area identified in the Housing section of this Plan as the "community improvement area", is as significant a factor in the economic development of the City as industrial expansion. The City, therefore, will take those steps necessary to improve the environment in the area for private investment by capital improvement projects, the location of public buildings, special incentives for redevelopment, housing rehabilitation projects, and redevelopment promotion activities.


FREDERICK, MARYLAND -2-
PRIME INDUSTRIAL SITES
PRIME INDUSTRIAL SITE
AIRPORT INDUSTRIAL PARK

HOUSING

GOAL

REALIZE AN ADEQUATE AND BALANCED SUPPLY OF HOUSING OF ALL TYPES IN ALL PRICE RANGES AND IN A VARIETY OF LIVING ENVIRONMENTS.

OBJECTIVES

TO INCREASE THE CITY'S HOUSING SUPPLY AT A RATE GREATER THAN THAT OF THE REST OF THE COUNTY.

TO REDUCE THE NUMBER OF SUBSTANDARD UNITS IN THE CITY BY 5% PER YEAR.

THAT AT LEAST 25% OF THE UNITS MADE AVAILABLE FOR OCCUPANCY IN THE CITY EACH YEAR BE AFFORDABLE BY PERSONS OF THE CITY'S MEDIAN INCOME.

TO INCREASE THE VACANCY RATE FOR HOUSING IN THE CITY TO 1% FOR OWNER OCCUPIED UNITS AND 5% FOR RENTAL UNITS.

TO INCREASE THE HOME OWNERSHIP RATE.

POLICIES:

POLICY: THE RESPONSIBILITY FOR PROVIDING HOUSING IN FREDERICK CITY WILL BE LEFT AS MUCH AS POSSIBLE TO THE PRIVATE SECTOR. HOWEVER, THE CITY MAY ASSIST DEVELOPERS OF HOUSING PROJECTS DESIGNED TO MEET THE SPECIAL NEEDS OF THE ELDERLY, THE HANDICAPPED, AND LOW INCOME PERSONS IF PRIVATE SECTOR INITIATIVES IN THIS REGARD ARE LACKING.

POLICY: REHABILITATION OF EXISTING DWELLINGS RATHER THAN DEMOLITION AND RECONSTRUCTION WILL BE THE PREFERRED METHOD TO IMPROVE HOUSING QUALITY IF ECONOMICALLY FEASIBLE.

The private sector is the most efficient and effective supplier of most types of housing. The private sector pursues projects on the basis of marketability and, as such, is somewhat sensitive to the demands of the general community for housing.

Government nevertheless has a legitimate role. This role will be three-fold. First, the City will cooperate with private developers in every possible way to facilitate the provision of adequate supplies of housing at the lowest possible cost to the consumer. This involves the elimination of unreasonable obstacles which make many housing activities economically unfeasible.

Second, the City will enforce those regulations and codes which are designed to protect the health and welfare of the community. The City will see that quality housing is constructed by the private sector and that quality is maintained in existing housing stocks.

And third, the City will direct special energies to the solution of the housing problems of specific groups such as the elderly, lower income, and the handicapped.

The economics of low cost and other types of housing designed to meet special community needs are such that their provision by the private sector is difficult to guarantee. When necessary, therefore, the City will make its involvement in housing more direct. A higher degree of cooperation with the suppliers of housing may be warranted to increase the economic feasibility of this special needs housing. The City will view itself as a partner with home builders and others engaged in these special needs projects in the community. Special assistance to builders may be necessary to create the conditions necessary to make the construction of housing for the elderly, the handicapped and low income families economically feasible. Financial assistance in the form of shared development costs, loans, or density bonuses may be required in some instances. In any event, significant private sector involvement and responsibility must be assured. Only in those situations where the special housing needs of the community cannot be met through the normal workings of the market place will the City become more directly involved.

Recognizing the shortcomings of costly clearance and reconstruction projects and the desirability of better utilizing essentially sound structures and maintaining existing residences, especially in the downtown area, rehabilitation will be the basic policy of the City for improving housing quality. Rehabilitation is a relatively inexpensive means of increasing the availability of adequate housing without overly disrupting neighborhoods. It can restore the attractiveness of neighborhoods, thus preventing further deterioration, and is of particular value in preserving the historic character of the City. Programs to encourage privately sponsored rehabilitation of City dwelling units will be developed, specifically low cost rehabilitation loan programs.

Ownership increases responsibility. In order that a relatively greater commitment might be made by residents of the City to the maintenance of their properties and neighborhoods, home ownership will be encouraged by programs designed to make financing available to persons otherwise shut out of the lending market.

The City is committed to increasing housing of all types and in all price ranges. Although greater public effort will be devoted to improving and expanding housing opportunities for community residents with special needs, the City is no less anxious to see quality housing provided in sufficient amounts for other residents. The City, therefore, will reserve substantial land for larger lot, higher priced single-family detached homes. The goal is a balanced housing supply.

The Housing Mix

POLICY: THE CITY WILL ADOPT A LAND USE PLAN WHICH AIMS AT A MIX OF HOUSING UNITS SUFFICIENT TO SERVE PROJECTED POPULATIONS IN THE FOLLOWING PROPORTIONS:

Low Density	20% of all dwelling units
Medium Density	40% of all dwelling units
High Density	40% of all dwelling units

Frederick City will seek a balance in the type of housing available and in the environment in which that housing is found. The desired balance is 20% low density residential development, 40% medium density, and 40% high density residential development. Low density development will average 3.5 dwelling units per gross acre; medium density development will average 9 dwelling units per gross acre; and high density development will average 19 dwelling units per gross acre.

This balance will assure that the City still offers the majority of higher density housing more desirable for many components of the County's population. This high density environment is appropriate for an urban setting where a greater level of services are demanded and where the economics of public service delivery systems calls for higher density patterns.

Many single family detached homes and townhouses will fall into the medium density category and the bulk of young families seeking to own their own home will find their needs met here. Low density housing, provided in the least amount of the three density ranges, will meet the limited but real demand of upper middle and upper income families for large lot single family homes in the higher price ranges.

The range of densities allowed gives developers a certain amount of flexibility in planning their projects but still assures that the desired balance will be maintained. As long as this balance is maintained, the basic housing needs of all segments of the population will be met.

Given the population projections for the City to the year 2000, the minimum number of units needed in the three density ranges to maintain the desired balance of 20-40-40 can be estimated. The table below shows these figures.

Table 3 - Projected Housing Needs

Year	Population	Minimum Dwelling Units Needed*		
		Low Density	Medium Density	High Density
1980	29,000	1933	3867	3867
1990	35,447	2363	4726	4726
2000	43,327	2888	5777	5777

*Estimate based on 3.0 persons per unit.

The estimated mix as of 1975 was 16 - 27 - 57 (1447 low density, 2443 medium density, and 5157 high density).

Housing Assistance Eligibility Criteria

POLICY: THE BULK OF THE CITY'S REDEVELOPMENT AND HOUSING ASSISTANCE EFFORTS WILL BE DIRECTED TO THE CITY'S "COMMUNITY IMPROVEMENT AREA."

POLICY: STANDARD CRITERIA DESIGNED TO ASSIST THOSE IN GREATEST NEED WILL BE USED IN EVALUATING INDIVIDUAL REQUESTS FOR HOUSING ASSISTANCE.

In order that redevelopment and housing assistance efforts might be made in areas of greatest need, the bulk of these efforts will be directed within a designated "Community Improvement Area." This area, shown on Map 3, has been delineated after consideration of several factors: a concentration of lower income families, the incidence of substandard and/or overcrowded housing, deteriorating neighborhood conditions, high incidence of crime, and declining property values. These factors were measured by Census information, property assessments, police reports, and housing surveys.

A standard set of criteria will be used by agencies administering housing assistance programs when evaluating individual requests for assistance. These criteria will include income, perceived benefits of assistance to surrounding properties, and the inability of the applicant to obtain comparable assistance through conventional channels. Discrimination based on religion, race, age, or sex will be prohibited.

Rehabilitation Assistance

POLICY: THE CITY WILL PROVIDE A VARIETY OF TAX INCENTIVES TO PERSONS ENGAGING IN ELIGIBLE HOUSING REHABILITATION AND OTHER REDEVELOPMENT PROJECTS.

POLICY: THE CITY MAY PARTICIPATE IN PROGRAMS DESIGNED TO PROVIDE LOW COST LOANS TO ELIGIBLE PERSONS FOR REHABILITATION PURPOSES OR MAY COOPERATE WITH CONVENTIONAL LENDING INSTITUTIONS TO MAKE LOW COST FINANCING AVAILABLE FOR ELIGIBLE IMPROVEMENT PROJECTS IF NECESSARY TO STIMULATE HOUSING REHABILITATION ACTIVITY.

Deteriorating properties are not only unfit to live in, but also have a very real detrimental effect on surrounding properties. They quite often do not contribute taxes and are a drain on the resources of the City. Lack of City commitment does not save the taxpayers money; on the contrary, lack of action costs the City money in the short <u>and</u> long run.

Simple economics is often the cause of inactivity on the part of the owner of these properties. The costs of improving this property are beyond his ability or willingness to pay. There are steps the City can take to reduce these costs.

In order to encourage the undertaking of redevelopment and housing rehabilitation projects by property owners, the City will work to make such projects economically feasible or at least eliminate financial penalties for improvement. One step toward this end is the provision of substantial tax incentives for improvement projects undertaken in certain areas. The City will see to it that assessments are not raised on substantially improved properties or that taxes are waived for a period of years following the improvements. There is presently a tax credit program in effect for improvements within the historic district. The City will expand the area of eligibility to include the "Community Improvement Area" and increase the credits.

The City may cooperate with local lending institutions to make low interest loans available to persons desiring to undertake eligible improvement projects. The objective will be to decrease interest rates as well as to make larger sums available for these specific purposes. Such a program might involve the City guaranteeing home improvement loans made by banks to individuals or a cooperative financing arrangement between the City and banks whereby the City sells tax free, low interest bonds to the banks, the money from which would be reissued in the form of low interest loans for eligible home improvements.

The City may participate in rehabilitation loan programs which make low cost financing available to eligible persons who are unable to secure conventional financing and who desire to raise their homes to minimum code standards. Such a program will emphasize assistance to home owners within the community improvement area and will be administered in a manner which assures correction of substandard conditions. The City will evaluate State rehabilitation assistance programs for their consistency with these objectives and may participate in these.

The City may also direct its skilled personnel to provide technical assistance to certain property owners. These personnel will advise the owners on how to effect the needed improvements, make cost estimates for the work, and refer the owner to a series of local contractors if the owner does not desire to make the repairs himself.

It is again stressed that these forms of financial assistance should not be granted indiscriminately. The criteria for eligibility should be carefully applied and applications for assistance closely scrutinized.

Code Enforcement

POLICY: THE CITY WILL VIGOROUSLY ENFORCE ITS HOUSING AND BUILDING CODES AND ORDER SUCH IMPROVEMENTS TO PROPERTIES AS ARE NECESSARY TO BRING THEM UP TO CODE STANDARDS.

POLICY: DWELLING UNITS NOT BROUGHT TO MINIMUM STANDARDS WITHIN A REASONABLE PERIOD OF TIME WILL BE BROUGHT TO STANDARDS BY DIRECT CITY ACTION. THE EXPENSE INCURRED BY THE CITY IN CORRECTING THE SUBSTANDARD CONDITIONS WILL BE PAID BY THE OWNER OF THE PROPERTY OR, IF NOT PAID, WILL BE A LIEN UPON THE PROPERTY. IF REPAIR WORK IS NOT FEASIBLE, THE CITY WILL CONDEMN THE PROPERTY AND RAZE IT AT THE OWNER'S EXPENSE.

POLICY: PROCEDURES WILL BE SET UP WHICH ALLOW APPEALS TO BE MADE BY A BUILDER OR HOMEOWNER TO THE MAYOR AND BOARD FROM DECISIONS MADE BY CITY INSPECTORS APPLYING CODES.

The City has adopted plumbing, electrical, housing, and building codes which set minimum standards for the quality and safety of all structures during and after construction. The enforcement of these codes is a uniform and effective method of maintaining and improving a community's housing stock. The City, therefore, will make a concerted and vigorous effort to enforce these codes. Owners of

buildings not meeting minimum standards will be ordered to correct the substandard conditions within a reasonable time. What constitutes a reasonable time will vary depending upon the severity of the substandard condition and the owner's economic situation. In other words, substandard conditions will be vigorously identified and ordered corrected but flexibility and common sense should guide the specifics of the order.

If substandard conditions are not corrected within a reasonaole time, the necessary work will ordinarily be done by the City with the owner being billed for the expenses incurred by the City. If the owner cannot afford to repay the City, a lien against the property will be recorded for that amount. The authority to do this is already given the City in its code but the City has not heretofore acted on that authority. The City will begin to act under the provisions of the code in this area.

If it is determined that repair of the structure is not economically feasible, the City will either order the owner to raze the structure or demolish it itself at the owner's expense.

Property owners and builders should have the opportunity to appeal to the Mayor and Board a decision made by City inspectors. Provision for Board of Appeals is already a part of the City's Building Code but such a Board has never been established. The City will set up a functioning Board as soon as possible. However, the right of appeal will be limited to those instances where it is alleged that an error has been made by the administrative officer in interpreting the codes, when codes do not specifically address a situation, or when strict application of the codes results in unreasonable cost to the builder or frustrates attempts to improve properties. Procedures will be established which describe the processes to be followed in executing an appeal. The purpose of the appeal process is to make the enforcement of municipal codes flexible and sensitive to the particulars of individual cases in order that construction projects might be as inexpensive as possible while still protecting the health, safety and general welfare of the community.

Non-Profit Housing Groups

POLICY: THE CITY WILL ENCOURAGE THE FORMATION OF A NON-PROFIT CORPORATION TO DEVELOP AND IMPLEMENT HOUSING AND COMMUNITY IMPROVEMENT PROGRAMS OF ALL KINDS.

The City will try to elicit a greater commitment to the correction of housing problems by private lending institutions, businesses, civic clubs, churches, and other community organizations. The energies of these should be directed in a coordinated fashion so that resources are pooled for greater effectiveness.

A vehicle for such action which has been successful in the past in other areas is the non-profit corporation set up to sponsor non-governmental housing and community improvement projects. Such a non-profit corporation might encourage property owners to improve their properties, provide financing for rehabilitation projects, apply for Federal and State grants, or purchase deteriorated dwellings and rehabilitate and resell them. The objective is to expand private

involvement in housing and community improvement projects. The Frederick Organization for Rehabilitation is one such non-profit group now operating in the area. It is currently working to bring about a large senior citizens housing project. The City will support additional activities by this group and a greater commitment by other community groups in this area.

Housing Planning

POLICY: THE CITY PLANNING COMMISSION WILL ENCOURAGE OR UNDERTAKE STUDIES DESIGNED TO IDENTIFY HOUSING PROBLEMS IN THE COMMUNITY AND WILL RECOMMEND HOUSING POLICIES TO THE MAYOR AND BOARD.

The City Planning Commission will make use of existing public agencies and private groups which are in a position to provide information on housing trends and problems. These sources of information include developers and realtors, the Community Services Agency, the Housing Authority, and inspectors and zoning administrators. The Commission will also initiate any additional studies which are needed to fill in gaps in housing information. By constantly monitoring housing conditions and construction activity, the Commission will be able to recommend housing policies and plan amendments to the Mayor and Board. Sensitivity to changing needs, market conditions, and development techniques can be maintained.

Citizen Education

POLICY: THE CITY WILL ENCOURAGE THE BOARD OF EDUCATION AND THE UNIVERSITY OF MARYLAND EXTENSION SERVICE TO DEVELOP AND OFFER A COMPREHENSIVE EDUCATIONAL PROGRAM DESIGNED TO INCREASE CITIZEN AWARENESS AND APPRECIATION OF HOME ECONOMICS PRACTICES.

A comprehensive program of home economics should be offered to community residents through the public school system. The City should urge the Board of Education and the County Extension Service to make the teaching of home economics a basic part of their programs of instruction.

Energy Conservation

POLICY: THE CITY WILL OFFER INCENTIVES TO HOMEOWNERS AND BUSINESSES FOR THE INSTALLATION OF INSULATION AND OTHER EFFECTIVE ENERGY CONSERVATION MEASURES IN BUILDINGS.

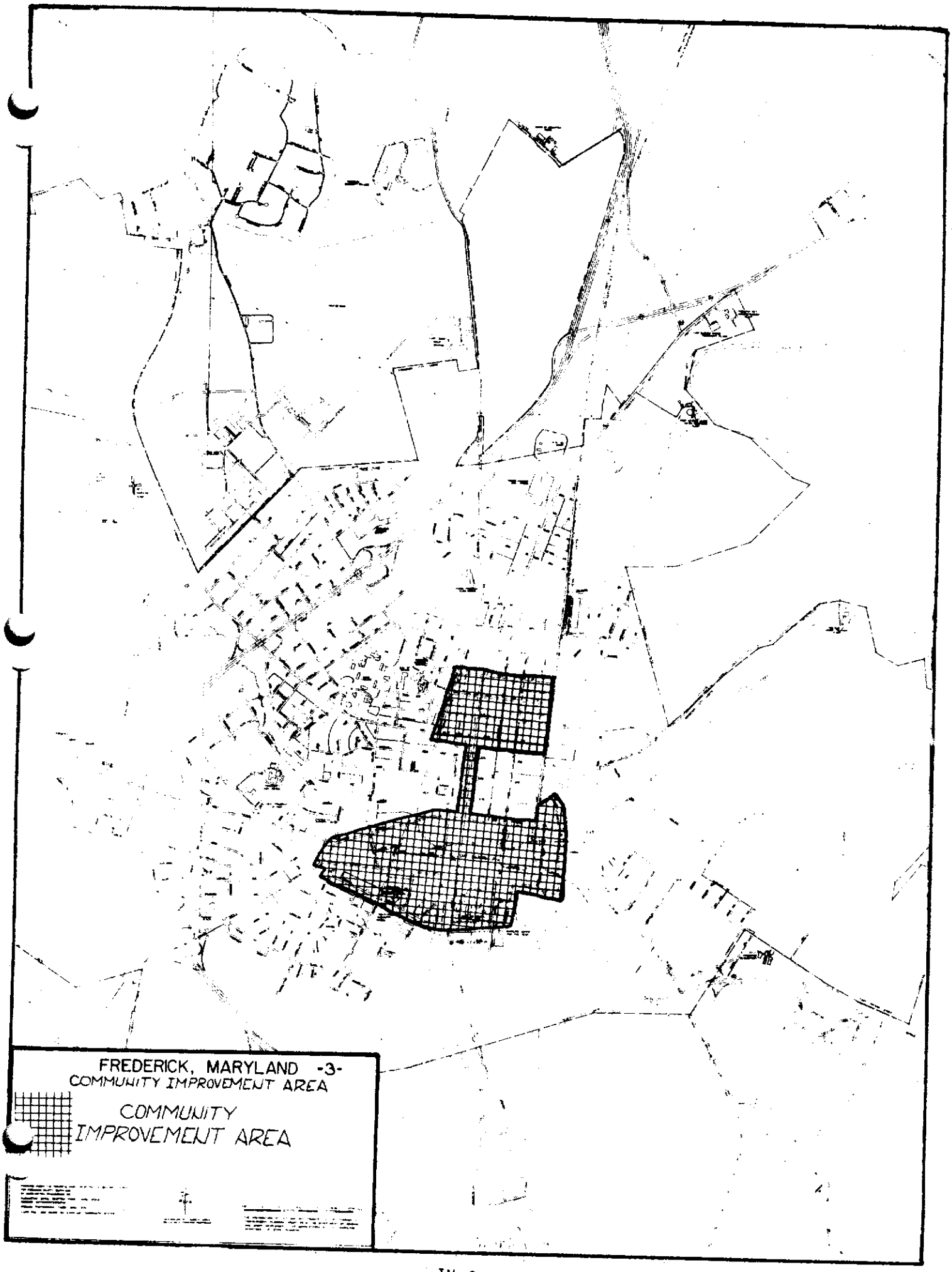
POLICY: THE CITY WILL AMEND ITS BUILDING CODE TO REQUIRE ENERGY CONSERVATION FEATURES IN NEW CONSTRUCTION.

POLICY: THE CITY WILL DEVELOP AND IMPLEMENT AN ENERGY CONSERVATION PROGRAM FOR ITS OWN BUILDINGS AND OPERATIONS.

The City will take those steps within its power to reduce energy consumption. These will include incentives similar to those offered to property owners who improve their structures in the historic district and to property owners who install additional insulation and make other improvements which reduce energy consumption.

Building codes will be amended to require energy conservation features in new construction. Model codes will be used to guide code amendments.

The City will take the lead in energy conservation by making improvements to its own properties which reduce energy consumption by altering its daily activities in ways which eliminate fuel waste, and by purchasing energy efficient equipment.


FREDERICK, MARYLAND -3-
COMMUNITY IMPROVEMENT AREA
COMMUNITY
IMPROVEMENT AREA

TRANSPORTATION

GOALS

MOVE GOODS AND PERSONS THROUGH AND WITHIN THE CITY IN AN EFFICIENT, DIRECT, AND SAFE MANNER.

OBJECTIVES

TO DECREASE TRAVEL TIME BETWEEN THE CITY'S MAJOR ACTIVITY CENTERS.

TO REDUCE CONGESTION OF VEHICULAR TRAFFIC ON CITY STREETS, PARTICULARLY IN THE DOWNTOWN AREA AND ON ROUTE 40 WEST.

TO REDUCE THE MOTOR VEHICLE, PEDESTRIAN, AND BICYCLIST ACCIDENT RATES.

TO INCREASE OFF-STREET PARKING OPPORTUNITIES, PARTICULARLY IN THE DOWNTOWN AREA.

TO SEPARATE AS MUCH AS POSSIBLE THROUGH TRAFFIC FROM LOCAL TRAFFIC.

TO SEPARATE PEDESTRIAN TRAFFIC FROM MOTOR VEHICLE TRAFFIC.

TO MAKE THE BICYCLE A PRACTICAL ALTERNATIVE FORM OF TRANSPORTATION.

TO COORDINATE LOCAL TRANSPORTATION PLANNING WITH COUNTY AND STATE PLANNING.

TO IMPROVE AND EXPAND THE AREA'S STREET SYSTEM CONSISTENT WITH LOCAL PRIORITIES.

TO MAINTAIN AND IMPROVE PUBLIC TRANSPORTATION SERVICES TO CITY RESIDENTS, ESPECIALLY THOSE PERSONS WITH SPECIAL NEEDS WHICH ARE NOT MET BY CURRENT SERVICES.

TO IMPROVE RAIL FREIGHT SERVICE TO CITY INDUSTRIES.

TO CONTINUE TO DEVELOP THE AIR TRANSPORT FACILITIES AT THE MUNICIPAL AIRPORT, CONSISTENT WITH STATE AND LOCAL PLANS.

TO MONITOR PRIVATE DEVELOPMENT SO THAT IT DOES NOT OVERLOAD OR PREVENT THE EFFICIENT AND SAFE OPERATION OF THE CITY'S TRANSPORTATION FACILITIES.

POLICIES

Functional Classification System

POLICY: ALL CITY STREETS, EXISTING AND PLANNED, WILL BE DESIGNED AND USED ACCORDING TO THEIR FUNCTIONAL CLASSIFICATION.

All City streets are classified according to the service they are intended to provide in the future. This classification system indicates a hierarchy of travel service ranging from high speed interstate and inter-region travel to motor vehicle access to individual properties. The higher the classification, the greater traffic mobility intended.

The functional classifications used in Frederick City are:

(1) interstates
(2) freeway-expressway
(3) other principal arterials
(4) minor arterials
(5) collectors
(6) local streets

Principal arterials are those highways serving the major centers of activity within the urban area, the highest volume traffic corridors, and the longest trips. They carry the major portion of trips entering or leaving the urban area and provide for the majority of through movements deserving to by-pass the central area. They likewise provide for significant intra-area travel such as between the center city and outlying areas with a minimum interruption of free movement. As a rule, individual property access is prohibited.

Minor arterials interconnect and augment the urban principal arterial system and provide service to trips of moderate length at a somewhat lower level of mobility than principal arterials. These minor arterials distribute traffic to geographic areas smaller than those of the higher system. They are designed to channel traffic between neighborhoods without penetrating them. Individual property access, though permitted when necessary, is discouraged.

Urban collectors provide relatively balanced levels of traffic mobility and individual property access. They allow circulation within residential, commercial, and industrial neighborhoods but do not encourage through traffic. Collectors convey traffic from arterials through neighborhoods to its ultimate designation and, conversely, "collect" traffic from local streets and channel it onto the higher capacity, higher speed arterials.

Urban local streets are all those streets not included in the above higher classifications. They provide direct access to abutting properties and offer the lowest level of traffic mobility. The only traffic on local streets should be that originating in or travelling to properties within those neighborhoods. Through traffic is to be discouraged.

The ultimate functional classification of all City streets, existing and proposed, is shown on Map 4. In this system, the function of Patrick and Market Streets downtown is downgraded. These are intended to serve traffic with downtown destinations. East and South Streets are to provide close-in bypasses around the central business district (CBD) so that through traffic does not mix with CBD traffic. This should reduce downtown congestion considerably. Fourth and Seventh Streets will supplement South Street as east-west arterials while U.S. 15 and the planned Airport Arterial will provide additional north-south movement opportunities.

Major Street Improvements

POLICY: THE CITY WILL PLAN, PROGRAM AND CONSTRUCT OR IMPROVE STREETS CONSISTENT WITH ITS MAJOR STREETS PLAN.

POLICY: THE CITY WILL ADOPT AN OFFICIAL MAP OF STREETS TO IDENTIFY AND PRESERVE FUTURE STREET ALIGNMENTS.

Several improvement and construction projects for major City streets are necessary to upgrade and expand the City's street system to meet the transportation needs of the community and to guide the timing and location of development consistent with the provisions of this Comprehensive Plan.

The Major Streets Plan is illustrated on Map 4. The map shows the approximate location of routes and their ultimate functional classification. The map is intended to depict only major streets, i.e., streets of collector status or higher. Many additional local streets will be needed to serve developing areas. These will be planned during the subdivision process and constructed to tie into the major streets network without detracting from its operating capabilities.

Project priority is as follows:

Top Priority:

- Extend East Street from East Patrick Street to South Market Street at I-70 (principal arterial)
- Improve East Street from East Patrick Street to East Ninth Street (principal arterial)
- Improve East South Street from Market Street to Wisner Street (principal arterial)
- Improve Shookstown Road-Montevue Lane (collector)
- Provide for the improvement of O'Possumtown Pike between U.S. 15 and FCC (minor arterial)

Intermediate Priority:

- Extend Waverley Drive to Shookstown Road (collector)
- Relocate Hayward Road between U.S. 15 and O'Possumtown Pike (collector)
- Construct an Airport arterial between East Patrick Street at Shaw's Lane to North Market Street extended (minor arterial)
- Extend East Seventh Street from East Street to the proposed Airport Arterial (collector)
- Build Key Parkway from Waverley Drive to Baughman's Lane (collector)
- Extend Willowdale Road to Shookstown Road (collector)
- Build McCain Drive between U.S. 40 and Butterfly Lane (collector)
- SHA Study and improvement of interstate and freeway interchanges.

Other projects will be undertaken farther into the future as the need is demonstrated.

The major improvement with top priority is the extension and upgrading of East Street to major arterial standards. This improvement is designed to provide a critically needed alternative north-south route in the downtown area to relieve Market and Bentz Streets. Construction of this project will have several beneficial effects:

(1) it will relieve much of the congestion on Market Street and Bentz Street by conveying through traffic around the central business district;

(2) it will enable heavy truck traffic generated by the eastern industrial areas to bypass the CBD; and

(3) it will make the eastern industrial areas more accessible and, hence, more attractive for industrial development.

Steps will be taken, however, to prevent the destruction of the road's utility by the creation of multiple access points through uncontrolled commercial or industrial development along East Street. Particularly undesirable would be the creation of an attractive environment for retail expansion in the fashion of strip commercial development which would compete with the downtown retail center. Also of concern is the use of the roadway by the railroad. Care will be taken to make auto and rail traffic compatible.

Projects with an intermediate priority include the servicing of the residential and commercial developments in the western half of the City in order to relieve congestion on Route 40 West. Of particular importance would be the creation of alternative east-west routes such as would be provided by the proposed Key Parkway and the upgrading of Shookstown and Montevue Roads, as well as alternative north-south routes such as Waverley Drive and Willowdale Drive.

Another improvement is the construction of a minor arterial to serve the industrial properties around the airport. This will allow traffic generated by industrial development in the area to have easy access to I-70, U.S. 15, and Maryland Route 26. The planning of this highway should be coordinated with the proposed development of the municipal airport and industrial park.

The City will request the State Highway Administration to complete within 3 years a study of all interchanges of interstate and other freeways in the Frederick City vicinity. Many such interchanges offer access only to traffic moving in certain directions, are poorly designed with confusing access ramp layouts, are hazardous, or are inadequate to accommodate future land use intensities. Of particular concern are the I-70 - U.S. 340 interchange, the U.S. 340 - Ballenger Creek Pike interchange and the South Street - I-70 interchange. The SHA should in their study identify problem areas,propose solutions, and program the necessary improvements to be completed by 1986.

Long-range improvements are the extension of several streets to add continuity to the present system, the upgrading of facilities in areas likely to be under

development at that time, the construction of a major western by-pass, and the improvement of North Market Street from Patrick to 7th Street similar to what has been done on South Market Street.

Many of these improvements or portions thereof may be undertaken by private developers as part of their own development projects. If this is the case, their work should still be consistent both with the priorities set down in the "street improvements program" and with the intended design of the streets as indicated by their proposed functional classification.

However, the City will not wait for private developers if the need for projects is critical. The improvement priorities are set to meet the anticipated transportation needs of the community as well as to guide the timing and location of development consistent with this Comprehensive Plan. Consequently. the timely completion of these improvements is in the general public interest and their initiation cannot be left entirely to the discretion of the private sector.

Amendments to the Major Streets Plan in effect before the adoption of this Comprehensive Plan are as follows: (1) the relocation of the intersection of McCain Drive and Key Parkway, (2) the elimination of the extension of Military Road and the creation of the Taney Avenue - O'Possumtown Pike connection, (3) the realignment of the East 16th Street extension, (4) the realignment of the East 7th Street extension, (6) the realignment of the East Street extension, (7) the realignment of the Airport arterial, (8) the relocation of the West End Arterial's intersection with I-70, (9) the elimination of the Monocacy Arterial, and (10) the relocation of the link of the Frederick Feeder Road between South Street and U.S. 40.

In order to preserve the right-of-way for future streets, an Official Map of Streets will be adopted in accordance with Section 6 of Article 66B, the Maryland Planning and Zoning Enabling Act. Development within right-of-way and proposed streets can be effectively prevented by this mechanism.

Design Standards

POLICY: STREETS WILL BE DESIGNED AND CONSTRUCTED ACCORDING TO DESIGN STANDARDS ESTABLISHED FOR THEIR FUNCTIONAL CLASSIFICATION IN THE CITY'S DESIGN MANUAL.

Street improvements, whether initiated by public or private groups will comply with the standards as listed in the City's Design Manual.

Financing Transportation Improvements

POLICY: THE CITY WILL MAKE USE OF ALL AVAILABLE COUNTY, STATE, AND FEDERAL AID IN FINANCING ITS TRANSPORTATION PROJECTS.

POLICY: THE COST OF MAJOR TRANSPORTATION IMPROVEMENTS WILL BE ASSESSED AGAINST THOSE BENEFITTING FROM THE IMPROVEMENTS.

Federal financial assistance may be available for certain transportation projects including those street improvement projects which are a part of the federal aid system. This federal aid system includes those streets, existing and proposed, whose construction or improvement is eligible for financial assistance. Most major streets within the urban aid boundary shown on Map 4 are eligible for federal assistance.

Also, certain transit facilities and operations are eligible for State and Federal assistance.

Street improvements initiated by private developers will be undertaken at their own expense. The cost of major City-initiated improvements made necessary by the development of new neighborhoods will be at least partially assessed against property owners in those developments.

The City will bear that portion of the cost of transportation improvement of general benefit.

Traffic Control

POLICY: TRAFFIC CONTROL DEVICES WILL BE LOCATED AND OPERATED IN A MANNER WHICH ALLOWS STREETS TO BE USED AS INTENDED BY THEIR FUNCTIONAL CLASSIFICATION.

The City's traffic control system will be reviewed and adjusted to eliminate points of congestion and unwarranted delay. The traffic control system, which includes traffic signals, signs, and other street markings, will be set up and operated consistent with the functional classification of City streets so that the proper balance of traffic mobility and property access is assured on each specific street. The general rule which will be followed is that traffic moving along higher classified streets should not be unreasonably disrupted at intersections with lower classified streets. Where streets of different functional classifications intersect, the potential for delay for traffic moving along the higher classified street should be less than that for traffic moving along the lower classified street.

Measures which will be taken toward these ends include the installation or elimination of signals and signs, adjustments to the timing cycle of signals, the channeling of intersections, the creation of turn lanes, and the limiting of curb cuts on major streets.

An engineering study of traffic conditions at individual locations is necessary before definite recommendations for system adjustment can be made. The standards contained in the U. S. Department of Transportation's "Manual on Uniform Traffic Control Devices" will be used in guiding decisions.

Parking

POLICY: THE CITY WILL REQUIRE THAT DEVELOPERS OF NEW RESIDENTIAL, COMMERCIAL, AND INDUSTRIAL PROJECTS PROVIDE OFF-STREET PARKING FACILITIES ADEQUATE TO ACCOMMODATE TRAFFIC GENERATED BY THEIR PROJECTS.

POLICY: THE CITY WILL EXPAND OFF-STREET PARKING FACILITIES IN THE DOWNTOWN AREA AS OPPORTUNITIES ARISE.

Adequate off-street parking areas designed in compliance with City standards are one of the improvements which will be required of all developers of new or expanded residential, commercial, industrial and institutional projects. The only exception to this rule may be projects within the older, intensely developed

areas of the center city. Here the narrowness of many lots and the side by side character of the improvements often make the provision by the developer of off-street parking facilities a substantial hardship if not an impossibility. When this situation exists and off-street facilities are available within a reasonable distance, the City will not require off-street facilities.

Pedestrian Facilities

POLICY: PEDESTRIAN ACCESS BY MEANS OF CONVENTIONAL STREETSIDE SIDEWALKS OR SPECIAL EASEMENTS WILL BE PROVIDED BETWEEN MAJOR ACTIVITY CENTERS.

POLICY: SIDEWALKS BUILT TO CITY STANDARDS WILL BE CONSTRUCTED AND MAINTAINED BY PROPERTY OWNERS ALONG ALL CITY STREETS. PROPERTY OWNERS MAY BE EXEMPTED FROM THIS REQUIREMENT BY THE MAYOR AND BOARD WITH THE ADVICE OF THE PLANNING COMMISSION IF THEY DETERMINE THE AREA'S POPULATION DENSITY, STATE OF DEVELOPMENT, DEGREE OF PEDESTRIAN HAZARD, ADJACENT LAND USES, AND PRESENCE OF ALTERNATIVE PEDESTRIAN FACILITIES ARE SUCH THAT SIDEWALKS ARE UNNECESSARY. HOWEVER, THE MAYOR AND BOARD WITH THE ADVICE OF THE PLANNING COMMISSION MAY REINSTATE THE REQUIREMENT AT SUCH TIME THE NEED FOR SIDEWALKS IS DEMONSTRATED.

POLICY: THE CITY WILL INITIATE A SIDEWALK CONSTRUCTION PROGRAM TO COMPLETE THE SYSTEM IN ESTABLISHED AREAS BY 1985.

POLICY: SIDEWALKS, CROSSWALKS, AND OTHER PEDESTRIAN RIGHTS-OF-WAY WILL BE CLEARLY MARKED.

POLICY: RAMPS AND CURB CUTS FOR THE HANDICAPPED WILL BE PROVIDED ALONG SIDEWALKS.

POLICY: THE CITY WILL NEITHER ACCEPT BY DEDICATION NOR MAINTAIN ANY PEDESTRIAN RIGHT-OF-WAY WHICH DOES NOT PROVIDE PUBLIC ACCESS TO MAJOR ACTIVITY CENTERS OR WHICH IS NOT A PART OF AN OVERALL PEDESTRIAN FACILITIES SYSTEM.

The design of all major development projects will take into consideration the needs of the pedestrian, particularly the handicapped and elderly, for easy, direct access to such projects. The City understands, however, that streetside walks will not be necessary in certain areas such as heavy employment areas not normally traversed on foot or very low density residential areas and other areas of little traffic. The Board of Aldermen may, upon reviewing the specifics of the case, exempt a developer from the requirements that sidewalks be provided. The Board, however, may reserve the right to require their construction by property owners if circumstances change such that sidewalks are desirable.

Many properties in town which are currently lacking sidewalks will be required to construct these as part of a program to complete the City's sidewalk system by 1985.

The City will either not accept or will abandon those rights of way not clearly of public benefit. The City Planning Commission will make recommendations to the Board of Aldermen regarding acceptance and abandonment of pedestrian right-of-ways.

Bicyclist Facilities

POLICY: A BIKEWAY SYSTEM WHICH UTILIZES EXISTING ROADWAYS AND STREAM VALLEY PARK AREAS WILL BE ESTABLISHED TO CONNECT MAJOR ACTIVITY CENTERS IN THE CITY.

The City will encourage the use of bicycles as a practical mode of transportation by providing the facilities necessary to give them safe and direct access to the City's major activity centers. These facilities will include designated bike routes, special bike paths, and bicycle storage facilities at the activity centers.

For practical reasons, most bicycle routes will utilize existing roadways. However, steps will be taken to increase the safety of bicyclists on these routes including the posting of suitable warning signs to motorists, reserving of a portion of the road for bicycles, cutting curbs where street crossings are necessary, and removing other potential obstacles and hazards. Also, when roads incorporating a designated bicycle route are upgraded, provision will be made for smooth, paved shoulders for use by bicycles. Care will be taken, however, not to unduly restrict the flow of motor vehicle traffic by such actions. Heavily travelled streets are generally inappropriate for bicycle routes.

Where indicated on Map 5 the bikeway will be constructed within the stream valley parks which criss-cross the City and surrounding areas. By utilizing these stream valleys, steep grades will be avoided and bicycle traffic will be separated from automobile traffic, especially if culverts and bridge openings are used to funnel bicycle movements under roadways. Ramps will be constructed where streets intersect the stream valley paths to permit easy access by bicycles.

Where the bikeway is built alongside streets or streams, it will be designed to permit easy access to activity centers by use of ramps and curb cuts.

Map 5 shows potential bicycle routes and the proposed linear park bikeways.

Public Transportation

POLICY: EVERY 5 YEARS THE CITY WILL EVALUATE ON A REGIONAL BASIS THE PUBLIC TRANSPORTATION SERVICES OFFERED TO CITY RESIDENTS FOR THEIR ABILITY TO MEET THE SPECIAL NEEDS OF THE LOW INCOME GROUPS, THE ELDERLY, AND THE HANDICAPPED. BASED ON THIS EVALUATION, THE CITY WILL SEEK FEDERAL, STATE, AND COUNTY ASSISTANCE IN TAKING THOSE STEPS NECESSARY TO MEET THOSE NEEDS.

POLICY: THE CITY WILL RESTRICT ITS INVOLVEMENT IN PROVIDING PUBLIC TRANSPORTATION SERVICES TO THE EXTENT THAT THE PRIVATELY-SUPPLIED SERVICES ARE INADEQUATE TO MEET COMMUNITY NEEDS.

POLICY: THE CITY WILL SUPPORT EFFORTS TO EXPAND INTERCITY PUBLIC TRANSPORTATION SERVICES WHICH CAN SERVE FREDERICK RESIDENTS.

Meeting the needs of the community for public transportation services in a small town, rural area is a very costly endeavor. To accurately assess the needs, particularly those of the elderly, handicapped, and other special groups is difficult. To provide the services at effective levels almost always requires a heavy subsidy. Planning such services, therefore, must be comprehensive and

frequently updated so that special needs can be identified and the most effective, economically feasible solutions can be applied.

Transportation is a regional issue and the cooperation of each level of government in transit planning and implementation. The several State and Federal transit programs will be tapped and County assistance will be sought.

Government involvement in public transportation will be designed to supplement privately supplied transit services, not to replace or compete with them.

The Metro-rail system and the other commuter rail and inter-city bus operations should be eventually expanded to better serve Frederick area commuters. A Metro-rail terminal with ample parking area will be planned in the vicinity of the Frederick Municipal Airport. Other rail rights-of-way should be preserved for possible establishment of commuter rail service in the long-range future. These include the Penn Central secondary track and the Chessie line running south and east from the City.

Rail Freight Transportation

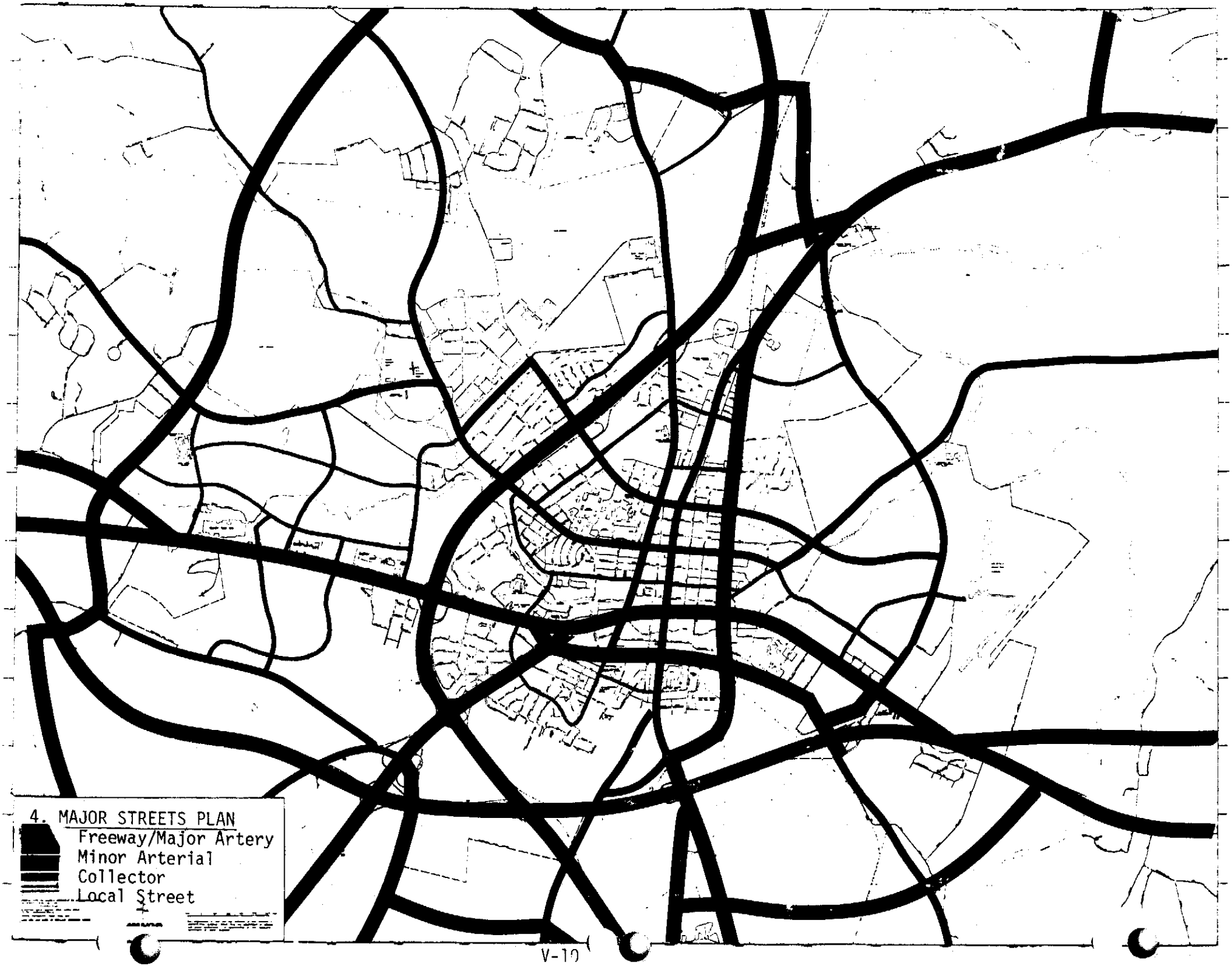
POLICY: THE CITY WILL ACTIVELY SUPPORT EFFORTS TO RETAIN AND IMPROVE RAIL FREIGHT SERVICE TO CITY INDUSTRIES, PARTICULARLY ALONG THE OLD PENN CENTRAL LINE.

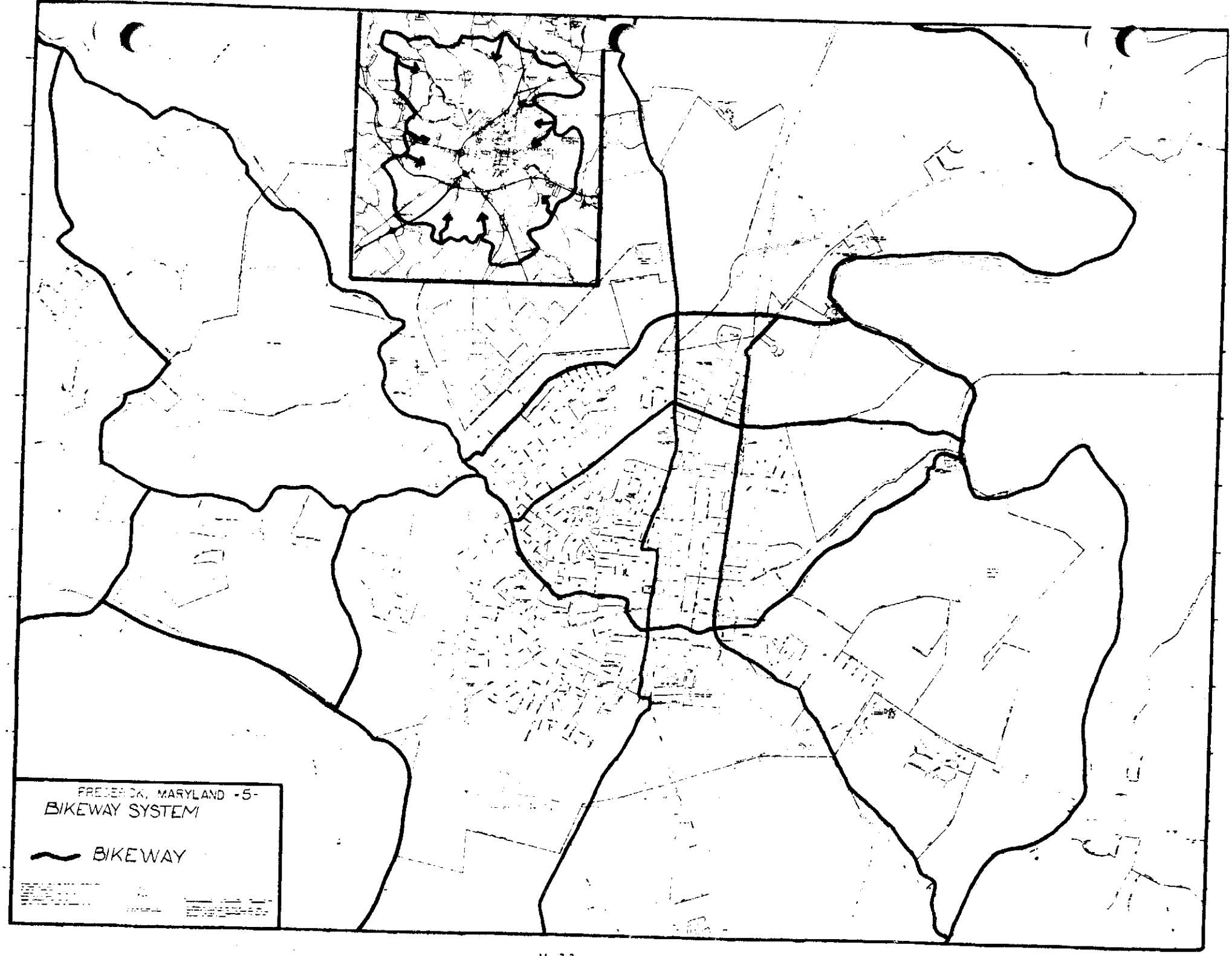
Frederick City will cooperate with and offer all possible assistance short of direct financial subsidy to groups which have as their purpose the maintenance of quality rail freight service to the community. Such service is seen as essential to the continued economic well-being of the City and its surrounding areas. The City recognizes, however, that the provision of this rail service is essentially a private enterprise and is of regional importance and the extent of City assistance should be limited accordingly.

Air Transportation

POLICY: THE CITY WILL DEVELOP THE FREDERICK MUNICIPAL AIRPORT IN CONFORMANCE WITH THE AIRPORT MASTER PLAN.

The Frederick Municipal Airport is a tremendous asset to the area's economy. Its potential attraction for new industry will be realized by seeing that surrounding land areas are developed in a fashion which does not hinder the operation of the facility and that airport facilities are improved consistent with the Airport Master Plan.


4. MAJOR STREETS PLAN
Freeway/Major Artery
Minor Arterial
Collector
Local Street


FREDERICK, MARYLAND -5-
BIKEWAY SYSTEM
BIKEWAY

LAND USE AND DEVELOPMENT

GOALS

TO USE LAND IN THE CITY IN A MANNER CONSISTENT WITH ITS NATURAL CAPA-3ILITIES, CONSISTENT WITH ITS ABILITY TO BE PROPERLY AND ECONOMICALLY SERVICED, AND COMPATIBLE WITH SURROUNDING AREAS.

TO PROVIDE ADEQUATE AMOUNTS OF LAND FOR ALL USES TO MEET CURRENT AND FUTURE NEEDS.

OBJECTIVES

TO STRICTLY REGULATE DEVELOPMENT IN NATURAL HAZARD AREAS.

TO GUIDE DEVELOPMENT INTO AREAS WHERE PUBLIC FACILITIES ARE AVAILABLE TO SERVE IT.

TO COOPERATE WITH THE COUNTY IN REGULATING LAND USE IMMEDIATELY SUR-ROUNDING THE CITY TO INSURE ITS CONSISTENCY WITH THE CITY'S COMPREHENSIVE PLAN.

TO MAINTAIN THE DOWNTOWN AS A VIABLE RESIDENTIAL, COMMERCIAL, AND EMPLOYMENT AREA.

TO PROTECT THE HISTORIC CHARACTER OF THE CITY.

TO ENCOURAGE REDEVELOPMENT ACTIVITIES IN OLDER, DETERIORATING AREAS OF THE CITY.

POLICIES

Natural Resource Preservation

POLICY: NO LAND DEVELOPMENT ACTIVITY EXCEPT PUBLIC THOROUGHFARE AND UTILITY CONSTRUCTION WILL BE PERMITTED WITHIN ANY 100-YEAR FLOODPLAIN.

POLICY: ONLY LOW INTENSITY DEVELOPMENT ACTIVITIES WILL BE PERMITTED IN AREAS OF HIGH WATER TABLE, STEEP SLOPES, AND OTHER NATURAL HAZARD AREAS. UNNECESSARY ALTERATION OF TOPOGRAPHY AND MASSIVE CLEARING OF NATURAL COVER WILL BE PROHIBITED.

POLICY: VALUABLE MINERAL DEPOSITS WILL BE PROTECTED WHERE POSSIBLE.

Development, whether new construction, improvement of existing buildings, or alteration of natural topography, will be prohibited in the 100-year floodplain. This area has been delineated after detailed analysis in a floodplain/storm water management study done by the consulting firm of Dewberry, Nealon, and Davis, and in a HUD-sponsored study for flood insurance done by the firm of Dalton, Dalton, and Little.

There are many areas besides floodplain areas which, because of natural characteristics, are incapable of supporting intense development. These include lands with a high seasonal water table, unstable soils and slopes of 15% grade or more. Such areas are identified in the SCS survey of County soil types. The City will adopt regulations which effectively limit the intensity of development which is permitted to take place in these areas so that possible damage to land improvements and adverse environmental impacts are avoided.

Parts of Frederick City and much of the County are underlain with high quality limestone deposits. These are valuable resources useful in the production of building materials. In fact, several City industries are engaged in limestone mining and processing activities. These and other mineral deposits will be preserved for future use where possible.

Historic Preservation

POLICY: THE CITY WILL PREVENT DEVELOPMENT, DEMOLITION, OR DETERIORATION OF STRUCTURES WHICH WOULD ADVERSELY IMPACT THE CITY'S HISTORIC CHARACTER.

Frederick is blessed with a rich history and a public commitment to the preservation of its heritage. Such preservation is a public purpose not only of the City but also of the State and Nation. The City, therefore, will review all development and demolition proposals for their potential impacts on the historic character of the City and will prohibit those projects with substantial unavoidable adverse impacts. Willful neglect of structures in the historic district will be considered as detrimental to the historic character of the area as demolition or inappropriate development.

The Downtown Area

POLICY: THE CITY WILL MAINTAIN RESIDENTIAL OPPORTUNITIES IN THE DOWNTOWN AREA AND WILL TAKE STEPS TO IMPROVE ITS RESIDENTIAL ENVIRONMENT.

POLICY: MAJOR GOVERNMENTAL AND OFFICE COMPLEXES, ESPECIALLY THOSE WITH HIGH PUBLIC USE, AND THEIR SUPPORT ACTIVITIES WILL BE LOCATED IN THE DOWNTOWN AREA.

POLICY: RETAIL ACTIVITY WILL BE CONDENSED WITHIN THE CENTER OF THE DOWNTOWN.

POLICY: THE FULL RANGE OF PUBLIC FACILITIES AND SERVICES WILL BE PROVIDED FOR DOWNTOWN RESIDENTS.

Frederick City's downtown area must change its role somewhat in response to changing conditions if it is to continue to prosper. The narrow streets and small properties were adequate to support the commercial, institutional and high density residentail needs of the entire area in past years but are inadequate today given the area's growth and dependence on the automobile. Therefore, rather than trying to increase the intensity of the downtown activities in

pace with overall community growth the downtown should maintain a scope of activity proportionate to its scale and physical capacities. The downtown, although it should remain the dominant governmental and business center in the County, should see these activities concentrated within a more limited area. It should function as a relatively independent neighborhood within the larger City working to maintain its unique character, scale, and its balanced mix of land uses and socio-economic groups.

A large, stable residential population will do the most to maintain the health of the downtown. Therefore, every effort will be made to make the downtown an attractive residential neighborhood. Residential opportunities will be maintained and expanded where possible, the encroachment of non-residential activities into planned residential areas will be stopped, and housing rehabilitation efforts will proceed. A full range of public facilities and services, including schools, parks, libraries, responsive police and fire protection, and well-maintained streets, will be provided. The City will take steps to effectively deal with nuisance factors such as traffic, inadequate parking, noise, and litter. Decisions which impact the downtown will be made after careful consideration of the residential perspective.

The present commercial area in the downtown was established by the City's 1964 Comprehensive Plan. It reflected the demand for retail space in effect at that time. However, with the growth of the suburbs, the advent of shopping centers, and changing consumer habits, the demand for downtown commercial space has declined while the available commercial land remained the same. This creates the potential, and often the reality, of vacant store fronts and under-utilized space. Consequently, the area available for retail commercial activity will be concentrated so a bustling, attractive shopping atmosphere is created. This reduced shopping district will be those properties fronting on Market Street between Seventh and South Streets and on Patrick Street between Bentz and East Streets. Within this area, street level space will be most properly used for retail, service, financial, real estate, governmental, and other related uses serving the needs of the general public. Private offices and residences are appropriate on upper floors and in fringe areas as shown on the land use map. All other areas will be reserved for residential uses.

Development and Public Facilities

POLICY: DEVELOPMENT ON A LARGE SCALE WILL NOT BE PERMITTED WHERE ADEQUATE PUBLIC FACILITIES ARE NOT PROGRAMMED UNLESS THE DEVELOPER ASSUMES THE FULL COST OF CONSTRUCTION OF THE NECESSARY FACILITIES.

POLICY: THE LOCATION AND EXTENSION OF PUBLIC FACILITIES WILL BE TOOLS TO GUIDE DEVELOPMENT IN CONFORMANCE WITH THE CITY'S COMPREHENSIVE PLAN.

POLICY: IF NECESSARY, THE CITY WILL INITIATE CONSTRUCTION OF UTILITIES, STREETS, AND OTHER PUBLIC FACILITIES IN AREAS DESIGNATED FOR PRIORITY DEVELOPMENT.

The City's plans for public facilities improvements will be based on the land use element of the Comprehensive Plan. The availability or imminent availability of public facilities, especially streets and utilities, is the primary factor

influencing development density and timing. The City will use its authority in planning public facility improvements to guide development in accordance wit' its land use plan. Development in advance of the necessary supporting facilities is premature and will be prohibited unless the developer assumes all the costs of constructing the necessary facilities.

In areas already served by public facilities which have been by-passed by developers, the City will extend utilities and lay out and construct streets. The cost of these improvements will be assessed against the landowner. In this way, the City can effectively prompt development which would otherwise not be forthcoming when planned.

Development Regulation Review

POLICY: THE CITY WILL REGULARLY REVIEW ITS DEVELOPMENT REGULATIONS AND FISCAL POLICIES AND AMEND THEM AS NECESSARY TO REMOVE UNNECESSARY AND UNREASONABLE IMPEDIMENTS TO DEVELOPMENT, WHICH IS CONSISTENT WITH ITS COMPREHENSIVE PLAN.

As it tries to guarantee quality development by closely regulating it, a political jurisdiction can apply development standards and requirements which have the effect of unnecessarily and unreasonably delaying development, adding greatly to its cost, and otherwise impeding it. The end result is often the effective stopping of development where planned and desired and the forcing of it elsewhere.

The City, with the assistance of the Planning Commission, will review its development standards and regulations and fiscal policies with the objective of removing any unreasonable obstacles to development which is in conformance with the Comprehensive Plan. Recognizing that the private sector has the primai responsibility for implementing the Plan by actually developing most of the City's land, the City can more effectively bring about compliance with the Plan's provisions by adopting development regulations which make proper development activities economically feasible rather than prohibitively costly.

Annexation

POLICY: THE CITY WILL ATTEMPT TO ANNEX ADJACENT LANDS WHICH HAVE OR WILL DEVELOP TO AN INTENSITY IN EXCESS OF THREE DWELLING UNITS PER ACRE.

POLICY: THE CITY WILL SEEK INPUT FROM THE COUNTY GOVERNMENT PRIOR TO ANY ANNEXATION.

POLICY: THE CITY WILL ANNEX ONLY THOSE AREAS WHICH IT CAN ECONOMICALLY PROVIDE WITH MUNICIPAL SERVICES.

POLICY: ANNEXATION WILL BE A CONDITION FOR EXTENSION OF CITY SERVICES.

Several areas immediately adjacent to the current City limits are or will be of a character more akin to an urban rather than a rural environment. These medium and high intensity development areas will experience urban-type development requiring higher service levels. It is more logical and mutually beneficial for Frederick City to extend its existing municipal services to these areas than for Frederick County to attempt to provide them. The way to accomplish this is for the City to annex these areas, preferably before they are developed. By annexation, the City assumes the service responsibilities and the County maintains a level of services and a tax rate more appropriate for a rural county.

The area proposed for eventual annexation is bounded by the Monocacy River, Tuscarora Creek, the Catoctin Mountain ridge line, and the southern boundary of the Ballenger Creek sewer service area. This area is delineated on Map 7. Before any land is actually annexed, the City will assess the net economic impact of the proposed annexation and will determine if special tax and service levels for the area are warranted. Only in an emergency situation will City services be extended beyond municipal boundaries.

Development Proposal Review

POLICY: THE CITY PLANNING COMMISSION WILL REVIEW ALL DEVELOPMENT PROPOSALS AND LEGISLATIVE ACTIONS AFFECTING LAND USE, WHETHER PUBLICLY OR PRIVATELY SPONSORED, FOR THEIR CONSISTENCY WITH THE POLICIES, STANDARDS, AND INTENTIONS OF THE CITY'S COMPREHENSIVE PLAN, AS WELL AS THEIR IMPACTS ON PUBLIC FACILITY AND SERVICE LEVELS.

POLICY: THE CITY PLANNING COMMISSION WILL UTILIZE THE CRITERIA OUTLINED BELOW WHEN REVIEWING INDIVIDUAL DEVELOPMENT PROPOSALS.

The routine review of all development proposals gives the City Planning Commission the valuable opportunity to assess development impacts before they are actually felt. The Commission can then either seek amendments to proposals to mollify foreseen adverse impacts or to enhance positive effects or can recommend adjustments in City policy to accommodate those impacts.

Because of the extreme importance of this review process, it is essential that the Planning Commission's review be thorough and comprehensive.

General areas of concern to the Commission will be: (1) the impact of the proposal on the environment, especially in terms of flood potential, drainage, disturbance of ground cover, air and water pollution, and alteration of natural topography; (2) the impact on public facilities and services with special attention given to the adequacy of all facilities and services to accommodate the proposed development, including transportation, utilities, public safety, schools, and parks; (3) the impacts of the proposed project on the area's economy in terms of expected benefits and costs; and (4) the social impacts, particularly impacts on residential neighborhoods.

Specific criteria which the Planning Commission will utilize in their review of development proposals are listed below:

Residential

1. Proposed densities should be consistent with the land use plan map contained herein.
2. Public utilities should be available and should be of adequate capacity.
3. Developments should be served by a well-designed internal street system which does not conflict with parking areas, discourages through traffic, is capable of accommodating the traffic generated by the development, and which is integrated into the street systems of adjacent properties.
4. Individual lot access to major streets should be prevented.
5. Existing grades and ground cover should be retained whenever possible. Landscaping to separate structures, provide buffers, and enhance appearances should be provided.

6. Open space and recreation areas should be located to include unusual or sensitive natural features, to tie into open space and recreation areas of adjacent properties, should be accessible via right-of-ways to development residents, and should permit easy maintenance.

7. The development should be planned to maximize open space and minimize street and utility extensions.

Commercial

1. Commercial activities should be located on major streets. Major facilities should front on arterials; neighborhood activities should front on collectors near the area they are meant to serve.

2. Neighborhood commercial activities should be of a scale compatible with their surroundings and should offer only those products and services meeting the daily needs of their market. Their customers should ordinarily come only from the immediate neighborhood.

3. General commercial activities should be grouped in a shopping center environment so that operations might share parking facilities, landscaping, signing, driveways, and especially access points to highways. Individual property access points should be prohibited unless no possibility of shared access exists.

4. Paved parking areas should be kept to a minimum. All land area on the property not clearly needed for the commercial operation should be landscaped and sodded.

5. Signs should be kept to a minimum. Sign standards should be shared where possible.

6. Lighting should be directed inward and downward and should be of moderate intensity.

7. Extraordinary landscaping and screening and setbacks should be employed when commercial uses abut residential uses.

8. Public utilities should be provided.

9. Unbroken commercial strips with multiple access points should be prohibited.

10. Commercial development in excess of the market should be avoided. The need for proposed commercial development should be apparent.

Employment

1. Employment activities should be served by an adequate system of streets.

2. Activities which by reason of excessive noise, smoke, dust, glare, odor, vibration, or hazard should not be permitted.

3. Adequate off-street parking and loading facilities should be provided.

4. A maximum of area should be left in green space landscaping should be provided.

5. Adequate public utilities should be available.

6. Industrial traffic should not pass through residential areas.

7. Sites should be developed to create an industrial park environment.

8. Extraordinary screening, setback, and landscaping measures should be required when an industrial activity abuts a residential area.

Areas of Critical State Concern

POLICY: THE CITY WILL ANNUALLY SUBMIT TO THE STATE OR RECOMMEND TO THE COUNTY COMMISSIONERS FOR SUBMISSION TO THE STATE AN UPDATED LIST OF PROPOSED AREAS OF CRITICAL STATE CONCERN.

POLICY: THE CITY WILL ADOPT AS PART OF ITS COMPREHENSIVE PLAN ALL DESIGNATED AREAS OF CRITICAL STATE CONCERN WHICH FALL WITHIN ITS LIMITS.

POLICY: THE CITY WILL IMPLEMENT THOSE MANAGEMENT TECHNIQUES WHICH ARE WITHIN ITS AUTHORITY WHICH ARE NECESSARY TO ACHIEVE THE PURPOSES OF EACH DESIGNATED AREA OF CRITICAL STATE CONCERN.

In compliance with the provisions of Article 88c, section 2; and Article 66B, section 3.05 of the Annotated Code of Maryland, the City will annually submit to the State its recommendations for designation as areas of critical state concern. As a part of this recommendation, management techniques appropriate for the various areas of critical state concern will be suggested. Upon the designation of these areas of the State, the City will incorporate them into its Comprehensive Plan and proceed to implement management techniques.

LAND USE PLAN

Land Use Categories

Future land use in the City is broken down into four basic categories: (1) residential, (2) commercial, (3) employment, and (4) parks/open space. The residential category is further broken down into 3 sub-categories: low, medium, and high density.

Generalizing land use to this extent gives the plan long-term relevance and flexibility yet still enables the plan to serve as a guide in more specific land use decisions.

The residential category is intended to provide land for a variety of housing types and densities in amounts adequate to meet the needs of the City through the year 2000. Residential land uses are the preferred uses although limited

commercial activity of a market orientation, scale, and design appropriate for the neighborhood in which it is located may be permitted in high density areas if incompatibilities are minimized.

Low density residential areas are intended to be reserved for large lot, single family detached homes with gross densities ranging from one to five dwelling units per acre and averaging 3.5 dwelling units per acre. Medium density areas are for residential development with a gross density of five to eleven dwelling units per acre and averaging nine units per acre. High density areas are reserved for residential uses with densities ranging from eleven to thirty units per acre with an average of 19 units per acre.

Residential development which exceeds or is less than the densities contemplated in the area may be permitted if of a relatively small scale and if the average density of the larger surrounding area is maintained as planned.

The land designated for commercial use is intended to allow retail activities in scales appropriate for the neighborhood to be served as well as to provide locations for small and medium scale offices and service activities. Major retail activities which serve a city-wide or regional market should be clustered in a shopping center environment along major highways and at intersections of major streets. Smaller scale neighborhood oriented retail activities and service activities should have more flexibility in location but still should not encroach on residential areas.

Employment areas are intended to allow industrial and wholesale activities as well as other heavy commercial and service activities. The latter are appropriate along major highways where visibility from the highways is of particular importance. Manufacturing and other industrial uses need not be immediately adjacent to highways. Ordinarily, light retail, residential, and other non-employment activities are inappropriate in the employment area. Motels and large highway service activities may be appropriate in areas utilized by the service and office complexes along principal arterials.

The open space category is intended to identify land which should be preserved from all development or strictly regulated as to the type and degree of development. This land includes parks, floodplains, and sites for certain institutional uses.

Suggested sites for new parks and recreation facilities and schools are indicated by symbols on the land use map.

Planning Principles

Several general planning principles will be followed in planning future land use in Frederick City. First, although existing land use must be considered, it is not the most important factor in determining desirable future patterns. The City will not allow past mistakes to be compounded in the future.

Second, higher intensity uses will be located in areas where public facilities such as utilities and major streets are already available or where their extension is economically feasible.

Third, land uses will be arranged to prevent traffic originating in or traveling to high intensity areas from passing through low intensity areas.

Fourth, land use patterns will be established which minimize the adverse impacts different activities might have on each other. This involves the separation of high intensity and low intensity areas by buffer zones or by land uses effecting a more gradual transition.

Fifth, wherever possible, boundaries between land uses will be clearly defiend natural features or streets.

Sixth, unique or sensitive natural features will be left in open space or the lowest intensity uses.

And seventh, areas of critical state concern will be preserved, conserved, or utilized in the manner specified by the Department of State Planning.

Future Land Use Needs

In order that land in each category be reserved in amounts sufficient to meet future needs, a series of projections have been made. The projections represent the minimum amount of land needed in each category to satisfy year 2000 requirements.

Projections for residential and land needs are based on four variables: (1) projected population, (2) anticipated persons per dwelling unit, (3) the planned blance of housing in the three density levels as noted in the Housing element of this Plan, and (4) an average lot size within each housing density range, also noted in the Housing element.

Commercial and employment land needs projections are based on employment projections done by the Maryland Department of State Planning.

The current land use figures and minimum projected needs for the year 2000 are shown in Table 4.

The figures in the right hand column of the table below illustrate the minimum amount of land needed in each listed category to meet projected needs for the year 2000. The land use map, therefore, should designate at least that amount of acreage for those activities. It is also important that the percentage breakdown for low, medium, and high density in the residential category be maintained if the City's desired housing balance is to be achieved.

Table 4 - Current Land Use and Projected Needs

Land Use Category	Current Land Use (1975)		Minimum Projected Needs (2000)	
	Acres	Percent	Acres	Percent
Total	8896	100.0	8896	100.0
Residential	1251	14.0	1771	19.8
low density	493	5.5	825	9.2
medium density	412	4.6	642	7.2
high density	346	3.9	304	3.4
Commercial	416	4.7	625	7.0
Industrial (including transportation, communications, and utilities)	718	8.1	993	11.2
Other (includes vacant land, parks, institutional/semi-public, and streets.)	6511	73.2	5507	62.0

Land Use Map

The land use map illustrates the City's intended land use patterns through the year 2000. This map should serve as the basis for the City's zoning map, the primary tool for land use plan implementation.

The basic scheme to this map is similar to that established by the City's 1964 Comprehensive Plan. Major employment areas are concentrated in the eastern half of the City, major residential areas to the west, south, and north, and commercial activities clustered along U.S. 40 West and other major City streets, at major intersections, and in the downtown area. Parks and open space areas are established in floodplain areas and other locations indicated by symbols on the map.

Higher density residential areas are located where relatively easy access is available to major City streets. The density of residential uses becomes progressively less as distance from major transportation facilities increases in an attempt to make the transition between ordinarily incompatible densities more gradual. The bulk of the City's planned low density residential land is in the northwest portion of the City, a generally undeveloped area which is served with minimal transportation facilities and which, if developed to a high intensity, will greatly increase the volume and rate of storm water run-off entering the downtown area. It is also likely the economic feasibility of larger lot, higher priced housing would be greatest in this portion of the City than any other. Non-residential categories are designated in areas with natural characteristics unsuitable for residential development or where high capacity transportation facilities are located.

The downtown is intended to be an area of mixed uses.

The Table below shows the amount of acreage devoted to each land use in the land use plan. When this acreage is fully developed, the City population is expected to range from 70,000 to 80,000.

Table 5 - Planned Land Use

Category	Acres	Percent
Residential	4791	54
Low Density	2298	26
Medium Density	1807	20
High Density	686	8
* Commercial	590	7
Employment	1492	17
Parks/Open Space/Institutional	1010	11
Other	1013	11
TOTAL	8896	100%

* The figure does not include acreage devoted to commercial activities located in areas where the commercial activities are not the dominant land use.

This allocation of land in the City for the various uses will facilitate the achievement of several objectives articulated in the text of this Comprehensive Plan.

First, acreage necessary to meet minimum projected needs for each land use as projected in Table 4 is provided. The surplus of land for employment activities will assure a variety of sites from which those activities, including some types of major commercial activities, can choose.

Second, the amount of acreage allocated for commercial activities is not excessive. This should lead to clustering of commercial activities in those areas capable of accommodating their impacts and encouraging an efficient use of space.

Third, a network of floodplain areas is planned for open space activities. This should minimize flood damages, permit implementation of the City's planned stream valley park system, and make available much of the right-of-way necessary for the City's bikeway system.

And fourth, the proportion of land areas allocated for the various residential densities will result in the desired mix of housing. The City has stated a desire in this Plan to ultimately achieve a residential mix of 20% low density dwelling units, 40% medium density units, and 40% high density units. This land use scheme will result in a mix of 23% low density, 44% medium density, and 33% high density dwelling units. It is reasonable to expect some rezoning activity from the lower density to the higher density classifications so that the ultimate mix will likely very closely approximate the desired 20-40-40 balance. Table 6 illustrates how the housing mix will result.

Table 6 - Land Use and the Housing Mix

Existing Housing Mix (1975)

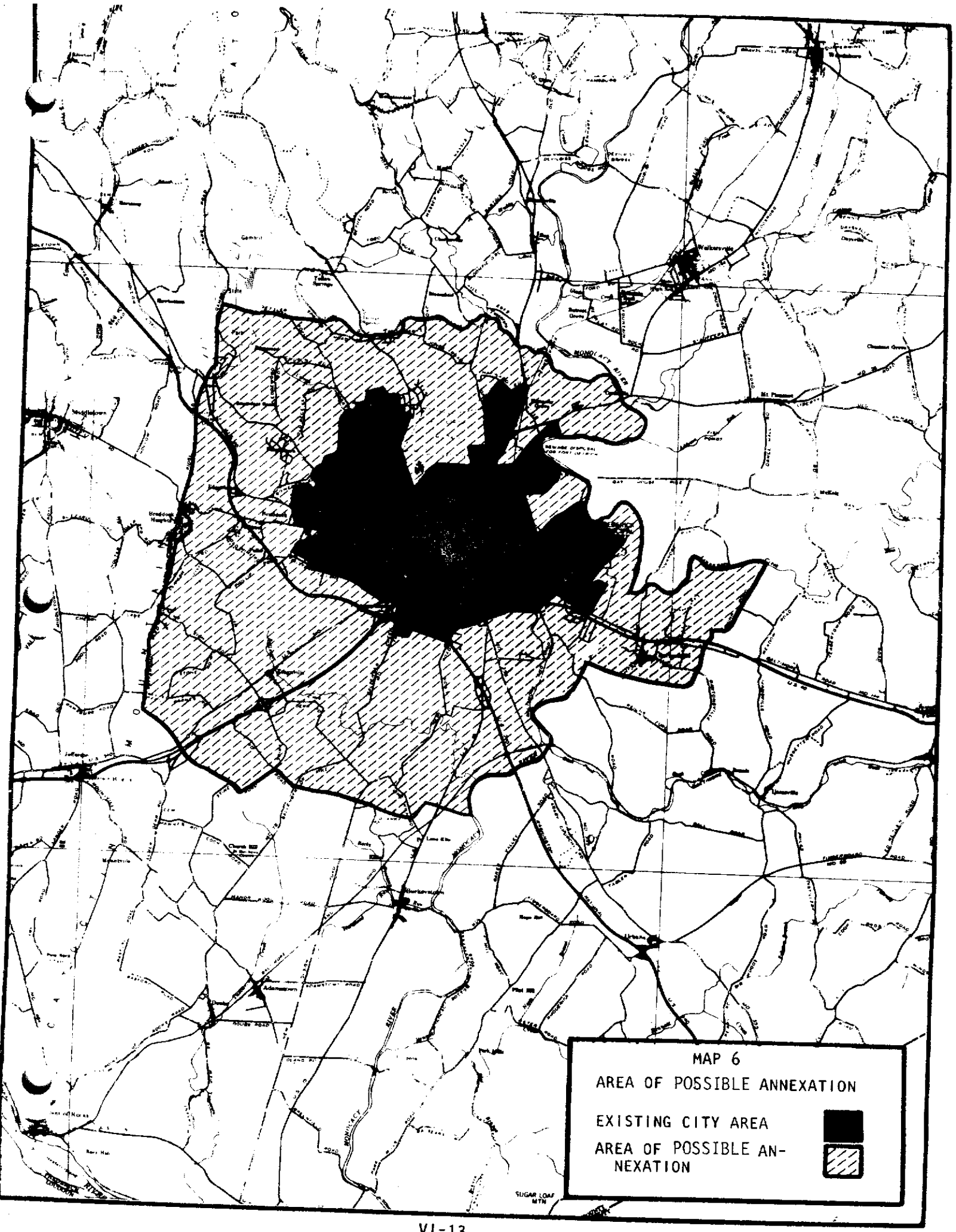
Density	Acres	Units/Acre	Dwelling Units Number	Dwelling Units Percent
Low	493	2.95	1,455	16
Medium	412	5.84	2,405	27
High	346	14.67	5,075	57

Mix of Additional Housing

Density	Acres	Units/Acre	Dwelling Units Number	Dwelling Units Percent
Low	1,805	3.5	6,318	24
Medium	1,395	9.	12,555	50
High	340	19.	6,460	26

Ultimate Housing Mix

Density	Acres	Units/Acre	Dwelling Units Number	Dwelling Units Percent
Low	2,498	3.4	7,773	23
Medium	1,657	8.2	14,960	44
High	686	16.8		33


MAP 6
AREA OF POSSIBLE ANNEXATION
EXISTING CITY AREA
AREA OF POSSIBLE AN-
NEXATION

PLAN IMPLEMENTATION

The Comprehensive Plan is not self-fulfilling. It sets down basic policies regarding the future development of the City. The policies are intended to be broad enough so that the Plan has flexibility and long-term relevance, but specific enough to provide the necessary direction. In order that these policies might be implemented, even more specific measures must be taken. This is the function of a variety of relatively short-range regulations, construction programs, and project plans. These will be amended periodically in response to changing conditions but will always be founded on the tenets of the Plan to maintain a single direction.

This section addresses several specific measures which the City will take upon the adoption of the Comprehensive Plan to begin implementation of its policies.

Capital Improvements Programming

The single most important means of implementing the Comprehensive Plan is the preparation and execution of a six-year Capital Improvements Program. By a coordinated and systematic plan for the construction of public facilities, the City can initiate development in the desired locations and at the appropriate time in conformance with the Plan. Needed capital projects can be planned, scheduled, and financed in a systematic rather than piecemeal fashion. Duplications can be avoided and priorities set among projects competing for limited funds.

The annual preparation of the capital improvements program will involve four basic steps. First, all existing capital facilities, both land and buildings, will be mapped, improvements listed, the use to which the land is put noted, the acquisition price and current value estimated, and potential uses suggested. All buildings will be inventoried with information on construction plans, use, equipment, condition, and value collected. The inventory will include estimates of operating and maintenance costs as well. This comprehensive inventory will point out areas where standards are not being met, where duplications exist, where facilities might be underutilized, and where possibilities for joint use are present.

Second, a catalogue of proposed projects will be prepared. A standard form will be filled out by each department for each project giving the purpose, location, description, estimated cost, the effect on the City's operating budget, and a priority suggestion. This catalogue will include a review of projects currently underway and a re-evaluation of projects requested in past years but deferred to future CIP's. This standardized cataloguing will allow a uniform justification of all proposed projects. These forms will then be submitted to the Planning Commission so that projects can be ranked and included in a proposed CIP.

The third step, taking place concurrently with the first two steps, will be an estimate of fiscal resources and obligations. This step will involve an estimate of available revenues based on present fiscal policies, the investigation of alternative policies and financing methods, and the selection of a general fiscal policy which will best fit the future public service and capital expenditure needs in light of the limitations placed on the City's financial capacity. The

items which will be covered in these statements of fiscal policy include the following:

(1) The total amount of funds to be expended annually for capital improvements in order to achieve and maintain some desirable level

(2) The ratio to be applied among the various methods of financing capital improvements, i.e., what portion of the required allocation will be available from annual revenues and how much must be financed through borrowing or other methods of financing;

(3) The types and maturity period of bonds to be issued for the financing of capital improvements expenditures;

(4) The relationship between self-supporting and tax-supported public improvements and the terms and conditions under which self-liquidating facilities would be feasible;

(5) The ceiling on annual debt service charges deemed to be desirable;

(6) The role of outside assistance (Federal and State programs) in the financing of capital improvements;

(7) Fiscal policies with regards to current outstanding debt;

(8) The relationship between the capital budget and the operating budget;

(9) Policies with regards to new sources of revenues; and

(10) The feasibility of maintaining and increasing the borrowing reserve of government.

The fourth step in the capital improvements programming process will be the establishment of priorities among the projects proposed in the catalogue. A logical order or sequence will be developed for undertaking the various projects based on their conformance to the Plan and the perceptions of their relative importance. The process of establishing priorities will emphasize intangible values or quantifiable criteria, depending on the City's preference.

Once these four basic steps have been completed, a formal CIP will be prepared and adopted and an annual capital budget executed by the appropriate departments.

The actual preparation of the City's CIP will be the responsibility of the Planning Commission and its staff. A proposed CIP can then be recommended to the Mayor and Board for its adoption.

Development Regulations

The City will utilize the various development regulations authorized under Article 66B, the Maryland Planning and Zoning Enabling Act, to implement many of the policies of the Comprehensive Plan, particularly in regards to land use. The two principal regulations for this purpose are the subdivision regulations and the zoning ordinance.

The subdivision regulations govern the conversion of raw land into buildable lots. Through the subdivision process, the design of a development is formally approved. Thereafter, actual construction must take place according to the approved plat. The City's subdivision regulations will be designed to accomplish two principal objectives. First, the public facilities necessary to properly serve the development will be listed and the developer will be required to provide these at his own expense according to City standards. Required improvements will include streets, storm drainage facilities, sidewalks, curb and gutter, street lighting, and all utilities. The regulations will also provide for the mandatory dedication of parkland and school sites in amounts consistent with the standards contained in the Comprehensive Plan. In certain instances, payment in lieu of dedication will be appropriate. Provision will be made for the posting of a bond or other suitable guarantee by the developer so that the required improvements are, in fact, made at the developer's expense.

Second, the procedures for the review of development proposals by the City Planning Commission as well as criteria and standards against which such proposals are reviewed will be established. This will enable the Commission to treat development proposals in a uniform manner.

The subdivision regulations will be written so that innovative, well-designed, and varied development is encouraged, that the developer is given the maximum flexibility in designing his project, and that development proposals encounter a minimum of delay in the review and approval process. Unnecessary and unreasonable regulations which only increase cost will be eliminated.

The zoning ordinance governs the use of land and the density of development on the land. It will be based upon the land use map of the Comprehensive Plan and will be designed to omplement the intent of the Plan in terms of both use and density. It will address itself to the enforcement of the ordinance, the problem of non-conforming uses, sign regulations, parking requirements, and special development provisions such as cluster development and PUD's. Standards and criteria which are to be the basis for review of conditional use, variance, and amendment requests and the procedures to be followed in granting these will be clearly spelled out.

As was the case with the subdivision regulations, the zoning ordinance will strive for reasonableness, simplicity, ease of administration, and flexibility in application and will promote innovative and quality development.

Other special purpose development regulations which will be made a part of either the zoning ordinance or subdivision regulations are sediment control, landscaping provision, stormwater management, airport zoning, and historic zoning.

It is stressed that the City's development regulations will not present any major obstacles to redevelopment projects within the City's community improvement district. Special provisions designed to encourage redevelopment in this area will be adopted as part of the City's development regulations.

Both the subdivision regulations and the zoning ordinance will be periodically reviewed to remove outdated or unreasonable provisions. These development regulations will also be strictly and uniformly enforced. Procedures for the appeal of the decisions of enforcement officers and the amendment of the regulations will be clearly defined.

Code Enforcement

To insure that new construction meets minimum health and safety standards, the City will continue to apply building, plumbing, and electrical codes. These codes will be designed to be effective in promoting quality construction but will not be so restrictive as to contain unreasonable requirements in terms of materials to be used or construction techniques to be followed. Unreasonable or unnecessary code provisions only raise the cost of housing without providing significant additional protection to the consumer.

Development already in place is for the most part beyond the control of zoning and subdivision regulations. These can do little to correct existing conditions. The most effective vehicle for this purpose is enforcement of the Housing Code. The City Code provides for a Committee for Hygiene of Housing with the general objective to eliminate housing conditions detrimental or dangerous to health and life within the city limits through the enforcement of the regulations set forth in Section 12, Article 2 and all r-lated provisions of the City Code or other ordinances of the City. This Committee has not been active for several years. It will be re-established and should begin to enforce the City's Housing Code, particularly as it relates to the correction of housing deficiencies by City agents if mandated repairs are not made by the owner and to the condemnation and razing of dwellings unfit for human habitation.

All of these codes will be periodically reviewed to eliminate unreasonable code requirements and appropriate appeals procedures will be established. The codes will be vigorously and uniformly enforced.

It is desirable that the City and County adopt the same standard codes.

Direct Governmental Development Action

In recent years governmental efforts to direct growth have been largely negative in nature in that a variety of regulations designed to prevent growth in certain places are imposed. Often such efforts are either ineffective in achieving their purpose because they fly in the face of much stronger forces or are so strict that development is entirely stopped.

Much more effective were measures taken in the past when cities actually built themselves by laying out streets and lots and extending utilities to vacant areas as the need became apparent. The actual construction of a community was undertaken by government, in fact was a primary public responsibility and not one to be left to the private developer. Cities developed in a logical, orderly fashion. There was no split between planning and implementation.

Many things have changed which caused the responsibility for city-building to be transferred to the private sector, but the principle remains basically sound: if development is to occur as planned, the government must become more involved in positive measures for plan implementation.

The City, therefore, will initiate the planning and construction of certain projects and facilities rather than waiting for the private sector to provide them in the course of the eventual development of an area. This will involve the occasional construction of streets and utility improvements and the development of industrial properties. Properties considered to have a high priority for development will be provided with the necessary improvements by direct City action.

City-County Cooperation

Frederick City is a large part of Frederick County in terms of economic base and population. The City along with other municipalities represents a large portion of the County's currently developable land as well. The welfare of one jurisdiction directly affects the welfare of the other; the actions of one often impact the other. Close cooperation and communication between City and County government is not only desirable but also essential to insure maximum coordination of public services and planning efforts. The important thing is to institutionalize this cooperation and communication so that it occurs on a regular basis.

Procedures will be set up so that there is joint review by the planning commissions of both jurisdictions of critical planning and budget documents before their adoption. This will include but will not be limited to comprehensive plans, development regulations, operating budgets and capital improvements programs.

In addition to the joint review of these basic documents, there will be a mutual exchange between the two planning commissions of major development proposals and public works plans which have interjurisdictional impacts.

It will be the responsibility of the County Planning Director to set up procedures governing this mutual exchange and review and to see that all appropriate public actions are subject to this review.

The extent of County-City Cooperation will extend beyond simple joint review of public and private development plans and projects. Wherever possible County and City staff should jointly participate in project formulation and execution. The County Planning Department will continue to be the staff to both the City and County Planning Commissions. The County Planning Department will assign a staff member to work full time on City projects if necessary, and zoning and subdivision administration will be handled by County Planning Staff in consultation with the City Engineer. Building permit operations will still be handled by the City Engineer's office, however. The County's Housing Coordinator, Industrial Development Coordinator, and Community Services Agency Director will be asked to assist the City in its efforts to address related problems.

Efforts will be made to standardize housing, building, and other codes, design standards for public improvements, and subdivision regulations with variations only where circumstances peculiar to a jurisdiction warrant them. This will eliminate confusion of developers working in both jurisdictions as well as insure

development in areas of potential annexation to Frederick City is in conformance to City standards and practices.

In many instances, there will be joint financing of public improvements in the City of regional concern such as major streets, water and sewer facilities, economic development projects and parks. These capital projects benefit County as well as City residents and will serve to implement both the County's and City's Comprehensive Plans.

Membership on County commissions and advisory groups to County departments should include City residents proportionate to the City's share of the County population.

The communication opportunities afforded by the monthly COG meetings will be amplified by regularly scheduled luncheon meetings of both City and County elected officials and department heads with items of mutual interest scheduled for discussion.

Citizen Group Participation

The City will strongly encourage and create opportunities for the participation of citizen groups in all phases of public policy formulation and program development. Without the energetic support of the public, full implementation of the Comprehensive Plan and associated projects is unlikely.

Even more important than citizen participation in public planning and program development is full City support for privately sponsored projects or organizations whose objectives are consistent with those of the Comprehensive Plan. Examples of such citizen projects are Operation Town Action, Frederick Improvements Foundation, Inc., the Chamber of Commerce, the Downtown Merchants' Association, the YMCA, the Frederick Organization for Rehabilitation, and the local Chapter of the NAACP.

Official Map of Streets

In order that the most desirable alignment of planned street improvements can be preserved from development until such time as the City is able to acquire street rights-of-way, the City Planning Commission will prepare an official map of streets. The exact location of the lines of a street or streets and any other part of the transportation element of the City's Comprehensive Plan will be determined and a plat made which shows the land to be reserved for future dedication or acquisition. After adoption of the Official Map of Streets by the Mayor and Board, development can be prohibited within the platted rights-of-way unless special permission from the Board of Zoning Appeals is obtained.

The provisions of section 6.0 of Article 66B, the Maryland Planning and Zoning Enabling Act, will govern the preparation, adoption, and administration of this official Map.

Project Planning

Several major projects are critical for Plan implementation. Upon adoption of the Comprehensive Plan, specific project planning will be undertaken in several areas.

The Carroll Creek Linear Park study, Phase I, done in 1973 by the Department of State Planning will be expanded to include plans for the acquisition and development of the linear park from its western ends at the Montevue Home and the Fredericktowne Mall to its eastern terminus at the Monocacy River. This project plan will identify properties to be included in the park, the method of acquisition, a phased acquisition program with priorities identified, a plan for the bicycle path, suggested landscaping, and the identification design of access points and tie-ins to adjacent facilities and activity centers.

The Airport Industrial Park project will be planned in detail with properties to be included identified, streets and lots laid out, utility extensions planned, financing measures determined, and proposals for industrial park operation evaluated. The recommendations of the Airport Master Plan should be given proper consideration. In addition, some commitment by the County government to a joint venture in this regard will be sought.

The first part of the project to prepare an Official Map of Streets will be the determination of the most feasible alignment for the East Street extension southward to South Market Street I-70 interchange area. Several alternatives will be examined and evaluated, a "best" alternative chosen, properties to be acquired will be identified, financing possibilities explored, and design plans drawn up.

A detailed study of the traffic patterns within the City will be undertaken. Such a study will include consideration of traffic generators, trip forecasting, identification of hazardous situations, traffic control device operation, and highway and intersection design with conclusions as to detailed recommendations for improvements and possible sources of financing.

An inventory of all non-conforming uses and structures will be made upon adoption of the new City Zoning Ordinance. This inventory will include the location of the use, a brief description, the nature and extent of the non-conformity, the property owner, the zoning of the property, and the intended use of the property according to the City's land use plan. This inventory, which will be periodically updated, can then be used to monitor the activities of the City's non-conforming uses and structures to see that the provisions of the City's Zoning Ordinance relating to them are not violated.

Finally, an annexation study will be made of potential areas to be included within the City in the future. Detailed maps of areas to be included should be prepared which show la d use, population, ownership, and assessed valuation. Priorities will be set for annexation proceedings initiation.

Small Area Planning

The Comprehensive Plan, by its nature, is capable of providing only broad, long range direction to decision makers as regards to major public facilities and general land use. It is not intended to provide a detailed blueprint for the development of smaller areas. This has been the function of the developers of

individual properties. Although these individual developments may be consistent with the general policies of the Comprehensive Plan, their design and their working relationship with adjacent developments is often ill-conceived or unplanned. They are many times planned and built in isolation of one another.

Consequently, in certain instances, especially where large areas of vacant or underdeveloped land exist, small area planning is desirable, planning which is more detailed in terms of street design and alignment, street access points, open space locations, and utility service.

These small area plans will be formulated and adopted by the Mayor and Board following appropriate public hearings and consultation with property owners. These plans will thereafter have the force of law and development will proceed consistent with their provisions.

Once developers are aware of specific City intentions for the development of these small areas, subdivision and site planning will be relatively easy and much less costly.

ENVIRONMENTAL ASSESSMENT

I. SUMMARY OF THE PROPOSED PLAN

The Comprehensive Plan is a set of broad, long-range policies which, when formally adopted by the Mayor and Board of Alderman, will guide public and private decisions affecting the development of the City.

The basic goal of the Plan is to enable the City of Frederick to fully and properly develop within the parameters of the availability and capacity of public facilities, and to preserve environmentally sensitive and historically significant areas. The intent is to prepare the City to receive the bulk of the County's growth over the next 15 to 20 years so that the County might retain its essentially rural character and minimize its own need to provide urban-type services.

The Plan proposes revitalization of the downtown core into a viable, independent neighborhood by expanding residential opportunities and concentrating commercial and governmental activities within a limited area. The Plan also proposed the orderly development of the City outward from the core with high-intensity development along major transportation arteries. Commercial centers and residentially-oriented public facilities are interspersed throughout the city to adequately serve residential developments. Industrial activities are clustered in the eastern and southern parts of the City adjacent to rail, air, and highway facilities.

II. THE ENVIRONMENTAL IMPACT (BENEFICIAL AS WELL AS ADVERSE) OF THE COMPREHENSIVE PLAN IF IT IS CARRIED OUT

Beneficial Effects

-- Prevention of overloading of public facilities
-- Concentration of the region's growth within a relatively small area
-- Preservation of natural hazard areas and surrounding agricultural land
-- More economical and efficient provision of expanded public services and facilities
-- Maximum utilization of present facilities and services
-- Reduction of sprawling, isolated, hard-to-service growth
-- Consistency with the basic provisions of the Frederick County Comprehensive Plan
-- Emphasis on rehabilitation and redevelopment of downtown areas
-- Provision of a balanced mix of housing types in all price ranges to meet the needs of all components of the growing population
-- Greater ability to plan and program the necessary public facilities when and where they are needed

-- Protection of the health and safety of the community
-- Preservation and enhancement of the historically significant areas of Frederick City
-- Improved circulation of persons and good within, into, and out of the community
-- Expansion of the economic base and the development of a balanced local economy
-- Reduction of energy consumption

Adverse Effects

-- Increased governmental costs
-- Development of previously unused land
-- Concentration of air, water, and noise pollutants
-- Increased storm water runoff
-- Increased demand for services due to population growth
-- Decrease in taxable land through construction of public facilities
-- Greater traffic congestion in certain local areas

III. ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED SHOULD THE PROPOSED PLAN BE IMPLEMENTED

-- Loss of some taxable land
-- Concentration of air, water, and noise pollutants
-- Increased storm water runoff from newly developed areas
-- Alteration of topography and loss of orginal ground cover of newly developed areas
-- Increased demand for urban services
-- Increased governmental costs
-- Development of previously undeveloped lands
-- Increased traffic congestion in certain areas.

IV. ALTERNATIVES TO THE PROPOSED PLAN AND ANALYSIS OF THESE ALTERNATIVES

	Do Nothing	Sprawl	Controlled Sprawl	Corridor	Compact Growth Center
Efficient use of the land	No	No	--	Yes	Yes
Preserves agricultural land	No	No	No	Yes	Yes
Facilitates the orderly and efficient arrangement of public utilities and services	No	No	Yes	Yes	Yes
Encourages an orderly conversion of undeveloped land to urban use	No	No	Yes	Yes	Yes
Protects natural resources and encourages their development	No	No	Yes	Yes	Yes
Provides large open space areas and expanded outdoor recreational opportunities	No	No	Yes	Yes	Yes
Provides an efficient transportation system	No	No	No	Yes	Yes
Encourages community identity and orientation	No	No	Yes	No	Yes

IMPACT FACTOR

Yes - Positive contribution toward achievement of goal
No - Negative contribution toward achievement of goal
-- - No definite effect either way

V. THE RELATIONSHIP, UNDER THE COMPREHENSIVE DEVELOPMENT PLAN, BETWEEN SHORT TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG TERM PRODUCTIVITY

As with any development activity, there are certain unavoidable adverse environmental impacts. However, growth in the Frederick area in the foreseeable future is inevitable. It is the intent of the proposed Plan to minimize the short-term adverse impacts of growth by directing the various types of growth to areas most appropriate and most capable of accommodating their effects, and by regulating how that development occurs through several local, state, and federal regulations to insure individual projects are implemented in an environmentally-conscious manner. Thus, the short-term adverse effects on the environment are accepted (though minimized) so that the potential for long term, more serious adverse effects are avoided.

VI. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES WHICH WOULD BE INVOLVED IF THE COMPREHENSIVE DEVELOPMENT PLAN SHOULD BE IMPLEMENTED

-- Development of previously undeveloped land
-- Expenditure of public money for facility improvements

VII. APPLICABLE FEDERAL, STATE AND LOCAL ENVIRONMENT CONTROLS

City of Frederick

-- Zoning Ordinance
-- Subdivision Regulations
-- Design Standards
-- Sewer and Water Policies
-- Storm Water Management/Sediment Control Regulations
-- Housing, Building, and Plumbing Codes

Frederick County

-- Grading and Sediment Control Regulations
-- Zoning Ordinance
-- Subdivision Regulations
-- Design Standards
-- Water and Sewer Plan and Policies
-- Building Code
-- Solid Waste Plan

State of Maryland

-- Health Legislation Article 43
- Air Quality Control 43 SS 690 to 704
- Water and Sewer 43 SS 387 to 427
SS 445 to 466
- Water Pollution 43 SS 718 to 724

-- Environmental Service Article 33B
-- Planning and Zoning Article 66B
-- State Planning Article 88C
-- Natural Resources Legislation -- Article 66C
- Maryland Environmental Policy Act
- Annotated Code of Md., 1974, Natural Resources SS 1-100 - end, 2 Vols. (a compilation of all laws, regulations, and operations pertaining to the Department of Natural Resources)

-- Water Resources Legislation -- Article 96A
- Water Pollution -- Article 96A

Federal Government

-- A-95 Clearinghouse Review
-- Environmental Protection Agency
  - Air Quality Control
  - Exhaust Emissions
  - Water Quality -- Wastewater Treatment Grants
-- Department of Housing and Urban Development
  - National Flood Insurance Program

HISTORIC PRESERVATION ASSESSMENT

I. SUMMARY OF PROPOSED PLAN

See Number 1 of Environmental Assessment

II. THE IMPACT (BENEFICIAL AND ADVERSE) OF THE PROPOSED PLAN IF IT IS CARRIED OUT

Beneficial Impacts

-- Continued utilization of historic properties as private businesses and residences to insure their maintenance
-- Encouraging the maintenance and rehabilitation of properties in the historic district rather than demolition and new construction
-- Protection of historically significant properties through flood control
-- Revitalization of the downtown historic area by several public improvement projects
-- Buffering several historic sites with public parks
-- Increasing public accessability to historic sites
-- Control of external appearances through a Historic District Commission

Adverse Impacts

-- Increased use which may increase property deterioration
-- Possible demolition of properties in the historic district due to certain necessary public improvement programs

III. ALTERNATIVES TO THE PROPOSED PLAN

A policy of public non-involvement which would likely result in slow deterioration of the downtown and its historic properties, their indiscriminate demolition, the possible establishment of incompatible uses, and the loss of residential opportunities.

IV. IMPACT OF THE PROPOSED PLAN ON THE LONG-TERM MAINTENANCE AND ENHANCEMENT OF NATIONAL REGISTER PROPERTIES

The proposed Plan will lead to the preservation and enhancement of National Register properties by enabling their rehabilitation and continued use for the basic purposes they were originally developed.

V. APPLICABLE FEDERAL, STATE, AND LOCAL CONTROLS OR PROGRAMS FOR CONSERVING AND ENHANCING HISTORICAL PROPERTIES

Frederick City

-- Downtown public improvements
-- Tax incentives for improvements to properties within the historic district
-- Zoning Ordinance
-- Historic District Commission
-- Housing Code
-- Maintenance of several historic buildings

Frederick County

-- Tax incentives for improvements to properties within the historic district
-- Maintenance of several historic buildings
-- Assisting downtown public improvements

State of Maryland

-- Maryland Historic Trust programs of tax incentives, preservation grants and loans, and technical assistance
-- Participation in downtown improvement projects

Federal Government

-- National Park Service, 15.904
-- Participation in downtown improvement projects

GLOSSARY

Annexation - the process whereby an incorporated town expands its boundaries to take in additional land; State law governs the procedures and methods of annexation.

Area of Critical State Concern (Critical Areas) - those areas of the State of Maryland which have such unusual or significant importance that their future use or development is of concern to citizens of the State; State law requires that these areas be identified in local and State plans and that they be managed in a manner consistent with their characteristics and purpose.

Capital Improvements Program (CIP) - a long-range schedule of proposed major government expenditures for physical facilities such as public buildings and highway construction or land acquisition; estimated costs and means of financing are included.

Dedication - the giving by the private owner of land or the right to use that land for stated purposes to a public body; "dedication" of land for various purposes is often required of a developer in a community's subdivision regulations.

Development Regulations - those regulations enacted by a government which control the development of a parcel of land; these commonly include the zoning ordinance and subdivision regulations.

Easement - the right to use another's property for a certain purpose; the easement does not transfer ownership but simply certain rights to use that property.

Floodplain - that land along a waterway which periodically floods; "floodplain" is often further described by how often it can be expected to flood; for example, an "annual floodplain" is that area which can reasonably be expected to flood at least once a year; a "hundred year floodplain" is that area which can reasonably be expected to flood following a storm likely to occur once in a hundred years.

Functional Classification System - the growing of streets and highways into classes, or systems, which describe the character of service they are intended to provide; the system is a hierarchy of classes ranging from those which are intended to move traffic a relatively high speeds and with few interruptions between towns or activity centers and those which are intended to provide access to individual properties.

Industrial Park - a large area planned and developed as a unit to serve several separate industries in a park-like setting; streets and utilities and other services are commonly shared among the industries; it is for industries what a shopping center is for stores.

Linear Park - a park which is developed in a relatively long, narrow corridor, usually along a stream or river.

Official Map of Streets - a map showing the exact rights-of-way of proposed street improvements; it is a means of legally preserving these rights-of-way from inappropriate development for a specified period of time until acquisition and construction can begin; the technique can also be used to identify and preserve land for other purposes, i.e., "official map of parks."

Revenue Bonds - a loan which is repaid from the revenue generated by the project financed by the loan; for example, a loan obtained to finance a sewer line might be repaid through charges to those properties using the line; "revenue bonds" are different, therefore, from "general obligation bonds" which are loans repaid from general revenues such as taxes.

Reservation - the obligation of an owner to keep a property free from development for a stated period of time; no title or rights to the land are transferred until the government actually decides to use the property.

Special Assessment - a one-time charge against certain persons and a specified area (special assessment district) to pay for the construction of a public improvement within that area.

Storm Water Management - the process of controlling the rate and/or the volume of storm run-off from an area to minimize or prevent flood and erosion problems ordinarily resulting from development activity.

Substandard Housing - residential units which by reason of some deficiency do not meet the minimum health and safety requirements of adopted codes.