

<p>Categories: Land Management Code, Historic, Social, Design, Environment, Government, Health Care, Land Use, Transportation, Housing, Code, Crime, Increased quality of life, Education, Decreased quality of life</p>	<p>9/29/2008</p>
<p>Comprehensive Plan Survey</p>	<p>Category</p>
<p>All Other Comments</p>	
<p>1</p>	<p>Revisit fees – currently have a disconnect between the fees charged and development costs – the current fee structure makes good projects infeasible Land Management Code</p>
<p>2</p>	<p>ü Remove the schools test from downtown development – where multi family development usually generates 0 students. In a downtown environment, multi family housing is not typically Land Management Code</p>
<p>3</p>	<p>ü Consider taxing mechanisms to encourage the redevelopment of long term vacant structures Land Management Code</p>
<p>4</p>	<p>ü Create additional incentives to encourage the redevelopment of existing buildings Land Management Code</p>
<p>5</p>	<p>ü Change current parkland and forest dedication requirements – currently serve as a disincentive to the type of development we want in Downtown Frederick. Need to take a good look at what is possible to create/add in DF related to parkland and forests – consider when creating the requirements Land Management Code</p>
<p>6</p>	<p>ü Create more incentives related to parking to encourage maximum yield (versus disincentives that charge for additional parking spaces) – return to the policy views of the document prior to LMC where the City encouraged downtown development with the parking related policies Land Management Code</p>

7	ü Allow for maximum density in all projects downtown – downtown is where we want growth. Create policies to encourage downtown density.	Design-Economic, Land Use
8	ü Encourage the development of additional alleys	Design-Economic, Land Use
9	ü Create better routes on streets for bikes – include on-street signage. Investigate shared lanes for buses & bikes	Land Use-Transportation
10	Golden Mile should be redeveloped to encourage workability and mass transit options, with a second transit hub to provide dedicated Bus lane to Shady Grove metro	Land Use-Transportation
11	As stated above, until the city can fill the plethora of available residential and commercial property already available, new growth should be delayed. There are hundreds of units empty	Land Use
12	I think that the focus for future growth show be based on regional employment, the 270 and 15(340) south corridors. The growth sould focus south and connect with Montgomery County	Land Use-Economic
13	Common sense zoning needs to occur. What is the sense in allowing Accessory Apartments in the PB zoning? How does an accessory apartment fit in with the stated intent of the PB zoning	Land Use
14	We need an urban style grocery store. Please enforce the no skateboarding rules. Maintain a good mix of residential and commercial properties downtown. It seems to be the key to an	Land Use-Design
15	Frederick is a very special small town with proximity to city amenities in surrounding counties. We do not need to replicate Gaithersburg or Germantown in the Downtown with national	Land Use-Preservation
16	Emphasis should be on reviving existing neighborhoods and redeveloping outmoded uses (like the remaking of FTown Mall), rather than new development.	Land Use
17	Frederick is a nice city. Don't overbuild and destroy the beautiful belt of farmland. Don't let developers put in a bunch of tacky houses that waste energy and cause traffic congestion. Reuse	Land Use
18	--No place to market downtown. Very difficult for people without cars. ---Re-Develop local Farmer's Market in B&O Station All Saints & S Market celebrating the history and architecture of the	Land Use, Downtown, Social, Transportation

19	Urban pedestrian friendly housing should be expanded around Ft. Detrick	Land Use-Transportation
20	Before we annex we need to look at redevelopment and infill	Land Use
21	I would personally like to see the block of West 9th Street between Market and Motter classified as other than residential, preferably office zoning. The street is wide with one lane for street parking, is heavily traveled by those going south on 355 and those going north from Frederick downtown up to the TJ Drive area...it is a dog leg street for two passages. In that my back yard will eventually be a parking lot, the residential use of my property is most undesirable. Not many families will like a parking lot light burning in their backyard throughout the night out their bedroom window.	Land Use
22	Allow properly scaled high density housing, affordability should be paramount.	Land Use-Affordability
23	Historic preservation and redevelopment should be integrated with new design technologies.	Historic
24	Strengthen demolition ordinance to allow more time to assess historic structures	Historic
25	Development in and out of the historic district should be developed to be supportive of Frederick's character	Historic
26	Environmental techniques should be included with historic preservation	Historic

27	Alley parking plan great on surface may harm historic fabric of city character.	Historic
28	Affordable Business Opportunities	Economic
29	East Frederick Rising Plan should be part of Economic engine	Economic
30	Ft. Detrick should be on the next BRAC listing when funding for the expansion ceases due to a new administration's priorities. Other advanced technology businesses should be recruited to use the ex-military lab and office facilities.	Economic
31	Frederick needs to be sure that people working in Frederick can afford to also live in Frederick! We already "import" too many people in the service industries from WV, PA and western MD because they cannot afford housing in Frederick. We allow too many "upscale" houses and housing developments that are occupied by a large percentage of workers that work in VA, DC or other larger urban areas where salaries are greater. Basically, it should be not only possible but comfortable to both work and live in Frederick!!	Economic
32	Will like to reforest- see study	Environment
33	Develop a tree management/reforestation plan/see Baltimore Annapolis	Environment
34	Create tree bank assist city in reforesting the City	Environment
35	rethink the share tree and sidewalk replacement costs with residents	Environment-Government
36	Regional parks should be #1 priority	Parks
37	Update of fields	Parks
38	ü Expand MARC service tenfold – add weekend service	Transportation
39	ü Return the downtown shuttle to service – expands parking options, adds flexibility for downtown businesses, if provided in a unique vehicle – could serve tourists as well	Transportation
40	Coordinate City and County shared access plans for pedestrians	Transportation
41	Explore Light rail connections along major corridors	Transportation

42	need to establish on-street bike-ways, we could be the boulder of the east, and should	Transportation
43	East Street Extension concern about traffic and zoning.	Transportation
44	Why doesn't Frederick connect to the metro system? The Marc Train is very inadequate. More police who walk the beat Strive to become a more green city and be ahead of the national trends. Concentrate on city clean up and keep carroll creek moving, it becomes a stagnant mess in the summer.	Transportation, Crime, Environmental
45	If we make Market Street two-way, designate the area between South and Seventh streets as a pedestrian zone with a 15 mph speed limit, extend the historic district to cover most of what was built prior to 1960, (I've drawn up an idea map,)eliminate the height restriction outside the historic district, (we are on the same bedrock as New York City,) build a fly-over directly above rte. 15 with access at route 70 & just north of Monocacy Boulevard and egress there and at Seventh street for hospital access with a suspension bridge over East Patrick street that has an observation platform on top so tourists can see the spires with a backdrop of skyscrapers, we might enjoy our city even more.	Transportation
46	Establish design standards outside the historic district, it's ugly, ugly.ugly. Out there	Design-Historic
47	All neighborhoods east of US 15 should be protected.	Design Overlay
48	Golden mile will have sidewalks and bike paths, and connect the shopping areas so all that traffic doesn't have to access Rt 40. North, and West and South will infill with employment centres and multi styles of housing options.	Design-Land Use

49	<p>Frederick is a city and should continue to develop as a city with density a necessary component both with respect to residential and commercial. Builders/developers should be challenged to create attractive vibrant new developments that have their own character and respond to various demographic groups. City should use density and green features (structural and environmental) as meaningful incentives to entice b/d to live up to the challenge of creating excellent new buildings/houses and developments. City should set a goal to make Frederick the friendliest community for pedestrians, bikers and cyclists in the Balt/Wash region.</p>	<p>Design</p>
50	<p>Encourage and reward intelligent, visually appealing design that includes green space, adequate parking and generally "room for to breathe." I'd rather see the houses and buildings in residential communities and business parks, respectively, clustered together with plenty of green space to relieve the eye and encourage physical activity and interaction among people.</p>	<p>Design</p>
51	<p>Smart Growth. Raise the possible height and density of buildings on the Golden Mile and you will have a renaissance on that corridor. Also, zone the corridor mixed use. Route 40 needs a major boost in this manner.</p>	<p>Design-Land Use</p>
52	<p>Frederick needs to fill what it has open and expand wisely. Make sure infrastructure is in place and that business can survive before you add in commercial/retail or office parks. Not build and sit. Smart growth that makes sense and don't make other parts of the city the disaster of Rt 85 and the golden mile</p>	<p>Design-Land Use</p>
53	<p>Adopt green building standards for all new and renovated buildings; undertake an intense educational campaign to stress the inevitability of growth and the necessity of urban growth; the importance of growth density rather than growth spread/sprawl and its parallel to downtown Frederick</p>	<p>Design-Environment</p>

54	Frederick is the 2nd largest city in the State of Maryland. We accept that role and plan to be a city. Think Alexandria. Study Georgetown, Portland, and Boston. Understand the revitalization of Baltimore. "Make no little Plans" as Danielle Burnham was fond of saying in the Chicago Plan. Plan "Big" in every aspect of this process so that when it comes, we secure our future as a we thought out city.	Design
55	I think it is important to keep the historic district intact and to increase the number of historic districts in the city because this is what draws people to the city. It is an unusual city and we need to keep it's uniqueness as a constant.	Historic-Preservation
56	BELIEVE THAT THE PLANNING DEPT NEEDS MORE PEOPLE TO HELP THE DIRECTOR. THE DEPT PROBABLY STRUGGLES WITH ITS STAFF TO FIND TIME TO DO THE NECESSARY INVESTIGATION TO BRING FREDERICK CITY PLANNING SO THAT IT IS THE MOST STATE OF THE ART, AND INCORPORATES THE NEWEST AND LATEST IDEAS.	Government
57	The HPC wastes a lot of time going into things that don't concern them. They put residents through a torturous process, then take no responsibility for their recommendations. Make it an elected body so that there is some accountability to the taxpayer.	Government
58	Fort Detrick Relations how can we improve?	Government

59	<p>The City of Frederick has two major problems that inhibit various types of development downtown: the concentration of a homeless support system in a small section of the city and the over-reach by the HPC into the decisions by individual property owners. The homeless support system should be more democratically and fairly distributed throughout the city and the HPC's regulations should be reformed to represents the citizens' values and interests. That is, it should become more democratic too. The HPC's rules and regulations should be reformed to represent 21st century values concerning energy conservation and modern architectural design. The perview of the HPC should not extend to new construction unless that construction would serve to dramatically alter the scale and proportion of the current historic city scape.</p>	Social and Historic
60	<p>unless the city intervenes in the hillcrest area regarding overcrowding and crime, the area will lose home values and less middle class people will purchase homes there. it is not fair that more and more people of poverty level incomes continue to move into the area, constantly violating overcrowding laws. their style of living is not conducive to the quality of life we want.</p>	Code Enforcement

Categories: Transportation, Parks, Environment, Land Use, Historic District/Downtown, Design, Housing, Parking, Economic, Code Enforcement, Crime		
	Map Survey	15-Sep-08
	Comments	Category
		Parks and Recreation
1	Parks Complete the linear park to the Monocacy River	Parks-Conservation
2	Recreation -Community picnics at the Laboring Men's cemetery on E. 5th Street, with music and artistic tributes to Frederick's history as a home to blacks as well as whites.	Recreation
3	Recreation I am sick of the "soccer/baseball parents" flying up and down Hamilton during the games at Grove Park (particularly visible now during warm season and practices every evening),	Recreation
4	Recreation Fly a large American flag ("auto dealership size") at Grove Stadium where visible from the highways. Although we're proud of other local historical figures (e.g., Thomas Johnson), Francis Scott Key is one most Americans recognize, and we should display the Star Spangled Banner prominently	Recreation
5	Recreation Build a conveniently-located skateboard facility so kids won't be tempted to use Winchester Hall and other downtown sites. (Lots of space in Baker Park, for example.)	Recreation
6	Recreation Use H&F Trolley Line as a bike path	Recreation
7	Monocacy Village Park Trail does not connect to Street, parking lot or existing subdivision path - need to walk or ride across grass	Recreation-Trail Improvements)
8	Add Trail and Bridge across MD 26 along rail line	Recreation-Trail Improvements)
9	Bicycle connectivity: Create continuous off-street links for bicyclists and pedestrians	Recreation-Bicycle paths

10	Finish this side of the Carroll Creek Linear Park	Parks-Conservation
11	The area of Baker Park contained within 2nd, College Ave, Bentz St, and Carroll Parkway is the crown jewel of the city and shouldn't be littered with baseball diamonds and deep rutted truck paths.	Parks-Conservation
12	This park needs to be more accessible, have better lighting, bike/walking paths, etc. NAC5 had suggested this in the CIP more than 4 years ago and nothing has happened yet. Everything takes way too long to happen.	Parks-Conservation
13	this might be a good place to put a boat ramp.	Recreation
14	While the idea of open space, parkland, is great why hasn't the City gone to the County and asked that the County fund the regional park that the City needs in the same way that the County has funded Urbana, Ballenger Creek, Utica and others?? We, City taxpayers, ARE also County taxpayers and if a regional park is needed, why are the City taxpayers the only ones paying for it?	Parks-Conservation
15	PARKS - Convert to a usable park rather than a DPW dumping ground for waste. Property should be reclassified with an Institutional Floating zone if it is to be used as an DPW a midden. Counting that land area as Parks is a misrepresentation of the amount of devoted parkland.	Parks-Conservation
16	With the developmental uncertainty of the Oddfellows Property we need to continue to work on converting the old railroad lines to a bike path. Advance the Rails to Trails Program and complete the Shared Use Path Plan.	Parks-Conservation
17	Develop an interactive Parkland layer to the SpiresGIS layer which contains geographic information and a list of amenities for the public to access online.	Parks-Conservation

18	Expand the Carroll Creek Linear Park and the downtown/mixed use zones to the east of East Street to replicate the downtown density and character.	Parks-Conservation, Downtown
19	Consider proposed Millie's Delight as possible parkland acquisition given the limited development potential after revised FEMA maps were adopted.	Parks
20	DEVELOP A COMPREHENSIVE CITY WIDE FOREST CONSERVATION PLAN. INTEGRATE THIS WITH A CITY WIDE PARKLAND PRIORITIZE MAP BASED ON ENVIRONMENTAL FEATURES AND RESIDENTIAL POPULATION CONCENTRATIONS.	Parks-Conservation
21	Allow bicycles within the Carroll Creek Linear Park	Recreation, Parks, Transportation
22	This is where a regional park should go, soccer fields, mountain views, garden plats - not another TJ Drive mix	Parks-Conservation
23	Celestory park should improve tree plantings and riparian buffers - less mowing	Parks
24	Convert rail way to a multi use trail	Recreation, Transportation
25	Finish this side of the Carroll Creek Linear Park (East Street)	Parks-Conservation
26	Thirding the need for a large park for the westside.	Parks

Categories:		
Transportation, Parks, Environment, Land Use, Historic District/Downtown, Design, Housing, Parking, Economic, Code Enforcement, Crime		16-Sep-08
Map Survey		Category
	Comments	Environment
1	Make Hargett Farm's land use as park and open space	Conservation
2	Environment Street Trees: Continue to expand the planting of street trees. Actively seek opportunities to add to the canopy and fill in gaps.	Environment (Street Trees)
3	The area of Baker Park contained within 2nd, College Ave, Bentz St, and Carroll Parkway is the crown jewel of the city and shouldn't be littered with baseball diamonds and deep rutted truck paths.	Conservation
4	Facilitate the establishment, review and approval of home occupations to conserve fuel.	Environment
5	City government should LEAD with LEED when constructing public facilities.	Environment
6	DEVELOP A COMPREHENSIVE CITY WIDE FOREST CONSERVATION PLAN. INTEGRATE THIS WITH A CITY WIDE PARKLAND PRIORITIZE MAP BASED ON ENVIRONMENTAL FEATURES AND RESIDENTIAL POPULATION CONCENTRATIONS.	Conservation
7	dead fish are at the edges of the lake it is horrible site and a disappointment to see in the place much of Frederick is represented by	Conservation

8	clean this lake. (Culler)	Conservation
9	Why is lake so dirty? (Culler)	Conservation
10	Better protection for streams and wetlands	Conservation, Environment
11	Are we really committed to recycling? Why not recycling containers all around downtown so pedestrians could use them?	Conservation
12	The preservation of historic and established neighborhoods is critical to prevent their destruction such as has occurred in Chevy Chase Village and other neighborhoods around the country. Our historic neighborhoods are a vital and beautiful part of the fabric of Frederick, and care must be taken to keep them intact.	Conservation-Historic Resources
13	Highlight the waterway from the mall to Rt. 15 - native plants, an inviting atmosphere along the bike path.	Conservation, Recreation, Parks
14	To whom it may concern: In regards to the 2010 Comprehensive Plan green and sustainable are not dirty words. Just off of the top of my head: bike paths/lanes, biodiesel fuel coop, favorable regulatory conditions for installing solar/wind power and water quality/runoff issues. What about serious consideration of gray water recycling. You could promote rain gardens - SAVE THE BAY! Then there is community gardening space for low income residents. Some of the garden clubs already go into the elementary schools. And what about smart growth? Although that's really a county issue. Let's let the developer put in 500 homes but deny the school it's hookups. There are many resources for referencing, many cities larger than Frederick are implementing sustainability plans. Oregon State University's Sustainable Living Project states succinctly that sustainable living is "A life that is deeply satisfying, fulfilling, and appealing - and at the same time, environmentally responsible." It would seem a logical mindset in these times.	Environment
15	Incentivize the development of LEED certified buildings or use of green technology through the development review process or water and sewer allocation process.	Environment-Infrastructure

16	Mandate that recycling services be provided in multifamily developments for private pickup.	Environment-Recycling
17	ensure annexed lands are developed in a way that preserves this historic corridor and viewshed	Conservation, Heritage, Design

Categories: Transportation, Parks, Environment, Land Use, Historic District/Downtown, Design, Housing, Parking, Economic, Code Enforcement, Crime			22-Sep-08
Map Survey		Category	
	Comments	Land Use	
1	Downtown Consider: Are retail "chain" outlets any worse than tattoo and piercing "parlors" and "adult book stores"?	Land Use-Downtown	
2	Rezone area to mixed use or downtown mixed use to promote revitalization and to create a parallel street to Market Street mirroring the shops and restaurants. This is a great opportunity for the City of Frederick to revitalize this area with the extension of East Street to Route 70.	Land Use	
3	A major 12,000 square foot restaurant is asking for another xhale. Unfair to current residents and sets up city for major trouble. suggestion. assisted living or low impact should be here	Land Use-Development	
4	Pay attention to the concerns of the Town Center Association. This group is not against the town center as originally proposed, but is deeply concerns about parking, the oversized restaurant and other issues that have been conveyed to the Planning Dept., but resisted by the developer. Assure that the ordinance requirements are met without wavers. The developer has stated that the commercial facilities must be "viable" before they are built. Make him substantiate his case. We don't believe the restaurant (especially) and some of the other stores can or will be supported given the other developments in the Worman's Mill area	Land Use-Zoning	

5	Rezone area to mixed use or downtown mixed use to promote an extension of downtown in this area and to create an anchor for the Carroll Creek Project (i.e promote revitalization)	Land Use-Rezoning
6	Rezone area to mixed use or downtown mixed use to promote revitalization and to create a parallel street to Market Street mirroring the shops and restaurants. This is a great opportunity for the City of Frederick to revitalize this area with the extension of East Street to Route 70.	Land Use_Rezoning
7	Rezone to mixed use, down town mixed use or office to promote revitalization and create another anchor along the Carroll Creek.	Land Use-Rezoning
8	Rezone to a mixed use zone. Relocate fairgrounds to a more user and traffic friendly location. There should be a limit on the amount of multi-family units and should have at least 25% SFD, 50% SFA units and be limited in amount of retail/commercial so as to not detract from existing retail. Could be better suited for an office component as opposed to a retail component.	Land Use-Rezoning
9	DO NOT ANNEX ANY MORE LAND until an adequate public facilities ordinance is in place for traffic, fire & rescue, police, parks/open space, schools, and water & sewer (one that works). Also, there are more pressing issues that need to be resolve before the City adds anymore residential units and office or commercial sq. ft.	Land Use-Development/Infrastructure
10	Need to speed up the process of revitalizing Fredericktowne Mall - lack of business here is leading to bad atmosphere for the community. Need upscale shops and residential components. NO MORE DELAYS!!!	Land Use-Revitalization

11	this place is a mess . . . hoping that this neighborhood improves soon. (North of Market between East and 9th)	Land Use-Design-Aesthetics
12	Reduce the density zoning on the Oddfellows property	Land Use-Zoning
13	This should be all residential. Business won't survive. Too much building on main surrounding streets.	Zoning
14	A major.12,000 square foot restaurant is asking for another xhale. Unfair to current residents and sets up city for major trouble. suggestion. assisted living or low impact should be here	Land Use-Zoning ?
15	Eliminate Accessory Apartments as a permissible use in ALL PB Zoning areas!!! Why mix commercial businesses with residential???	Zoning
16	While the idea of open space, parkland, is great why hasn't the City gone to the County and asked that the County fund the regional park that the City needs in the same way that the County has funded Urbana, Ballenger Creek, Utica and others?? We, City taxpayers, ARE also County taxpayers and if a regional park is needed, why are the City taxpayers the only ones paying for it?	Parks/Conservation
17	Is a medical facility a permissible usage in this zoning area (9th and market)	Zoning
18	Helpful zoning for Hood College to expand. When a house adjacent to the college goes up for sale Hood could have first say at market rate to buy the property.	Land Use-Zoning
19	This should be all residential. Business won't survive. Too much building on main surrounding streets. (East side of Carroll Creek)	Land Use-Zoning

20	Eliminate Accessory Apartments as a permissible use in ALL PB Zoning areas!!! Why mix commercial businesses with residential???	Land Use-Zoning
21	Educate property owners about the benefits of the mixed use concept to eschew rejection by industrially zoned properties.	Land Use-Zoning
22	Add the current Comprehensive Plan to the SpireGIS as part of the interactive map to allow for comparisons between the Comprehensive Plan designations and Zoning.	Land Use-Zoning
23	This land floods - it should be a riparian park area - not a business park!	Land Use_Environment
24	City should not cross the river - no water/sewer here (Annexation, North of City)	Land Use-Development/Infrastructure
25	This property could be put to better use. Encourage Natural Burials or cremation in the future. (Mt Olivet)	Land Use-Redevelopment
26	There is water and sewer already along 194. If you don't want development, at least have a factually correct argument to support your position.	Land Use-Infrastructure
27	An error was made on the north side of East Second Street and its zoning was changed from DB to DR during the 2005 Comprehensive REzoning.	Land Use

28	There is water and sewer already right here running along 194. If you don't want development, at least have a factually correct argument to support your position.	Land Use
29	This is a very low populated street but rather busy thoroughfare. It backs up to commercial use property (Sharpes). It is also one block from medical offices, hospital, small businesses. Would like to see this area rezoned to allow professional or medical offices for small employers where downtown has become too expensive and congested. There is street parking already on one side of the street. There are similar offices in the surrounding area on Market and Motter, Toll House, W 9th , Possibly mixed use zoning where homes could home could provide housing and space for small business...similar to downtown where homes provide space for employers on lower level and housing on upper levels.	Land Use-Infrastructure
30	This street could be zoned for mixed use or professional offices. Very little residential, high traffic. With hospital so close, available medical office space is minimal. Other service professionals are looking for space away from downtown and TJ Drive congestion.	Land Use-Zoning
31	Rezone East Street as residential so no more dumpsters are emptied in the middle of the night.	Land Use-Zoning
32	How about developing the north end of East St? We could use shops, nice restaurants, etc.	Land Use
33	Remove municipal growth area from East of river	Land Use
34	It has always been the plan to do something here. I don't see anything wrong with what they are proposing (apartments along the creek)	Land Use
35	This is a wonderful project, I feel really bad for Boscov's such a nice store and stuck with the bad people who live in the area. Hurry up lets get this project	Land Use, Economic, Redevelopment

36	Redevelop Golden Mile. Need to connect parking lots and redevelop buildings. Why not a combination of residential and commercial along here? Add some sidewalks and it would be very livable.	Land Use, Design, Redevelopment
37	Is east of east space being considered for redevelopment? No need to look outside the city when this is available.	Land Use, Design, Redevelopment
38	Empty buildings downtown should be reused instead of expanding outside of city and creating urban sprawl.	Land Use, Design, Redevelopment
39	Build the bridge, but don't put in an interchange. It will cause too much traffic for neighborhoods. Make Hayward Rd. a big interchange - 98% of it is already four lanes. Down-zone to office only	Land Use-Zoning-Transportation
40	Instead of annexing land, redevelop. The Asiana building could be repurposed for housing or business. Stop urban sprawl and greedy developers from ruining Frederick.	Land Use, Fiscal, Redevelopment
41	Redevelop empty buildings here instead of expanding the city footprint to such a large area that water and sewer have to be increased. Reuse sites!!!!	Land Use, Redevelopment
42	focus future residential development pursuant to sustainability/smart growth principles near mass transit hubs. Bring more trains to Brunswick and Frederick or build direct link to the metro! We need walkable transit oriented development.	Land Use-Transportation-Design
43	Support more national store/local mix which will bring down prices, revitalize downtown (right now, it's basically two and a half blocks - more of a Hollywood antebellum backlock/sound-stage. Keep Frederick shoppers in Frederick and quit exporting Frederick dollars to Montgomery County for shopping. Frederick should not be a ghost town/curiosity shop yet.	Land Use, Downtown, Economic
44	focus residential growth development according to sustainable growth models near mass transit.	Land Use-Transportation-Design
45	Year-around Farmers Market in old Carmack-Jays	Land Use, Redevelopment

46	Farmers market should be located to empty buildings on Market and the Creek. This would add needed activity in an other wise dead space.	Land Use-Economic-Downtown
47	The City should develop a policy in conjunction with the Military and Federal Government that encourages infrastructure improvements by the fort while developing the facility.	Fort Detrick-Land Use
48	Be proactive in the Comprehensive Planning process when working with our major Institutional Uses in the City such as Fort Detrick, Frederick County and MSD.	Fort Detrick-Land Use
49	Military Road should be one way from Rosemont to 7th Street and Wilson should be one way from 7th to Rosemont. We need effective traffic management, speed enforcement and overall traffic calming in this neighborhood!! Especially in light of huge projected workforce increases at Ft. Detrick. We DO NOT need to widen any of these roads--including 7th Street. They should be respected and maintained as residential roads!! Ft. Detrick should make Rosemont and Opossumtown Pike gates primary for commuter traffic. Keep Veteran's Gate for visitors only.	Fort Detrick-Transportation
50	Create a 'Board' to oversee, supervise, & manage the Airport. The current method of City Hall running the Airport doesn't work. Each new administration, albeit with good intentions, tries what they think is a new strategy. They re-assign the Airport to a new department, with a new person in charge, who knows nothing about airports, and who blames everything on past administrations (or the FAA). After several frustrating years, with little accomplished, a new person/department/administration takes over---for yet a new cycle. SOLUTION: Create a 'Board of Directors' made up of experts in a variety of associated/needed fields who have an interest in making our Airport the best it can (should) be. And give them the responsibility and authority to make it happen.	Land Use-Airport

Categories: Transportation, Parks, Environment, Land Use, Historic District/Downtown, Design, Housing, Parking, Economic, Code Enforcement, Crime		22-Sep-08
Map Survey		Category
	Comments	Parking
238	Ban autos from parking along curved portions of McCain and Hillcrest. They block view of on-coming traffic.	Parking
239	Eliminate vendors from parking in front of established businesses.	Parking
240	The variances requested by the developers to park on residential streets in residentially zoned areas is an unreasonable invasion of neighborhood use by making residents shoulder the burden of the commercial parking. Please deny any variance and require that the developer provide the parking on his commercial land.	Parking-Code Enforcement
241	Worman's Town center cannot handle plan for massive retail and parking	Parking, Development
242	Forget about that alley scheme.	Parking-Alley Access
243	Do NOT permit an alleyway between East Church/East 2nd Sts. Only serves tenant interests of absentee landlords at tax-payer and homeowner expense.	Parking-Alley Access
244	No alleys between Church & 2nd--not worth the loss of the yards, and serves no one but landlords who don't live here. Pay attention to the permanent residents, your tax base	Parking-Alley Access
245	No alleys, please	Parking-Alley Access
246	Make speed humps taller, same as the ones on Kline Blvd	Parking-Alley Access
247	Pass a sound-ordinance that limits the noise level from cars and motorcycles. It's ridiculous how loud some motorcycles are - it should be banned.	Parking-Alley Access
248	Do not make this a pedestrian walkway...it would kill downtown businesses	Parking-Alley Access
249	Why should taxpayers fund private parking Mr. Mayor? No alley	Parking
250	Mayor Holtziner, you are spending my tax dollars for private parking. Either make it available to everyone or make the property owners pay for it.	Parking-Alley Access
251	Against the alley. Absentee landlords want the taxpayer to subsidize them. No way.	Parking-Alley Access-Fiscal
252	No alley between Church and 2nd. Crime, waste of taxpayer money to maintain. Let people use the garages	Parking-Alley Access-Fiscal

253	No alley between church and 2nd. taxpayer money for private benefit.	Parking-Alley Access-Fiscal
254	Alleys should be cleaned up and used for parking.	Parking-Alley Access-Fiscal

Categories: Transportation, Parks, Environment, Land Use, Historic District/Downtown, Design, Housing, Parking, Economic, Code Enforcement, Crime		22-Sep-08
Map Survey		Category
	Comments	Housing
1	Housing Rental Licensing Program	Housing
2	Housing We do have a homeless shelter but,, Our new immigrants would actually rather go with out any assistance than be put in places where there is so much angst about them. I would like to suggest,, Can we induce Hargett Farms to open a Hispanic homeless shelter, We do not need alot in this. just a thought. It appeared that the developer was very sincere about the Hillcrest area being maintained. We could easily do this im sure.	Housing
3	Stop issuing permits for new residential building until the entire necessary infrastructure is up and going - streets, schools, utilities, fire and police protection, etc	Housing-Infrastructure
4	Comprehensive Rental Licensing Program to mitigate overcrowding throughout the City>	Housing
5	Affordable Housing - Create an housing assistance program using Federal, State and Local government funds and programming for government workers.	Housing-Affordable
6	About 50% of residences in Frederick are rentals. Some kind of rental licensing program is needed for present housing as well as new development, particularly if it includes townhomes. Even upscale communities have rental units. There needs to be some way of ensuring the quality of ALL residences and neighborhoods.	Housing-Rentals
7	Encourage (no demand) that this property owner find tenants for these buildings or encourage them to sell...They have remained empty for at least 26 years!!!!	Housing-Abandoned Building

	<p>Why do you think this low income housing is a good idea here? It will only increase the crime rate. (Bentz and 7th)</p> <p>This should have been developed for market rate housing. Help people who help themselves.</p>	<p>Housing-Affordable</p>
--	---	----------------------------------

Categories: Transportation, Parks, Environment, Land Use, Historic District/Downtown, Design, Housing, Parking, Economic, Code Enforcement, Crime		22-Sep-08
Map Survey		Category
	Comments	Design
1	Downtown Streetscape improvements: Seek opportunities to upgrade and improve the aesthetics of downtown features such as lighting, sidewalks, benches, and trash receptacles.	Design-Streetscape Improvements, Downtown
2	Work with McCutcheon's to make this warehouse area far more attractive. Perhaps plant trees or remove the tractor trailers so that the home owners on Water street have a nicer view. This could help with future housing sales in this area as well. can	Design-Downtown, Revitalization
3	Need to speed up the process of revitalizing Fredericktowne Mall - lack of business here is leading to bad atmosphere for the community. Need upscale shops and residential components. NO MORE DELAYS!!!	Design-Revitalization
4	Frederick Shopping Center, need more landscaping	Design
5	Incentivize the development of LEED certified buildings or use of green technology through the development review process or water and sewer allocation process.	Design-Environment-Infrastructure
6	Incentivize the development of LEED certified buildings or use of green technology through the development review process or water and sewer allocation process.	Design-Environment-Infrastructure
7	This block is one lane. Needs diagonal lines painted in the yellow parking zone. Also, planters were promised as part of Hope 6 improvements at corner of 7th and Market. Less automotive in this end of town and more stores.	Design-Street Improvements
8	The snarl of electric/cable/phone lines between 220 and 222 is disgusting. Clean this up, or at least fix the leaning pole. This should have been fixed during the water main project!	Design-Infrastructure
9	the Asiana building can be adapted to an "artsey type theater. Neede in DTF, like Bethesda Row	Design-Use
10	Bury the wires on all downtown streets. They are so ugly and take away from historic charm. This should have been done when replacing the water mains	Design-Environment-Infrastructure, Downtown
11	Incorporate more tree cover to the Creek Project. Regular users and visitors alike bake in this section of the Creek	Streetscape

12	Need a gateway feature on this property	Streetscape, design
13	clean up the spillway in Baker Park. It looks really bad.	Design-Conservation, Aesthetics
14	This part of the creek is often littered with waste and debris on the park side. When people walk through the park it is quite unattractive. Could we have it cleaned more regularly?	Design-Aesthetics
15	Proposed site for the Restrant is too large for the community and Town Center commercial area is based on bringing customers outside of the community.	Design-Aesthetics
16	This site is perfect for redevelopment as combination of commercial/residential. No need to annex property when you have it RIGHT HERE, Mayor Holtzinger.	Design-Economic
17	Redevelop Golden Mile. Need to connect parking lots and redevelop buildings. Why not a combination of residential and commercial along here? Add some sidewalks and it would be very livable.	Design-Use
18	Is east of east space being considered for redevelopment? No need to look outside the city when this is available.	Design-Use
19	Empty buildings downtown should be reused instead of expanding outside of city and creating urban sprawl.	Design-Use
20	Need some shade here. Please clean the creek.	Design-Environment-Infrastructure
21	All wires thought the City should be buried.	Design-Environment-Infrastructure
22	Keep symbol for future interchange, connection from Biggs Ford Rd to Oppossumtown, and gateway into City. Need attractive planned and zoned I	Design-Environment-Infrastructure
23	focus future residential development pursuant to sustainability/smart growth principles near mass transit hubs. Bring more trains to Brunswick and Frederick or build direct link to the metro!	Design-Infrastructure
24	Farmers market should be located to empty buildings on Market and the Creek. This would add needed activity in an other wise dead space. This could be an indoor and outdoor market design for multiple uses.	Design-Use
25	Convert old Rail station currently soup kitchen) into a fulltime Farmers Market. Also stop the lines at 6pm of homeless men who congregate/smoke/stand here discouraging tourists and locals from walking down market.	Design-Mixed Use

26	The preservation of traditional neighborhoods is critical design overlays should be established. This should be different than the Historic District. The overlays should focus on scale and materials vs. exact replicas of period architecture.	Design-Mixed Use-Preservation
27	ensure annexed lands are developed in a way that preserves this historic corridor and viewshed	Design-Heritage-Conservation
28	New development in the downtown/historic district should respect the past while modernizing for economic growth. The creek lacks	Aesthetics, Design, Downtown
29	The choice of bridge styles and building scale along Carroll Creek serves to reduce continuity.	Design

Categories: Transportation, Parks, Environment, Land Use, Historic District/Downtown, Design, Housing, Parking, Economic, Code Enforcement, Crime		22-Sep-08
Map Survey		Category
	Comments	Historic District/Downtown
1	Downtown Partnering between downtown retailers and strip retailers. For ex., the Common Market on Rt 85, a new organic food store that is fantastic, might publicize its organic offerings by having a downtown restaurant offer meals made with organic meat and produce. Panera and the Market St. tea shop could feature a joint tea for pedestrians on Market St.	Historic District/Downtown
2	Downtown Free music every Friday night and Sat night at an early hour, say 6:00, at Carroll Creek or other accessible public place. The Kennedy Center in D. C. does free musical and theater events at 6 on Fri and Sat year-round. Tourists and others crowd in. The City could easily recruit musicians - there are so many good amateur musicians in Frederick County, northern Mont. Co., Wash. County, etc.	Historic District/Downtown
3	Downtown A "mock tattoo-in," featuring all the many tattoo parlors and artists on Market street. Give them a show of their own where they use non-permanent ink to paint up consenting adults and kids. Have them talk seriously about what they do, why. Post a video on the City's website.	Historic District/Downtown
4	Downtown Consider: Are retail "chain" outlets any worse than tattoo and piercing "parlors" and "adult book stores"?	Historic District/Downtown
5	This beautiful, eclectic neighborhood got that way with virtually no regulation. To burden it (and the City) with an Historical Commission overseeing it, would be a travesty. Leave our neighborhood alone---it's just fine, thank you. Why would we want a 'solution'---when there is "NO PROBLEM"?	Historic Preservation
6	Make N.Market St. pedestrian only.	Historic District/Downtown-Transportation
7	Reinstitute the shuttle service to reduce the amount of vehicles coming into the downtown area.	Historic District/Downtown-Transportation

8	Expand the Carroll Creek Linear Park and the downtown/mixed use zones to the east of East Street to replicate the downtown density and character.	Historic District/Downtown
9	The design of East Street should mimic that of North Market Street by being pedestrian friendly.	Historic District/Downtown-Design
10	Recruit a grocery store/pharmacy downtown.	Historic District/Downtown-Uses
11	The Odd Fellows property should be preserved. Green space is needed here. Additional development here will destroy another historic piece of Frederick City and add congestion to an already taxed thoroughfare (355 / N. Market).	Historic District/Downtown-Uses
12	Close Market St in Historic District to vehicular traffic. Create pedestrian mall with bike racks at intersections.	Historic District/Downtown-Transportation
13	If the retail mix in downtown moves towards national chains, Frederick will lose its unique character. Day-trippers and visitors will no longer waste precious gas to travel to spend their vacation dollars in Frederick if they can find The Gap, Starbucks and Applebee's in their own neighborhoods.	Historic District/Downtown-Uses
14	Save E. Patrick St.'s trees! Do not cut these trees down like the "invasive" trees that were lost on East Church St.	Historic District/Downtown-Design and Conservation
15	Maintain Market St. traffic One Way or change to Two-Way, but do not create pedestrian only. The city needs to encourage spread of businesses north of Third St., not create a situation that kills traffic to the existing shops.	Historic District/Downtown-Transportation
16	We need a grocery store in a safe area to encourage more foot travel and less automobile trips for food in the historic district.	Historic District/Downtown-Uses
17	Bury the wires on all downtown streets. They are so ugly and take away from historic charm. This should have been done when replacing the water mains	Historic District/Downtown
18	Think about increasing police presence when bars close. Small acts of vandalism and noise could be eliminated.	Historic District/Downtown, Crime
19	Remove gang graffiti from wall at church st. and chapel alley.	Historic District/Downtown, Crime

20	<p>Few Downtown Businesses actually recycle because of the limited space and areas to store recycling 'till pickup. Come up with ways for them to recycle - maybe daily pickups of recyclables. We also need to include bins for recyclables near the trash cans Downtown. If you get a bottle of water while shopping downtown - the only option you have is a trash can or to take it home with you to recycle! The county trash problem will not get better if people don't utilize the services that we have for recycling!!</p>	<p>Historic District/Downtown-Environment</p>
21	<p>In like of asitnace in saving the farmhouse at 706 Vernon, Provide the tools and teeth to City staff to preserve remaining historic structures</p>	<p>Historic District/Downtown-Uses</p>
22	<p> <input type="checkbox"/> <input type="checkbox"/> Please change the properties 423 East Patrick Street, Lot 2 <input type="checkbox"/> (Wayside Apartments LLC) and 423 1/2 East Patrick Street, Lot 3, our primary residence, to "Downtown Business" in the planning of the 2010 Comprehensive Plan. </p>	<p>Historic District/Downtown-Zoning</p>
23	<p>Support more national store/local mix which will bring down prices, revitalize downtown (right now, it's basically two and a half blocks - more of a Hollywood antebellum backlock/sound-stage. Keep Frederick shoppers in Frederick and quit exporting Frederick dollars to Montgomery County for shopping. Frederick should not be a ghost town/curiosity shop yet.</p>	<p>Historic District/Downtown-Uses</p>
24	<p>The intersection of East Street and Seventh Street is key. This location should be keyed for future redevelopment. The new development should look like the downtown core and offer a mix of uses. To enable redevelopment to occur, some current of the industrial uses need appropriate land for growth and expansion. City plans should identify appropriate locations for industrial expansion.</p>	<p>Historic District/Downtown-Uses</p>
25	<p>Develop East Street as a pedestrian friendly corridor – both through the provision of adequate sidewalk widths as well as in the design of the adjacent buildings/redevelopment</p>	<p>Historic District/Downtown-Transportation</p>

26	Develop a hotel in the area generally bound by the PO office site to the north, Carroll Street to the west, the McHenry's site to the east and All Saints to the south	Historic District/Downtown-Uses
27	Redevelop the PO site. Move the PO distribution center out of Downtown Frederick. Blend the new development with the remainder of Downtown Frederick. Maximize the density. Fully take advantage of this 100% corner. Maintain the retail PO in Downtown Frederick	Historic District/Downtown-Uses
28	Consider a long-term redevelopment of the Carmack Jays site. Remove the existing buildings, add a parking garage and move the building line to the street face. Provide active uses on the first floor.	Historic District/Downtown-Uses
29	Make improvements at the intersection of Bentz Street, Patrick St and Carroll Creek Park. Treat the pedestrian movement more like what occurs on Market Street. Ensure that pedestrians are given more importance than cars – especially as it relates to the park path that crosses Patrick Street. Consider adding mid-lane signage like what is found on S Market Street	Historic District/Downtown-Transportation
30	Encourage redevelopment of the former Asiana building	Historic District/Downtown-Uses

Categories: Transportation, Parks, Environment, Land Use, Historic District/Downtown, Design, Housing, Parking, Economic, Code Enforcement, Crime		22-Sep-08
Map Survey		Category
	Comments	Code Enforcement
1	Downtown Blighted properties: Owners of downtown properties that are vacant and stay vacant for years should be fined for the damage they do to the town. Can some laws be found to punish these owners? Some sort of use it or lose it licensing for commercial properties? In particular the building that once had the "Asiana" restaurant comes to mind. Apply some creative thought to this.	Downtown (Blighted Properties)
2	Encourage (no demand) that this property owner find tenants for these buildings or encourage them to sell...They have remained empty for at least 26 years!!!!	Housing, Abandoned Building
3	the Asiana building should be condemned due to extended vacancy.	Abandoned Building
4	Have code enforcement enforce sign ordinances more proactively (this corridor getting bad).	Code Enforcement
5	This derelict property has depressed the neighborhood for 17 years--tear it down! (5th and Bentz)	Code Enforcement, Aesthetics, Blight
6	Enforce laws for derelict properties. Citizens paying this amount of tax should not be subject to blight.	Code Enforcement

Categories:		22-Sep-08
Transportation, Parks, Environment, Land Use, Historic District/Downtown, Design, Housing, Parking, Economic, Code Enforcement, Crime		Category
Map Survey		Crime
	Comments	
1	Social -more involvement by churches, including African-American, Jewish and Muslim congregations, in hosting neighborhood cultural events, open to people outside the congregation. Perhaps a focus on regional or ethnic music and food to attract passersby. Intergration will reduce crime.	Crime-Social
2	Social Involve individual schools and churches, etc. in a campaign about a specific environmental or health issue, such as planting species native to Maryland and having a local merchant sponsor same; or cleaning up a portion of the Monocacy River and having private and public sponsors; or holding a healthy food day or event with private and public sponsors.	Crime-Social
3	We do not need a "clinic" at Hillcrest Elementary, this will add to the school crime	Crime-Schools
4	Think about increasing police presence when bars close. Small acts of vandalism and noise could be eliminated.	Crime
5	Remove gang graffiti from wall at church st. and chapel alley.	Crime
6	Lots of homeless folks. Are we doing enough as a city to help them? We pay high taxes. Could some of this be channelled to help our poor? Turning a blind eye leds to vagrancy and worse.	Crime-Social
7	Clean up the gang graffiti downtown.	Crime
8	Lots of unfortunate homeless people around here. What does the city do to help them?	Crime
9	Get rid of gang graffiti	Crime-Social

Categories: Transportation, Parks, Environment, Land Use, Historic District/Downtown, Design, Housing, Parking, Economic, Code Enforcement, Crime		22-Sep-08
Map Survey		Category
Comments		Economic
1	Carroll Creek what a waste of tax payer dollars. The next phase should pay attention to uses, Market and location this did not occur in the first phase. It's an embarrassment.	Economic-Carroll Creek.
2	Taxes-If this area gets annexed into the city, we will probably need to move.	Economic-Fiscal
3	Since 1916 jurisdictions in the State of MD have had the right to have a split tax -- that is to keep taxes revenue neutral and shift the burden from improvements to land (location) -- thus reducing speculation and encouraging improvements -- often called land value tax. We just have not had the political will to do it -- yet! This would address the rewards we now give to those who drag our community down waiting for wind fall profits.	Economic-Taxes
4	What is the status of this shopping center? (FTM)	Economic
5	Since 1916 jurisdictions in the State of MD have had the right to have a split tax -- that is to keep taxes revenue neutral and shift the burden from improvements to land (location) -- thus reducing speculation and encouraging improvements -- often called land value tax. We just have not had the political will to do it -- yet! This would address the rewards we now give to those who drag our community down waiting for wind fall profits.	Economic-Fiscal
6	Revisit fees -- currently have a disconnect between the fees charged and development costs -- the current fee structure makes good projects infeasible	Economic-Fiscal
7	Remove the schools test from downtown development -- where multi family development usually generates 0 students. In a downtown environment, multi family housing is not typically built for families, rather to encourage empty nesters or young professionals to live downtown	Economic-Fiscal-Use
8	Consider taxing mechanisms to encourage the redevelopment of long term vacant structures	Economic-Fiscal
9	Create additional incentives to encourage the redevelopment of existing buildings	Economic-Fiscal
10	Allow for maximum density in all projects downtown -- downtown is where we want growth. Create policies to encourage downtown density.	Economic-Density

11	Encourage the development of additional alleys, to ease business parking crunch	Economic-Fiscal-Parking
12	Create better routes on streets for bikes – include on-street signage. Investigate shared lanes for buses & bikes,. This could be an incentive for fore economic dollars.	Economic-Fiscal
13	Encourage the provision of additional mass transit in Downtown Frederick – concentrate around the MARC and move beyond	Economic-Transit Options
14	Expand MARC service tenfold – add weekend service	Economic-Transit Options
15	Return the downtown shuttle to service – expands parking options, adds flexibility for downtown businesses, if provided in a unique vehicle – could serve tourists as well	Economic-Transit Options

Categories:		
Transportation, Parks, Environment, Land Use, Historic District/Downtown, Design, Housing, Parking, Economic, Code Enforcement, Crime		15-Sep-08
Map Survey		Category
	Comments	Transportation
1	Close Neidge Ave to TJ High School only open when special events are being scheduled.	Transportation, Special Events
2	<p>Transportation Greater thought and planning needs to be done regarding the installation of roundabouts and speed humps. These were installed in our larger neighborhood (Fairview Avenue and Kline Boulevard) three years ago, without neighborhood input and advice. They are difficult to maneuver through and are very unsightly. They also accelerate wear on car suspensions for those of us who have to navigate them daily. It is my observation, as one resident, that the speed humps and roundabout have not accomplished their purposes; they have only served to make it very unpleasant for those driving through our neighborhood. Many of my friends and relatives have shared negative comments about them. I would request that they be removed as part of your comprehensive plan to have a desirable place to live.</p>	Transportation
3	<p>Transportation Add verbiage to explain what right of ways are 90-110%u2019 which is to allow for the lanes and then extended to the full ROW for the intersections for turning lanes.</p>	Transportation
4	<p>Transportation Sidewalks: An effort should be made to connect the many discontinuous sidewalks throughout the town. Examples include: New Design Road near Grove Stadium -- the sidewalk stops at the end of the stadium parking lot, making it difficult and dangerous to walk from town to the stadium, or beyond the stadium to the Crestwood Blvd. area; E South Street east of East Street; Gas House Pike between Church Street and Monocacy Boulevard; East Street north of 5th Street; N Market Street north of 13th Street; the areas between Tasker's Chance and Baker Park. The town could be so much more walkable.</p>	Transportation-sidewalks
5	<p>Transportation Signaled intersections: Controls for pedestrians are missing at many busy downtown intersections, including South Market at South Street and South Market at All Saints Street.</p>	Transportation

6	Transportation Trails: To further encourage walking and other forms of outdoor exercise, trails should be built east of town along Carroll Creek to the Monocacy River. The planned maintenance road around the perimeter of the airport would also be an ideal place to have sidewalks and/or trails. Rosemont in the direction of Yellow Springs also has excellent potential for trails. Think about the potential for loops; publish maps; mark the trails in some manner.	Transportation
7	Transportation / Downtown Alleys and Parking: Push efforts to reopen old alley rights of way to create parking for residents; explore options to create new alleys so residents have parking. This has the benefit of getting our cars off the streets, making it easier for visitors to find spaces, and improves our property values and quality of life.	Transportation-Downtown (Alleys and Parking)
8	Transportation consider speed bumps on Hamilton Avenue	Transportation
9	Transportation Land Use Large numbers of tow trucks from the Romsburg yard going 40-60mph even when towing cars.	Transportation
10	Establish/enforce noise control laws, e.g. for motorcycles on city streets.	Transportation
11	Regular Rail Connection: Promote regular morning and evening connections in both directions to and from DC daily so that rail transit can be a viable option for tourism, travel, and recreation (not just for commuting to and from work)	Transportation-Rail
12	Need interchange to 70 for Middletown	Transportation
13	Look into possibility of actual rail line use to provide a rail/transportation link from Walkersville - Emmittsburg to the City of Frederick (jobs) and MARC train. These light rail/trolley type services can reduce trips on Rt. 15, be more environmentally and fuel consumption friendly and are popular in several locations in the U.S.	Transportation-Rail
14	Indicate the right lane as a right-turn only lane for west-bound traffic on Rosemont, waiting to turn right onto Rt 15 north.	Transportation
15	Make N.Market St. pedestrian only.	Transportation
16	Despite much discussion--It was still a bad idea to route pedestrian traffic up from the Creek, onto and over East Street. It splits the Creek and indeed splits the City, kinda like living on "the other side of the tracks". We should fix it, even if it means a tunnel, even if it means a new bridge over the Creek.	Transportation (Pedestrian)
17	Transportation Safer cross walks to connect the north and south side of US 40	Transportation
18	An exit from Rt. 15 south to Rt. 26 west is needed.	Transportation
19	An exit to Rt. 26 west from Rt. 15 south is needed.	Transportation
20	Mark Patrick St through the City as a bike route as identified in the MDOT Statewide bike route.	Transportation

21	In advance of the East St opening from I-7-, develop and install intelligent signal system through the corridor to move traffic from the south to the north.	Transportation
22	Don't take Shaffer Drive all the way through - traffic flow would be comparable to Key Parkway and not positive for our small communities here.	Transportation
23	Reinstitute the shuttle service to reduce the amount of vehicles coming into the downtown area.	Transportation-Downtown
24	The design of East Street should mimic that of North Market Street by being pedestrian friendly.	Transportation-Downtown
25	Military Road should be one way from Rosemont to 7th Street and Wilson should be one way from 7th to Rosemont. We need effective traffic management, speed enforcement and overall traffic calming in this neighborhood!! Especially in light of huge projected workforce increases at Ft. Detrick. We DO NOT need to widen any of these roads--including 7th Street. They should be respected and maintained as residential roads!! Ft. Detrick should make Rosemont and Opossumtown Pike gates primary for commuter traffic. Keep Veteran's Gate for visitors only.	Transportation, Fort Detrick
26	Make Military Road and Wilson Place one way roads, in opposite directions to help facilitate traffic calming. Traffic in the Villa Estates neighborhood travels too fast and we need better speed enforcement. Ft. Detrick needs to make the Veteran's Gate for visitors and post residents ONLY, and direct daily commuters to Rosemont or Opossumtown Pike gates where the existing roads can manage greater volumes of traffic than can our neighborhood roads. We should NOT widen 7th or Military, Wilson or any other Villa Estates roads. Doing so would create greater traffic speed and volume. Motorists need to respect our streets as residential!! Residents of this long-time Frederick neighborhood are losing quality of life daily due to traffic pressures. Often backing out of driveways is almost impossible!	Transportation
28	The residential character of the neighborhood should be maintained and not jeopardized by the pass-through traffic from Rosemont to 7th (and vice-versa)	Transportation
29	DO NOT WIDEN Wilson Place. Consider alternatives, such as one-way or other access limitations	Transportation
30	Make it easier for commuters to use MARC (and/or participate in carpools) by tapping existing parking facilities in the City; new Park & Rides might not be needed. Or, make the creation of designated Park & Rides a condition of residential or commercial annexation.	Transportation-Rail

31	Work with employers to develop subsidy programs and/or promote existing ones. (According to my husband the NIST/MARC subsidy wasn't widely promoted.) Such programs might, ultimately, save employers money in terms of recruitment and detainment. (They could also	Transportation-Rail
32	Narrow Market St. by one lane from South St. to 4th St. Extend the sidewalks on each side of the street by four feet to facilitate & encourage outdoor dining. Alternate metered parking (west side of street then east) thereby zig-zagging traffic to "calm" it and make it more pedestrian friendly. (Like Europe.) There are now enough park decks to compensate for the lost spaces.	Transportation-sidewalks
33	This intersection should be changed. Make 355 merge straight onto N. East St. and put the stop sign on Market St. (for traffic headed north). 355 traffic should be steered south (without stopping) directly to N. East St. while N. East St. traffic should be directed north in a straighter non-stop path to 355. This will direct most southbound traffic away from the neighborhood/school area and is a more direct route to downtown and through the city, especially with the new East St. extension south.	Transportation-Street Improvements
34	Keswick does do not go through to Carlton	Transportation
35	This is West Thornhill Place, not Keswick and does not go through.	Transportation-Street Improvements
36	Market square traffic is a big concern	Transportation
37	This is where the city proposes for a Lowes and Wegmans. Traffic on failing Rte 15 should be a concern.	Transportation
38	Maintain Market St. traffic One Way or change to Two-Way, but do not create pedestrian only. The city needs to encourage spread of businesses north of Third St., not create a situation that kills traffic to the existing shops.	Transportation-Downtown
39	Coordinate the lights on East Street before 70 connects or there will be big traffic jams.	Transportation
40	Keep big trucks out of historic district. They are shaking our houses apart.	Transportation, Noise
41	Keep the big trucks out of downtown.	Transportation, Noise, Aesthetics
42	Proposed Rt. 40 to I-70S return ramp and increase the merge lane distance on I-70N	Transportation
43	Maintain "street calming" humps on W 13th, Frederick and W14th. They have made a huge difference in the speed of traffic and have increased safety in this neighborhood! If anything, make the humps taller, similar to the ones on	Transportation
44	Make speed humps taller, same as the ones on Kline Blvd	Transportation
45	Keep the humps! They have slowed traffic immensely.	Transportation
46	This area is a prime for redevelopment with traffic circle, public park "gate way" to introduce people to Downtown	Transportation

47	Make Patrick Street a tree lined boulevard that is more pedestrian friendly and emphasizes Frederick as a "Tree City" City...	Transportation-Street Improvements
48	No alley between church and 2nd. It would allow access to Visitation Academy's wall to vandals and criminals. No patrolling back there, so it's a magnet for crime.	Transportation
49	When traveling west on East South Street, it is very difficult to turn left on South Market Street south. Often, only one car per light cycle can make the turn. Vehicles often are backed up 5-10 vehicles deep or more, including many that only want to turn right onto South Market Street North. At one vehicle per light cycle it can take a LONG time to get through this intersection. This problem will become much more severe when the East Street extension to RT 70 is complete. A left turn signal is needed (stopping oncoming traffic) and/or the creation of separate lanes for left and right turns.	Transportation
50	Put a stoplight here before someone dies	Transportation-Road Design
51	Widen right turn lane from O'Town Pike to TJ Drive if possible.	Transportation-Road Design
52	Sidewalks are badly needed the whole length of East Street	Transportation
53	Seconding the large northside park idea. Every sector of Frederick should have a large park, larger than the usual small parks required of developers.	Transportation
54	I wish to commend the installation of the speed reduction circles and humps in Westbrook. They have slowed down traffic and made drivers more aware to retard their speeds. With many young children in the neighborhood we parents have welcomed them and the efficiency the City used to install them.	Transportation
55	Convert old rail line to walking path--possibly to intersect with Carroll Creek Linear Park.	Transportation, Recreation, Parks
56	With heavy traffic coming from 70 onto East St. someone should look at calibrating the lights to facilitate traffic flow.	Transportation

57	There needs to be some speed reducing pans implemented on Schley Ave especially near Rosedale park which is used extensively during the summer months reducing the line of sight and less time for speeders to avoid an accident - still way too drivers going too fast on this road! 3 years ago the city (at a NAC meeting) agreed that changes needed to be made and NOTHING has been done - at the least there needs to be additional stop signs - I would encourage speed bumps! Our Neighborhood even petitioned for speed bumps from Rosedale south to Rosemont and nothing was done - then after our petition and without Fairview neighborhood approval Speed bumps were in stalled on Fairview - who lives over there? Others I have spoken with in neighborhood tell me that the same problem exists on other streets in this neighborhood. I do not expect anything will be done because too many police and firemen and city employees who could make it happen do not want to slow down themselves.	Transportation
58	Accelerate the completion of Monocacy extension to relieve traffic congestion	Transportation
59	Install 3 way stop or stop light, backups are insane from 3:30 until 5:00 (7th Street and 15 Interchange)	Transportation-Road Design
60	Make Market Street traffic two ways from Patrick Street south to South Street	Transportation
61	Build this overpass and close Hayward road to cut down on the employees at Fort Detrick racing through Amber Meadows and running the 4 way stop signs on Amber Drive.	Transportation
62	Close Hayward and build the overpass on Rt 15.	Transportation
63	Keep design and construction funding for interchange moving forward.	Transportation
64	Keep design and construction funding for interchanges and overpasses moving forward.	Transportation
65	Need Christophers Crossing connection to US 15	Transportation
66	Focus future developments according to Smart/sustainability principles near mass transit hubs.	Transportation, Design, Land Use
67	focus future residential development pursuant to sustainability/smart growth principles near mass transit hubs. Bring more trains to Brunswick and Frederick or build direct link to the metro!	Transportation, Land Use, Design
68	Focus residential growth development according to sustainable growth models near mass transit.	Transportation, Land Use, Design
69	Cross-walks marked in the middle of the block for Farmer's Market shoppers who park in the parking lot on the East side of East Street.	Transportation, Land Use, Design
70	Cross-walks across Church St (and all similar streets) so pedestrians can more safely cross the street. As we become a more pedestrian city we need more cross-walks and awareness of who has the right-of-way. MORE police enforcement of the law.	Transportation, Land Use, Design

	<p>Please make sure safe sight lines are maintained at the intersection of Hines Road and Reichs Ford Rd. It's hard to see oncoming traffic;</p> <p>More bike/commuting paths are needed;</p> <p>Consider alternatives to the proposed incinerator; and</p>	
71	Thank you.	Transportation, Land Use, Design
72	Build the bridge, but don't put in an interchange. It will cause too much traffic for neighborhoods. Make Hayward Rd. a big interchange - 98% of it is already four lanes.	Transportation
73	Reich's Ford road is a mess. It should be widened, re-habilitated, curbs, sidewalks added and trees planted.	Transportation, Environment
74	This intersection was designed too small and badly. Traffic backs up on to the 15 overpass bridge. Widen and provide more room for turning lanes.	Transportation
75	Compel the developer to return Citizen's Way to its form paver glory. Or just pave it generically and re-name it Garbage Can Way. On some days there are up to 30 large garbage cans out here...And they stink!	Transportation-Aesthetics
76	Put speed bumps on this parking deck access road.....People "fly" through here.	Transportation
77	Please address the 351 bridge over 340/15. Butterfly lane will not improve until the bridge is improved. BTW... Why is Catocin Ridge allowed to continue without a true curb cut onto Hillcrest???	Transportation
78		
79	continue street grid through this area off East St connecting to existing streets	Transportation
80	Accelerate the completion of Monocacy extension to relieve traffic congestion	Transportation-infrastructure
81	Monocacy extension should be a priority to complete	Transportation-infrastructure