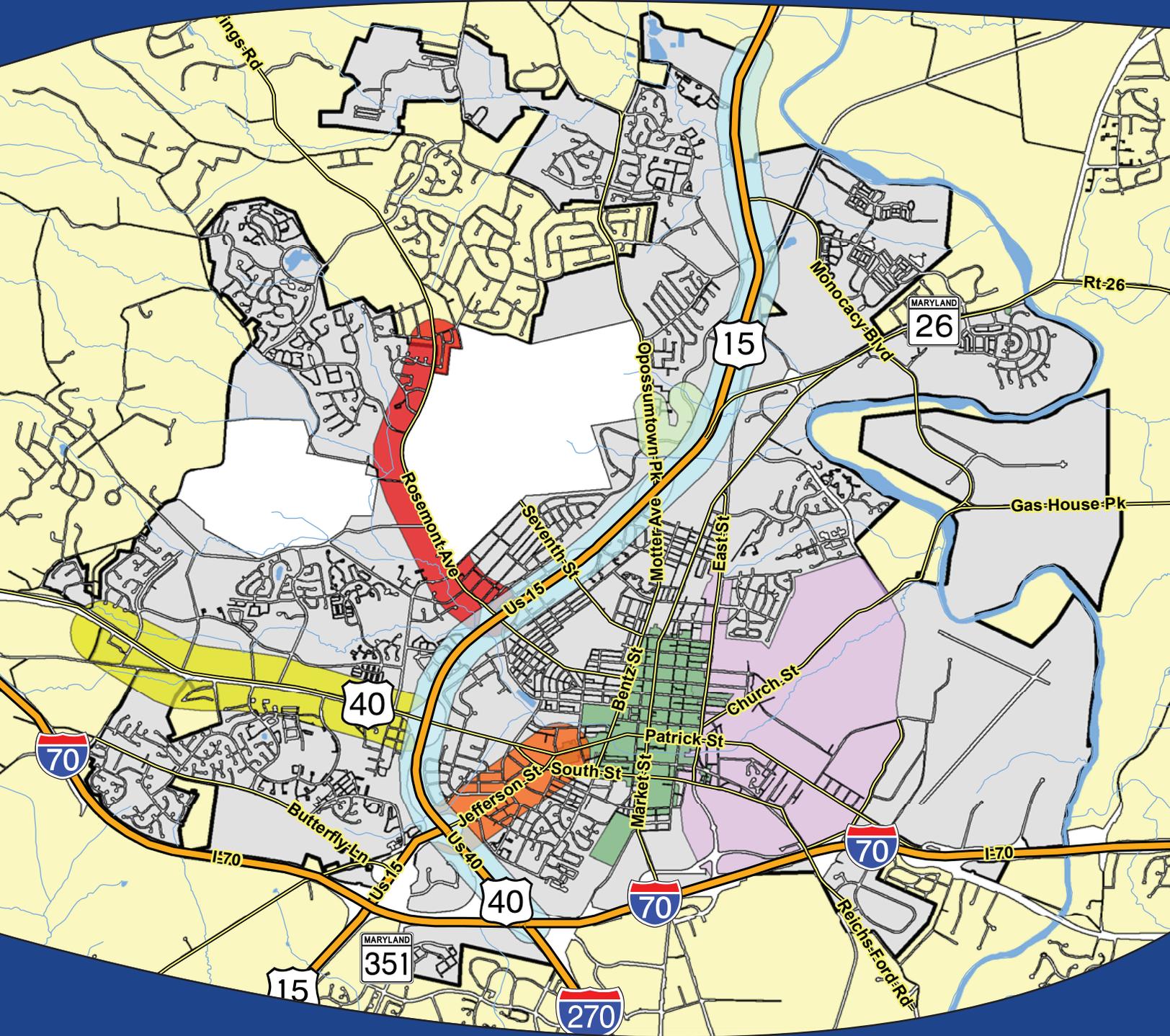




The City of Frederick



GUIDE TO THE SMALL AREA PLANNING PROCESS



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INTRODUCTION

WHAT IS A SMALL AREA PLAN?

A Small Area Plan is a neighborhood-level plan that addresses land use, transportation, and a variety of other topics. For each planning area, a committee of residents, property owners and business owners provide neighborhood recommendations to city planners and local officials, resulting in a plan that is adopted by the Mayor and Board of Aldermen. Ultimately, a goal of the Small Area Plan is to enhance the quality of life in each distinct community.

RELATIONSHIP TO THE CITY OF FREDERICK COMPREHENSIVE PLAN

Small Area Plans assist in implementing the goals and recommendations of the City's Comprehensive Plan. Recognizing the unique character of the City's different communities, the 2010 Comprehensive Plan Update identified seven small planning areas and recommended that a separate, more detailed land use plan be completed for each of these areas. The City's Comprehensive Plan and the adopted Land Use Map are policy guides for the Small Area Plans.

BENEFITS OF SMALL AREA PLANS

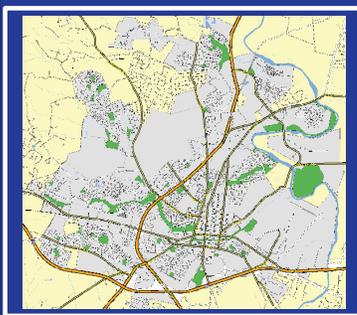
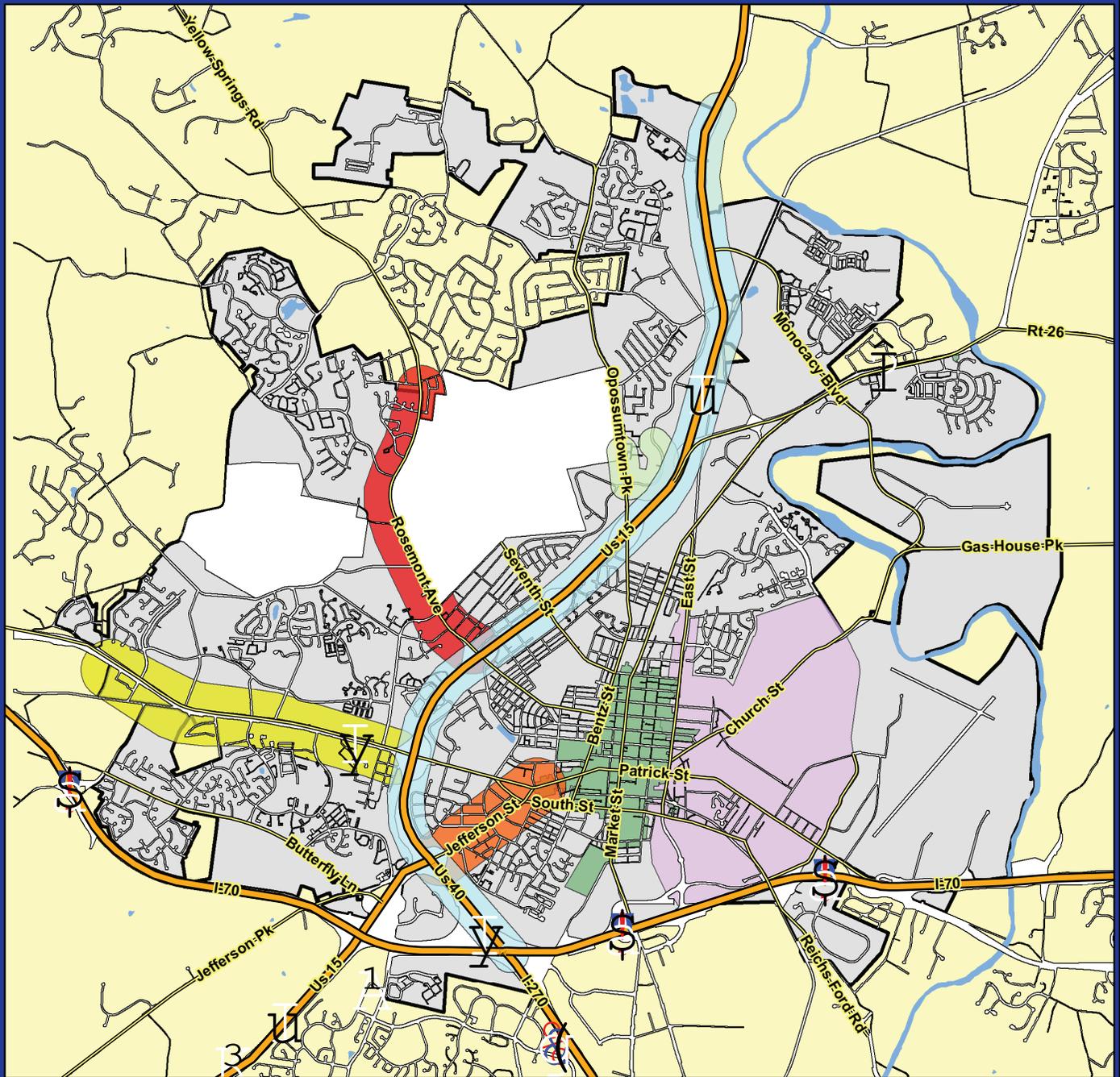
A key benefit of the Small Area Planning process is local stakeholder involvement in the development of each plan's recommendations.

Small Area Plans serve as a guide for land use, environmental protection, transportation improvements, open space and other capital improvements, and will identify opportunities for commercial revitalization and, where appropriate, mixed-use development.

Benefits of Small Area Plans:

- Represent the community's vision
- Reflect neighborhood stakeholders' input
- Provide specific recommendations at a neighborhood level
- Offer increased efficiency in provision of public services
- Allow greater predictability in land use and development
- Enable neighborhoods to be proactive in making land use recommendations
- Identify priority neighborhood projects and possible resources for implementation
- Help to guide the investment decisions of local governments

City of Frederick Small Area Planning



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

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



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GIS Department

- Rt. 15 Corridor
- Golden Mile/US 40 Corridor
- Thomas Johnson Corridor
- Central Business District
- Jefferson Street Corridor
- East Street Rising
- Rosemont Corridor/
Ft. Detrick Area

PLANNING AREAS

During the course of preparing the *2010 Comprehensive Plan Update*, it was noted that several areas could benefit from a Small Area Plan. Each of these areas has its own unique character that should be protected and enhanced as new development or redevelopment takes place. Some of the potential area plan locations are listed below in addition to some of the major issues in these areas:

EAST FREDERICK:

East Frederick is a dynamic area with a wide variety of land uses. Including retail, office and residential uses (including some historic residential areas), as well as manufacturing, wholesale trade, and other industrial uses. The City's east side also includes the historic Frederick Fairgrounds, the Frederick Municipal Airport and the MARC commuter rail station.

Preserving and supporting the current mix of land uses could be a central policy of an area plan. In addition, major corridors such as East Patrick Street and East Street present vital development and redevelopment opportunities for the area.

GOLDEN MILE/US 40 CORRIDOR:

The Golden Mile / US 40 Corridor includes a significant amount of commercial development serving nearly 65,000 people within a three-mile radius. However, the corridor is characterized by a lack of connectivity between commercial uses, which discourages pedestrian access between neighborhoods and adjacent commercial areas.

The primary challenges in the revitalization of the Golden Mile are existing street design and right-of-way dimensions. The Golden Mile, in its current form, is a typical first-generation suburban street primarily designed to serve motorists. Development along this corridor is characterized by strip-center shopping areas, surface parking lots, and an excessive number of points of access from West Patrick Street. A significant challenge for an area plan for the Golden Mile would be to transform the corridor into a street type that can serve users of all travel modes, including pedestrians, bicycles, and transit.

JEFFERSON STREET CORRIDOR:

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

OPOSSUMTOWN PIKE/THOMAS JOHNSON DRIVE:

The Opossumtown Pike/Thomas Johnson Drive area includes a broad mix of residential, office, commercial, and medical uses that serve area residents as well as the Fort Detrick

community. Similar to the Jefferson Street Corridor, key goals for this area could be to foster improved levels of redevelopment in key areas, provide a defining character for the area, and improve traffic flow while maintaining pedestrian connectivity.

ROSEMONT AVENUE CORRIDOR/FORT DETRICK AREA:

The Rosemont Avenue corridor/Fort Detrick area contains several large institutional sites surrounded by arterial roadways serving commercial businesses and established neighborhoods.

A significant goal for this area could be the mitigation of the potential impact of future Fort Detrick expansions on the adjacent neighborhoods. Specifically, the area plan should address the traffic impacts generated on both 7th Street and Rosemont Avenue. Additionally, the potential expansions of both Frederick Memorial Hospital and Hood College will also affect adjacent neighborhoods.

US 15 CORRIDOR:

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

An important goal for this area could be to ensure that, as the City and the surrounding region grow, future development is compatible with the road's multiple roles and its historic designation. Design standards have the potential to play a centralized role in preserving the viewshed of the Cotoctin Mountains and surrounding farmlands.

CENTRAL BUSINESS DISTRICT:

Frederick's Central Business District is a unique combination of residential and business uses, and contains the City's historic core. An important goal for this district is the enhancement of downtown's economic vitality through continued promotion of historic preservation, the arts, neighborhood amenities, and appropriate design. This area could also benefit from the establishment of regulations intended specifically for "downtown" districts, distinct from those regulations applicable to more suburban districts of the City. Additionally, residents and merchants alike have noted that economic development efforts should be focused on North Market Street (north of 4th Street), the area south of Patrick Street, and other areas, in order to achieve the same economic vitality as the central part of downtown.

In addition to the seven areas identified in the City of Frederick Comprehensive Plan, other planning areas can be included in the Small Area Planning program as necessary.

SMALL AREA PLAN OUTLINE EXAMPLE

1. INTRODUCTION

This Section includes the vision for the planning area, describes the planning process, and summarizes the plan's recommendations and implementation strategy.

2. BACKGROUND

This Section describes the history and character of the planning area and provides a summary data profile of its existing conditions.

3. RECOMMENDATIONS

This Section outlines the plan's recommendations, including Land Use and Zoning, Housing, Transportation, Historic Preservation, Environment, Parks, Neighborhood Services, and Economic Development.

4. IMPLEMENTATION PLAN

This Section includes the plan's Implementation Tracking Chart a prioritized list of the plan's action items that identifies which department is responsible for each item's implementation. It also lists items that will be funded through the Capital Improvements Program (CIP).

5. APPENDIX

This Section contains supplemental information, such as neighborhood survey results, an outline of the planning process, a summary of other plans or studies relevant to the plan area, and a neighborhood data profile.

PROPOSED AREA PLAN PHASES

Phase One: Inventory and Analysis

- A. Planning Area Profile - Develop profile of area including demographics, physical conditions, land use and zoning, and other information
- B. Technical Advisory Group (TAG) - Form Technical Advisory Group composed of representatives from City departments and external agencies
- C. Establish Boundaries and Initial Set of Issues - Discuss area issues and review proposed boundaries with Planning Commission, Mayor and Board of Aldermen, and area NAC(s)

Phase Two: Plan Development

- A. Outreach - Inform residents, property owners, and business owners about the Area Planning process, using: mailings, flyers, press releases, City website, and City's NAC Coordinator.
- B. Community Forum 1 - Facilitate a community-wide "kickoff meeting" to introduce the Area Planning process, conduct a SWOT analysis, and develop a vision for the planning area
- C. Public Participation - Facilitate participatory workshops on Land Use, Transportation, Parks and Recreation, and/or other topics as needed
- D. Ongoing Review - Provide regular updates to Planning Commission, Mayor and Board of Aldermen, and Technical Advisory Group
- E. Draft Plan Development - Staff develops draft plan, including alternative land use scenarios, based on public input

Phase Three: Review and Adoption

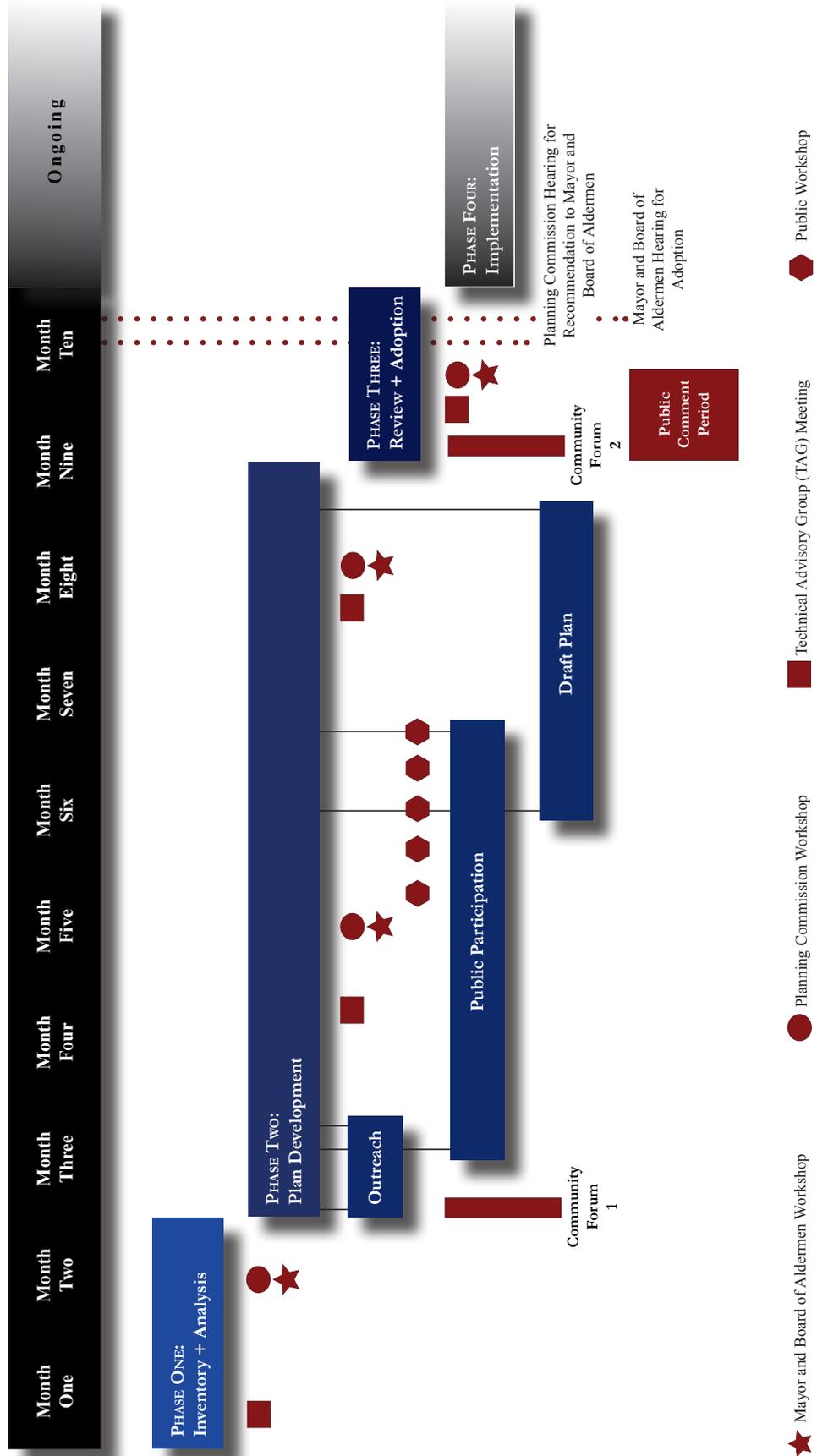
- A. Community Forum 2 - Facilitate a community-wide workshop to review the draft plan.
- B. Public Comment Period - Community stakeholders provide comments on the draft plan, through a variety of means (website, mail, etc.)
- C. Inter-Agency Review - City departments and external agencies review the draft plan and provide cost estimates for action items.
- D. Planning Commission Hearing - Planning Commission conducts a public hearing to review the plan and to make a recommendation to the Mayor and Board of Aldermen for plan adoption
- E. Mayor and Board of Aldermen Hearing

Phase Four: Plan Implementation (Ongoing)

- A. Implementation tracking - Monitor completion status of Area Plan action items
- B. Land Use and Zoning Changes - Based on the Area Plan, amend the Comprehensive Plan Land Use Map, implement zoning changes, amend Land Management Code as necessary
- C. CIP Coordination - Identify action items for funding via Capital Improvements Program
- D. Guidance Document - Use Area Plan as a reference document for proposed zoning changes, land use map amendments, transportation decisions, and other planning efforts
- E. Update Plan - As needed, recommend updates to the Area Plan.

TIMELINE EXAMPLE

Small Area Planning Process





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