

## **SOUTH FREDERICK CORRIDORS PLACEMAKING CHARRETTE**

Work Session 3

April 15, 2021 12-2:00 PM

*Session Summary*

### **Project Team:**

Denis Superczynski, Livable Frederick  
Kimberley Brandt, Livable Frederick  
John Dimitriou, Livable Frederick  
Kate Ange, Renaissance Planning  
Caroline Dwyer, Renaissance Planning  
Hunter McKibben, Renaissance Planning  
Amanda Chornoby, Renaissance Planning

### **Participants:**

Alan Feinberg  
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Faith Klareich  
Seth Harry  
Joe Adkins  
Ashley Moore  
Mark Long  
Andrew Banasik  
Brian Morris  
Marc DeOcampo  
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Michael Wiley  
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Janice Spiegel  
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Brandon Mark  
Ross Ostrander  
Kevin Sellner  
Don Pleasants  
Ann Miller  
Eric Soter  
Abraham Bruckman  
John Ferri  
Karl Morris  
Karen Russell

Alyse Cohen  
Andrew Welker  
Shane Boucher  
Marvin Ausherman  
Assan Sosseh  
Kara Norman  
Matt Edens  
Ryan Trout  
Kathy Schey  
Tom Natelli  
Audi Nagi  
Henry Forster

### **Agenda:**

- Summary | What Have We Accomplished?
- Future Place Types | Discussion & Interactive Polling
- Breakout Groups | Getting to the Vision
- Conclusion | What's Next?

### **Session Summary:**

The session began with several reminders including tips for successful virtual collaboration and an explainer of how to participate in the session's interactive exercises. The session agenda was then reviewed.

The presentation first reviewed the group's progress, from the panel discussion and polling during the Charrette Kickoff to identifying potential future development place types for South Frederick Corridors.

Goals for the final session were discussed including:

- Review and discuss the various place type scenarios developed during the work session 2
- Identify the best of each to carry forward into a unified vision for South Frederick Corridors
- Begin to think about the "who" and the "how" needed to advance the plan

We then reviewed the simplified future development scenarios that each group generated during work session 2. These are included in the slides attached to this summary. General characteristics and characteristics specific to South Frederick Corridors subareas were described, highlighting similarities and



differences between the scenarios. We then conducted a polling exercise to get feedback on the various visions for future development and to help identify the most important characteristics to integrate into the South Frederick Corridors plan.

**Question 1: Which of the four scenarios most directly supports your vision for this area and the goals of Livable Frederick?** (Green markers indicate selection)



#### Comments on Question 1 from the Meeting Chat:

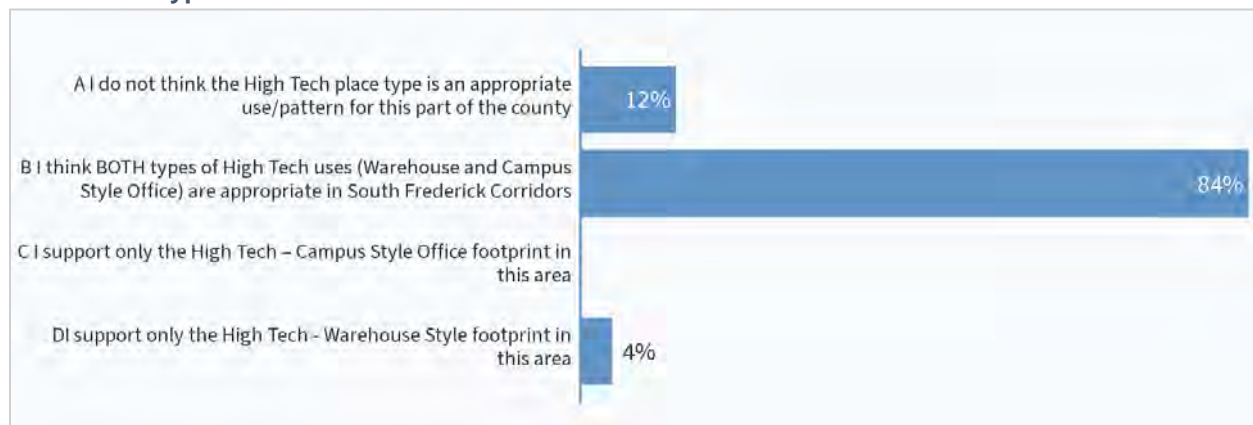
- I vote for bottom right
- I like the green network concept and having it overlaid on other plans.
- 2nd choice #2
- I like the idea of a distinct town center unlinked to the city's downtown area...
- I would prefer a hybrid of 3 & 4
- Like four the best but like two for green spaces...
- 2nd choice #3
- I actually think there is interesting convergence. It would be interesting to overlay the top 2 picks
- Worry that choices 2-4 emphasize too much Town Center focus and hence draw support from small downtown businesses; also is there a group endorsement of HT [High-tech] in the S. Fred. Corridor?

**Question 2: Think about the vision you selected. Please provide one or two reasons you chose this vision.**

- Current & future transportation network supports employment/commercial/industrial to the south, then transitioning to mixed use to the north.
- Focus on infill/redevelopment opportunities that work well with existing uses.
- Given the experiences in other communities, it makes sense to concentrate town center-style development in an area distinct from the downtown area to the north. There is value in looking at the east-west connections as well
- Addresses green space, commercial and employment opportunity zones

- I picked one because it more accurately represents the number of TC [Town Centers] that can be supported in the Study area, it helps to accentuate and protect the watersheds and wildlife corridors, and maintains a variety of employment options.
- Network connectivity of residences to town centers.
- Because Version 3, coupled with portions of 4 most closely resembles established uses to remain and proposed uses aligned with repurposing existing.
- #2, the string of town centers: the connection and flow from downtown
- It's important to have a live/work environment. Build up not out to preserve the most green space.
- Green space balanced with high density mixed use
- The Green network being incorporated as a "Town" Green.
- Connectivity
- Green space.
- Transition from south Frederick City residential to a mix of business/employment. Heavy emphasis on green space/corridor
- Distributed centers can define neighborhoods and more evenly spread the load on infrastructure
- Green network
- Green space
- Continuum of town centers
- Separation of land-use types
- Residential focus to north, node in center
- Industrial should be southern-most in the Corridor, given the existing uses and the transportation network.
- Green Network
- Green space and connectivity
- Emphasis on green space

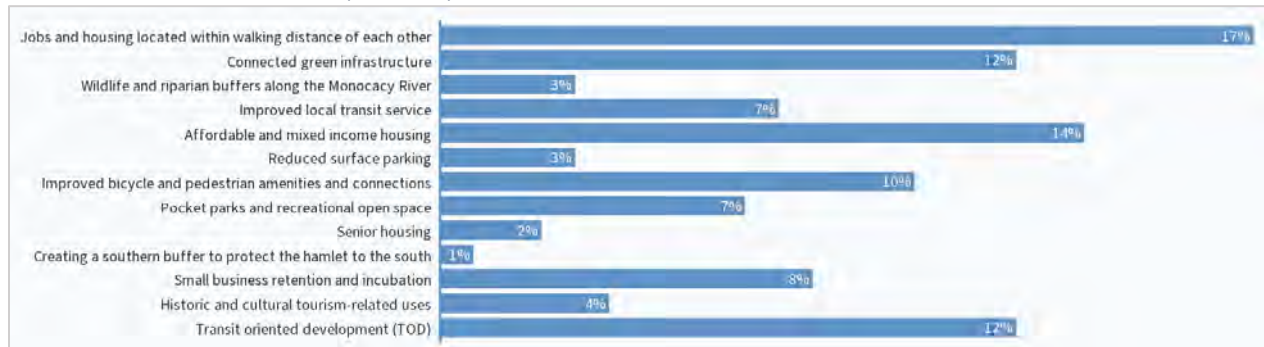
**Question 3: Please choose one of the options below to indicate your preferences for the High Tech Place Type in South Frederick Corridors**



**Comments on Question 3 from the Meeting Chat:**

- A
- C

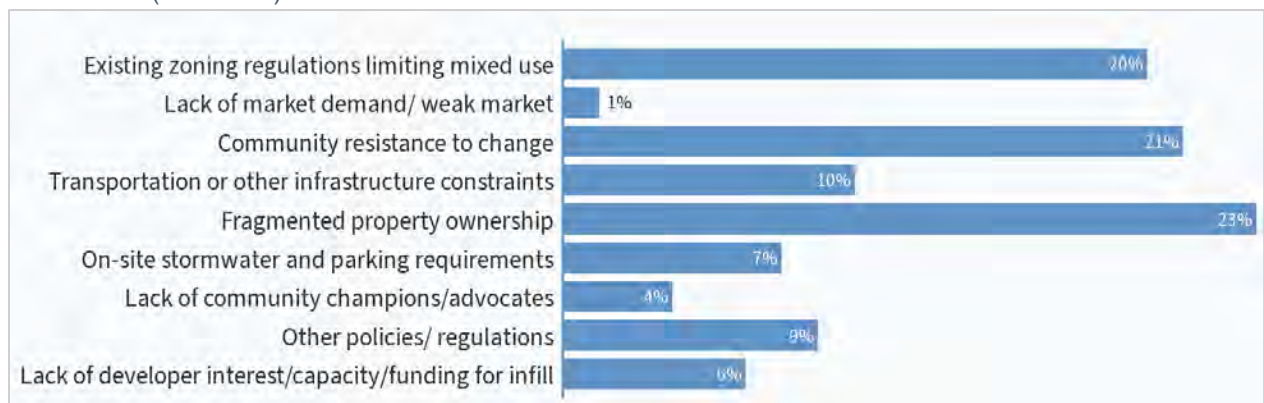
**Question 4: Which major elements and/or design themes should be prioritized in the final South Frederick Corridors Plan? (Select 5)**



**Comments on Question 4 from the Meeting Chat:**

- This list is incomplete
- Placement of High Tech and Warehouse
- Need community space for arts, music and cultural events.
- Institutional zoning for a new elem, middle, high school in the area.
- Green energy and energy efficiency and EV infrastructure
- Churches or religious type
- Farmers "market" hub
- If you are adding houses, you need to designate space for a new high school at a minimum, but potentially also a MS and ES schools.
- The buffer between the area and more rural and historic Buckeystown to the South is my 6th choice
- Creating TOD and walkable jobs/housing will result in reduced surface parking.
- Will school teaching change after COVID?

**Question 5: What are the biggest impediments to redevelopment and infill within South Frederick Corridors? (Choose 3)**



**Comments on Question 5 from the Meeting Chat:**

- H = definitely APFO [Adequate Public Facilities Ordinance]
- APFO constrains residential development
- Parking and SWM [stormwater management] regulations will need to change in order to get high density TOD development
- How does limited MARC service influence TOD?
- I think it's limited schedule
- There is only 3 trips to DC in the morning (last one leaves before 8) & 3 trips back

- Let's not be too quick to cast aside or severely curtail APFO requirements
- If you want residential to happen here, APFO prevents it
- Lack of existing/adjacent homeowners in much of the study area does mitigate the community resistance somewhat.
- Not all APFO requirements, so we disagree (e.g., upgrading stormwater and sewer for sure, schools are 2
- the commentary is correct: at present, both MARC and commuter bus service are limited by COVID, but I'll note that the level of service is not particularly robust along the Brunswick Line.
- An idea to address APFO/School shortage, FCPS should consider schools that reside inside of the Mixed Use developments that we are discussing. These would be inherently "resilient" because they can be repurposed many decades into the future, without the need for large land acquisition and disposition
- We've done a number of redevelopment projects through redevelopment corporations. They can be a great too for land assembly and master planning coordination, particularly where smaller parcels are involved.
- Although the state's SWM regulatory structure is not necessarily conducive to centralized or shared facilities, we do have state legislators who could advocate on our behalf for special allowances (legislative changes?) to manage stormwater differently in this redevelopment district...

Following the polling and related discussion, we broke into small discussion groups. Each group discussed the following questions:

- What do we need, to move this vision forward (priorities, policy changes, investments)?
- Who do we need, to move this vision forward (champions, developers, decisionmakers)?

We then reconvened as a full group, and each small group provided a short debrief to the larger group about their findings. Summaries of each group's discussion can be found below.

The Frederick County planning team then provided charrette participants with information about "what's next" in the process of developing the South Frederick Corridors Plan and how participants can continue to influence the direction of the plan. Frederick County planners will continue to provide charrette participants with information about key project milestones and the feedback gathered during this event will directly inform the development of the plan. The charrette was then adjourned.

## **BREAKOUT GROUPS**

### **Group 1**

#### **Facilitator: Kate Ange**

Marc DeOcampo

Noel Manalo

Kelly Russel

Don Schilling

Henry Forster

Kevin Sellner

Ann Miller

Steve Horn

### **Group 1 Discussion Summary**

#### **NEXT STEPS NEEDED TO MOVE THIS SOUTH FREDERICK VISION FORWARD**

##### **Vision Map**

- Still need a large community buy-in/consensus on the Map before we go into the planning process. Seems like there is consensus now on the MARC site and the southern City of Frederick Area/School for the Deaf
- Livable Frederick Goals have been articulated – need to align those with these concepts – what are the physical/structural goals for change in place (let's get really clear on green infrastructure, bike/ped, historic and rural buffers)



### Process Steps Well Defined

- Vision buy-in critical as the first step
- Steering committee to planning commission to county .... moving towards “officially adoption”
- Then need the zoning updates/rezoning/site planning for implementation

### Market Dynamics

- Plenty of Catalyst Sites – as soon as properties are “enabled” – Market in here!
- Post-COVID .... People will be moving back to offices...but demand for a different configuration; ‘collaboration hubs’ Need new and creative approaches (can’t look back) Hoteling, more energy efficiency, space demands may be same, no new parking – but reconfigured in smaller hubs/conference space

### Regulations

**Placemaking** needs consideration of Form Based Code vs. Euclidean Zoning .... move towards Form Based (predictability of form)

- May need a hybrid approach?
- Form Based Codes – City of Frederick in good standing to move from small area plans to form based codes
- Regulations in City and County are different – but letter already signed to consider and ensure ‘cohesive vision’

Getting **green infrastructure** – shared pool of contributions of developers. Pooled funded for a large stormwater (district level approach) like an Eco-District .... sharing cost

- City of Frederick Park Infrastructure – Parks and Rec Commission makes this idea work

### Transition/Viewshed Protection

- Southern edge – transition from Urbana, rural, battlefield, new development.... very stark difference.... would be good to have a better strategy – soften transition between Battlefield and new Town Center at MARC. Residential could be an okay use next to the NPS property – other buffering ideas (viewshed protection, longer term county
- Monocacy Battlefield – desire to be a ‘destination location’ instead of just a ‘stop over’ location. View as part of the network of tourism, recreation opportunities around the area.
- Two destinations (downtown and Battlefield) with this area in between and the natural connections/green infrastructure
- Other regulations to consider – National Historic Landscape/Historic Register.... will help with the viewsheds/other positive ways this can influence the southern edge

### Who needs to be engaged?

- City of Frederick Neighborhood Councils - Does county have a similar organization?
- A lot of employees in this area, not as many people live here.... but SHOP here! Some people who go to this area for jobs/shopping.... constituents are from all over the county – have to go through/to
- Missing the School Board – future of schooling post-COVID, APFO (density calculator of people/jobs)
- Faith-based institutional partners (bringing additional resources to people living/working in the area)
- Need to think about building community here -social capital
- Pennsylvania Real Estate Investment (FSK Mall) All property owners .... similar to the Golden Mile Alliance? Need to get the business community together
- All the added community amenities – driven by the
- Where/who will be the social support structure

### Group 2

**Facilitators: Caroline Dwyer, Kimberly Golden Brandt**

Shayne Boucher

Alyse Cohen

Mark Long

Peter Murray



Kathy Schey  
Brian Morris  
David Wilkinson

Eric Soter  
Joe Adkins  
Audi Nagi

## Group 2 Discussion Summary

### Key Takeaways:

Having a vision built on consensus:

- APFO – need to address this constraint on housing development; generate buy in for vision and make sure that it's understood that to move forward, more flexible approaches (or innovative partnerships) will be required
- Zoning in planning area – mainly supports uses that people don't want anymore, need to allow more mixed use and provide flexibility
- Mitigate community resistance: provide choices, support local businesses and workforce development, cultivate connections
- Green network: have a master vision and provide more flexible options for developers; especially for infill – sometimes end up with not so useful green spaces, would be better if could contribute to regional or existing facilities
- APFO – schools; need to ID sites for schools (earlier rather than later); sites have been identified but not acted on; funding not available to build
- County identified surplus sites last year that could potentially be used for schools, but they are now being used for affordable housing
- Geographic need for schools demonstrated (State board of education); then needs to get into state plan to be built (prioritization process)
- Impact fees are collected for new residential development in Frederick County) for schools/libraries (to add capacity or build new)
- Builder applies for a permit, depending on current capacity of schools (if above 100%, below 120%), then you pay a school construction fee; if above 120% then you're not building (except if state CIP has new school coming online in the area within 2 years, then you can build)
- ORI - No one is building office buildings in this area anymore; zoning needs to be more flexible; need policies in place supporting mixed development
- Resistant to change – needs champions from various sectors; needs people on front lines
- "We don't want to grow." Need to get people beyond the knee-jerk; people are coming, need to plan to accommodate them
- Community wants to be engaged and have a choice – don't give one plan, give choices
- Support local business; incubate new business (grants, etc.) – make businesses feel like they're not being pushed out
- Workforce development: local training and hiring; how can plan support people who live/work in area, need to integrate economic development; support local vendors, etc.; how can we enhance local supply chains
- Cultivate connections and community involvement (things and people)
- Sense that you're creating jobs/homes for outsiders (but a lot of workforce leaves the county, can create jobs closer to home?)
- Funding, planning (slow development over time); incentives/design requirements to developers to include in projects; make it easier for developers to provide this; complete streets policies; ADA; slow process;
- What would make a difference to developers? Code currently requires open space for infill maybe get rid of that and provide an option to enhance existing, regional, connections (would help to have a green space/connections master plan), ordinance not flexible enough to accommodate infill, you end up with things like green space that don't make sense

- South Frederick Corridors plan needs to have a green network vision
- Ballenger Creek trail – very popular; accessible; pleasant and people like it and it's useful! But many people don't know it's there
- BPAC identified two major priorities: East Street Corridor; New Design Road to C&O Canal (both in South Frederick Corridors); will also bring more people to the county
- County has a land preservation plan, updated 5-7 years; not really an open space master plan; can integrate into South Frederick Corridors plan
- Plan will recommend land use, policy/regulation recommendations (draft text for ordinances included as appendix to plan); draft ordinances will be considered at the same time as the plan document
- Last mile (freight distribution); avoid large trucks in neighborhoods, regulate size of trucks that can travel through community
- Developer advocates re: APFO? Council support for change?
  - Having a vision will help? Needs to be an understanding that for this to happen, the schools need to figure into the equation; need political will – get buy-in for South Frederick Corridors Plan, then maybe there could be a solution for this area (schools master plan)? Public Private Partnership (P3) for schools?

### Group 3

Facilitators: Hunter McKibben, Denis Superczynski

Tony Checchia

John Ferri

Seth Harry

Jaime McKay

Kara Norman

Janice Spiegel

Mike Wilkins

Andrew Welker

Dawn Ashbacher

Michael Wiley

Marvin Ausherman

### Group 3 Discussion Summary

#### Priorities/Policy Changes/Investments:

- Need a strong regulatory framework to guide redevelopment
- Incrementalism will be the method by which change occurs, due primarily to the parcelization patterns in the SFC
- Need to incentivize good development behavior; make it easier for those seeking to achieve shared vision
- Fund or support catalyzing projects
- Form-Based Codes offer a great mechanism for redeveloping appropriately in the SFC
- Consider 'pre-approval' for APF; embed sites & neighborhoods with development allowances that have already considered public facilities impacts
- TOD & Pedestrian/Bicycle based development patterns offer the best way of 'future-proofing' redevelopment activity
- COVID era will likely change how we review/view our redevelopment options; learn from this experience and internalize the lessons
- Government can serve as a proactive partner in setting the table for redevelopment
- Land assemblage assistance
- SWM/Pedestrian networks/local transit can all benefit from a systemic approach rather than a site-based approach
- Encouraging Redevelopment by Private Partners by:
  - providing certainty, predictability, in the entitlement and approval processes
  - incentivizing development behaviors that bolster success of redeveloping neighborhoods
  - streamlining processes and shortening the time between site concept and 'shovels in the ground'



#### Support and Fertilize Interconnectivity

- Stop the insular approach to site development...enhance systems and provide the means by which individual landowners can contribute to the creation and maturation of larger networks of infrastructure such as pedestrian routes, parks, stormwater management, public parking, etc
- Ensure that the concept of mixed use is applied generally to areas rather than to each individual site or project activity

#### Electric Vehicle Charging Infrastructure

- Need to provide the actual infrastructure, OR at least the means by which it is permitted (or required?) as part of the project approval process
- Important for both local drivers, and as an economic capture strategy for travelers moving through the region
- Redevelopment can organize around the concept of 'the last mile', with a focus on rich pedestrian environments acknowledging human development patterns over the last 30,000 years (and which are unlikely to change as long as we have legs)
- Project Developers would rather operate in an environment that requires them to contribute fairly to larger networks and systems of infrastructure as opposed to simply gaining project approval through 'checking off the boxes'

#### Regulatory requirements should result in improved places

- Redevelopment must be tied to a reasonable and achievable level of supporting infrastructure...timing is critical, but incremental development patterns will give the community a fighting chance to keep pace with new infrastructure demands

#### Consider the impacts of new mobility systems such as autonomous vehicle networks or drone fleet corridors

- Community infrastructure to support these systems may entice redevelopment

#### Maintenance of non-vehicular infrastructure for pedestrians, bicycles, and micro-transport should be treated on par with that provided for roadways.

- we've walked on the moon and operate a small fleet of robots on Mars, so we can certainly figure out how to plow snow on sidewalks and bikeways in our own communities
- If Canada and New England have figured out how to make this work, we can too

#### Lack of School Capacity creates what amounts to a residential development moratorium in the SFC...solving this challenge is a high priority for redevelopment of the SFC

#### Interconnectivity, Interconnectivity, Interconnectivity

#### COA Structural Impediments to Mixed Use

Many 1970's-2000's era developments in the SFC have Commercial Operating Associations which may limit the type and location of certain uses which could otherwise benefit a project site or town center

Need to seek out COAs and proactively work with them to alter or eliminate suburban-bias or other impediments to a rich, mixed use environment

#### Shared Environmental Interests

- Increased development density will bring increased energy requirements
- Need to address alternative (non carbon-based) energy solutions which strengthen community resiliency and energy independence
- Consider public and private projects such as solar panel canopies that provide electricity while providing micro-environmental cooling effects

#### Initial Investment Priority should be in a Regulatory Framework that encourages rational redevelopment of the SFC

- Involves fiscal resources, but also spends political capital
- Crucial component to any reasonably successful redevelopment of this planning area

#### Establish a Steering Committee/SFC Redevelopment Advisory Group to serve as on-going ambassadors and outreach leaders in these efforts

- Possible role as a redevelopment 'Think Tank' with public and private participation

Bring the Big Partners to the table

- MDOT/MTA for TOD/TAD efforts
- FSK Mall/PREIT as an epicenter for focused and intense redevelopment in the 'Core of the Corridors'
- Enlist Catalytic Partners whose projects can ignite rapid/high-quality redevelopment of the SFC

#### **Group 4**

Facilitators: Amanda Chornoby, John Dimitriou

Ron Cramer	Randy Cohen
Alan Feinberg	Richard Griffin
Faith Klareich	Ashley Moore
Karen Russell	Ryan Trout
Mark Coletta	Ross Ostrander
Assan Sosseh	Don Pleasants

#### **Group 4 Discussion Summary**

##### **WHAT:**

- Need overlay zoning (design review committee? Example Alexandria rail yard DRC. Hands-on group with several different disciplines especially economic) – Would need to coordinate with Planning Staff and Planning Board
- Form-based codes
- Flexibility in design and how it's done at the planning-level
- Syncing existing and future uses of properties that may want to change with overlay
- Property values will influence redevelopment
- Solar rights (how to protect someone if buildings are built taller?)
- Group 1 Map – Mixed Used Residential in lower portion of map – converting rural land to mixed use instead of industrial (Seems contradictory to what we are trying to achieve)
- Redevelopment of southern area – need to buffer from residential/employment in the north
- How to package a rezoning/subdividing of land with incentives for redevelopment? (low barriers to entry for developers to come in and invest) – Would a DRC facilitate or hinder development? Should investigate best case examples.
- Simplify development approval process (reduce time frames from start to shovel in the ground) – time is money
- Infrastructure – how to divide infrastructure investments amongst developers so one developer is not burdened with doing it all.
- Example: Prince George County – Road Club (developers work together on infrastructure – pros and cons) – sometimes difficult to agree on shares and when to move forward
- Policies – economic development assistance to help small businesses relocate if they cannot operate in the redesigned corridor (but we want to keep them in the county)
- increases in property values could possibly push smaller businesses out (not just demand dynamics but also supply dynamics)
- Cluster similar businesses that can co-exist together (example: auto oriented businesses)
- Need a Vision! (will influence materials uses – shorter vs. longer visions)
- Transect urbanism book referenced
- Public/private partnerships/ Community development corporations (CDCs) (anti poverty focus but can be applied more broadly)
- No regulatory powers but could bridge public and private sector; find sources of funding/can directly apply for funding; benefit company; non-profit
- Benefit company example: Curious Iguana

- Want to avoid too much uniformity (but consider pre-approved plans? Could it work?)
- Guidance of broad concepts of what groups in the county were hoping to achieve
- Projected population numbers – will sea-level rise influence the number of people who come to the county? Number could be higher than the anticipated 100K
- Not every piece of land needs to be developed

**WHO:**

- Regional Planning Commission (multi-county jurisdictions/ regional)
- Developers
- Non-Governmental Organizations GOs
- Chamber of Commences
- Bike/Ped organizations
- Environmental advocates
- State, county, local jurisdictions
- Historic/cultural advocacy organizations
- Affordable housing advocates
- Entrepreneurs

SOUTH FREDERICK



# South Frederick Corridors Placemaking Charrette

Work Session 3

April 15, 2021 12 -2 PM

# FRIENDLY REMINDERS FOR SUCCESSFUL VIRTUAL COLLABORATION

**Mute your microphone:** To help keep background noise to a minimum, make sure you mute your microphone when you are not speaking.

**Share your ideas:** We are here to learn from you. Don't hesitate to share your thoughts - written or verbally!

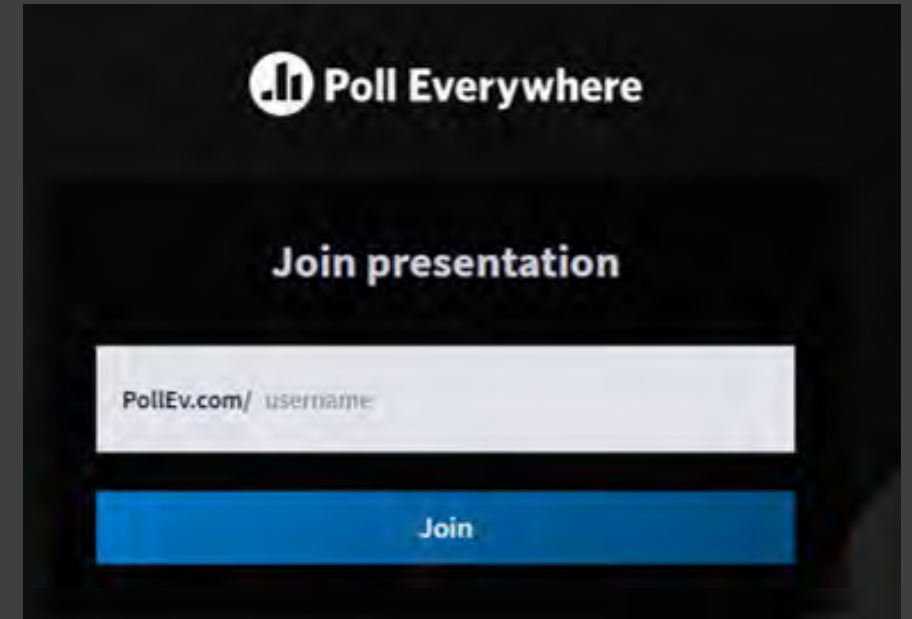
**Be respectful** of the opinions and ideas of others!



Mute your microphone

# INTERACTIVE POLLING

- Later in the session, we will be using the PollEverywhere interactive polling platform
- You can respond to these polls by going to [www.pollev.com](http://www.pollev.com) and entering the username TRUETRAIN007
- You will then be able to respond to the poll questions








# AGENDA

Summary | What Have We Accomplished?

Future Place Types | Discussion &  
Interactive Polling

Breakout Groups | Getting to the Vision

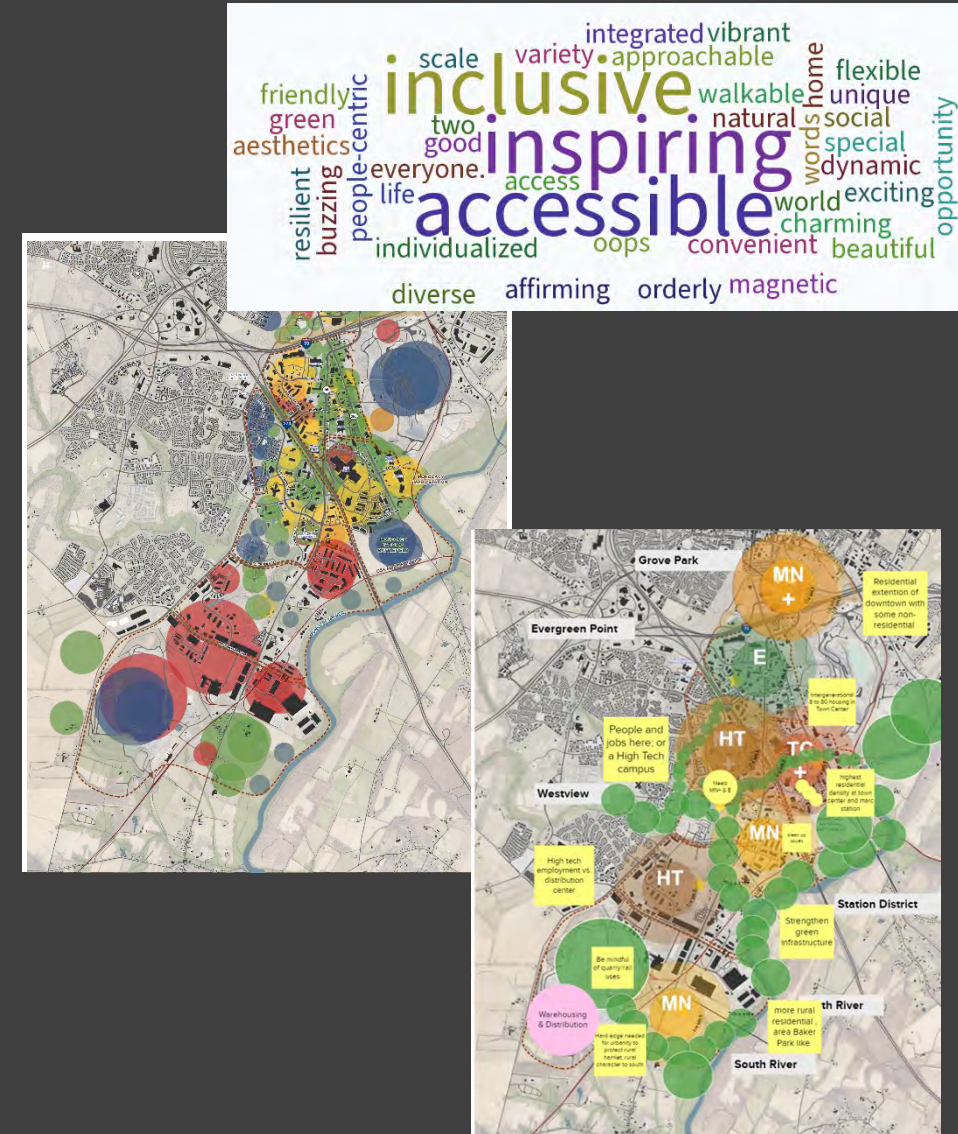
Conclusion | What's Next?



# SUMMARY | Progress and Final Session Goals

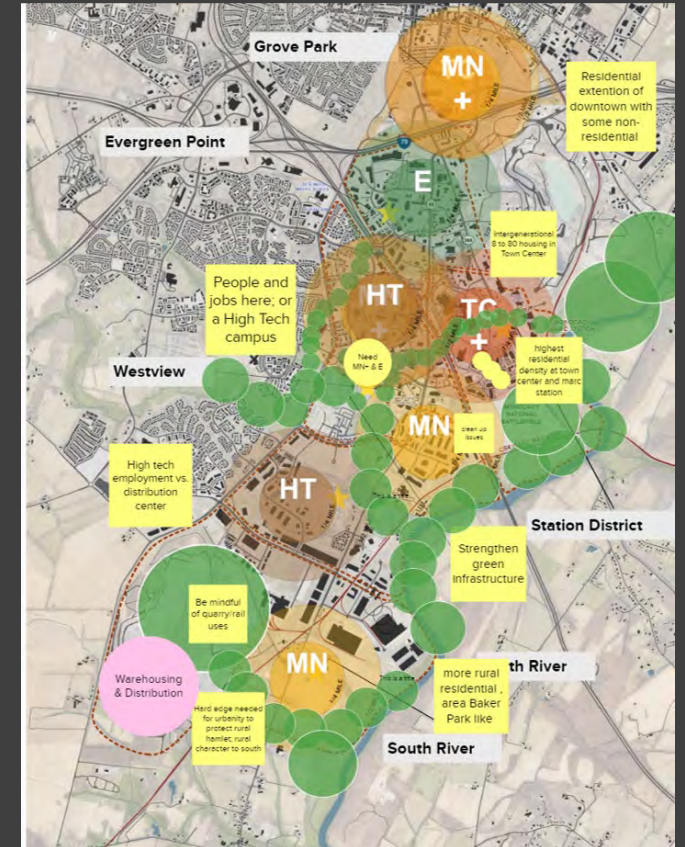
# WHAT HAVE WE ACCOMPLISHED?

- **Kickoff Session**: inspiring and informative discussion and Q&A with expert panelists; gathered feedback on vision and opportunities for South Frederick Corridors
- **Session 1**: Explored the planning area and identified opportunities and redevelopment timelines on the map
- **Session 2**: Developed vision scenarios for future development character in South Frederick Corridors



# FINAL SESSION GOALS

- Review and discuss the various scenarios developed during the last session
- Identify the best of each to carry forward into a unified vision for South Frederick Corridors
- Begin to think about the “who” and the “how” needed to advance the plan



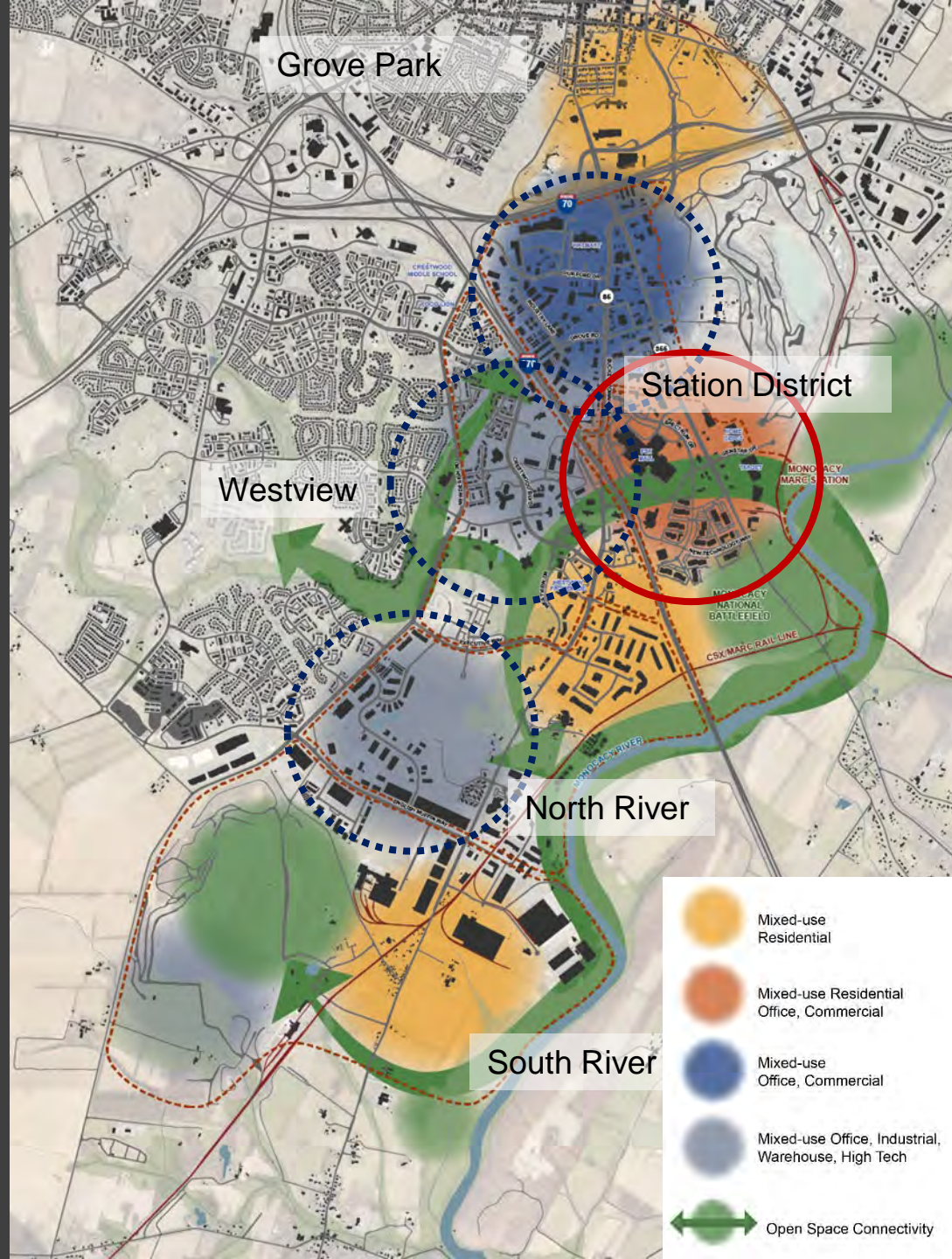
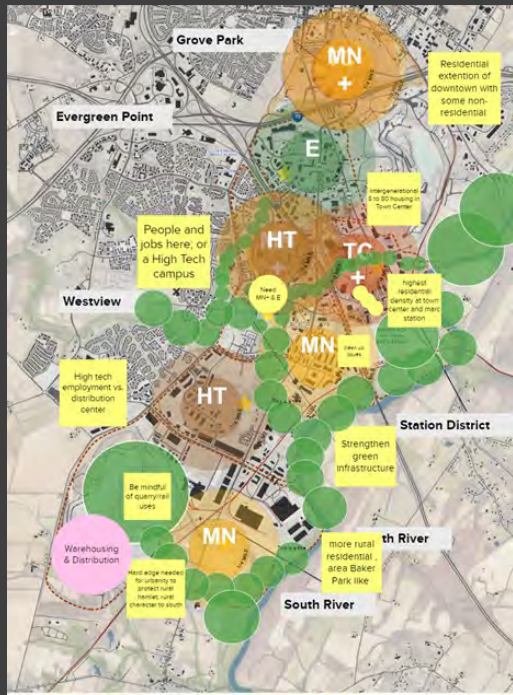


# FUTURE PLACE TYPE VISIONS| Discussion & Polling

Respond to polls by going to [www.pollev.com](http://www.pollev.com) and entering the username TRUETRAIN007



# Group 1: Single Town Center Core & Green Network



## Grove Park

- Residential extension of downtown some non- residential

## Station District

- Intergenerational 8-10 housing in town center

## Westview

- People and jobs here, or high-tech campus.
- Need mixed-use neighborhood and employment;

## North River

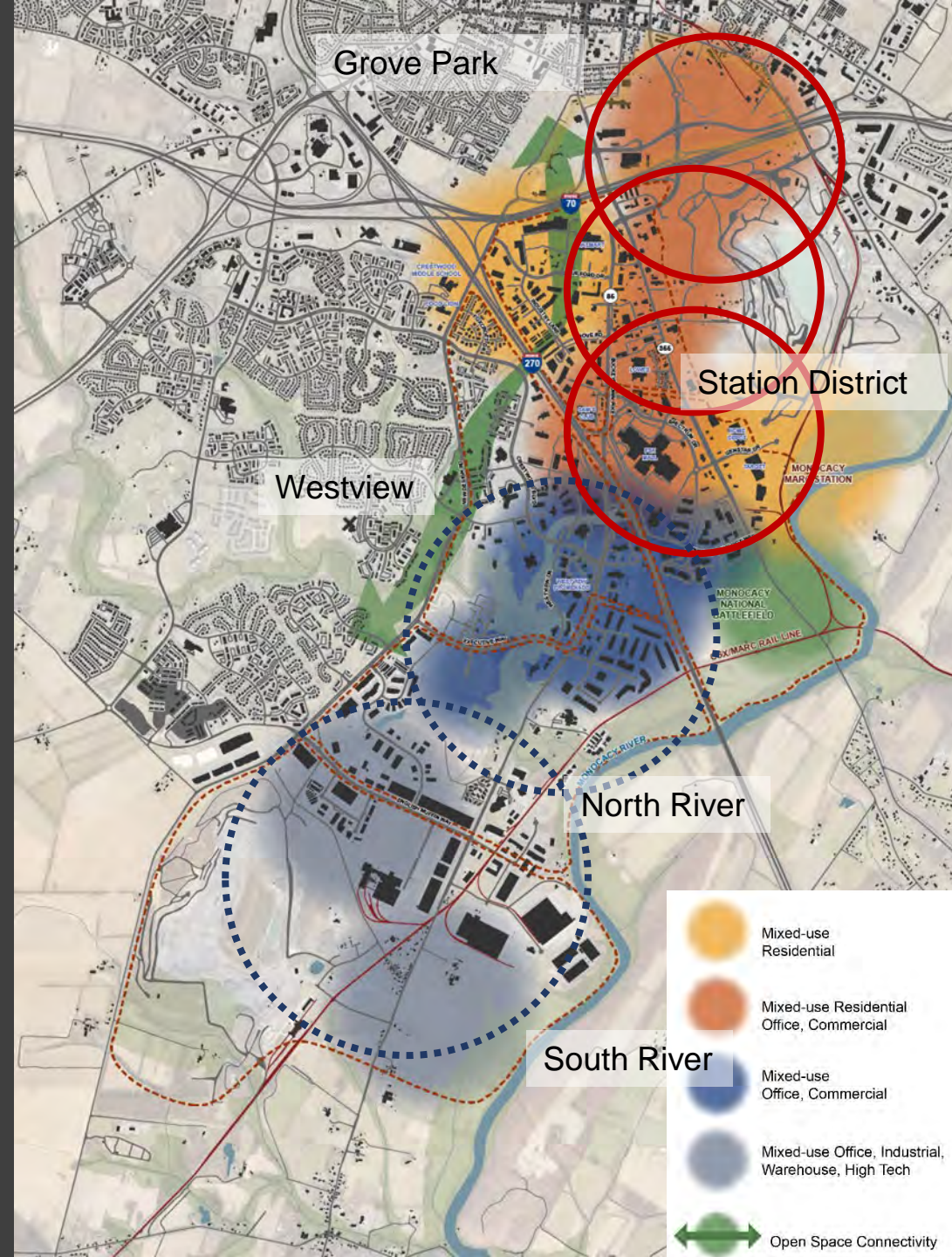
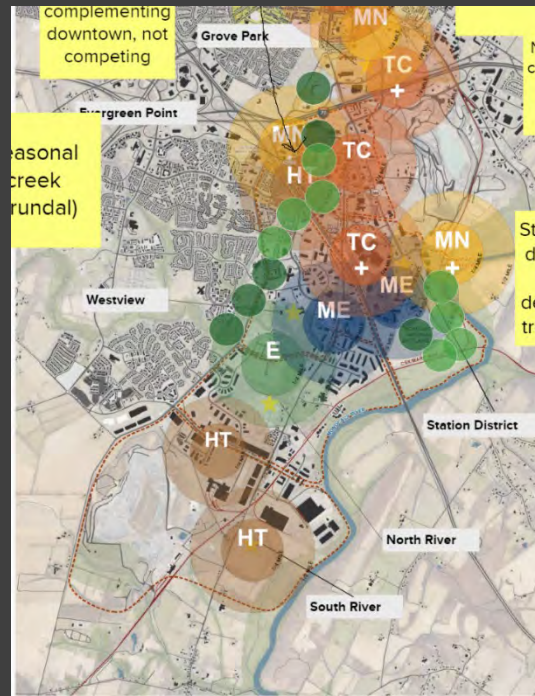
- High tech employment vs. distribution center
- Clean-up issues around river

## South River

- Be mindful of quarry / rail uses
- More rural residential area, Baker Park like
- Warehousing and distribution need
- Hard edge needed for urbanity to protect rural hamlet / rural character to south



## Group 2: String of Town Centers and Southside Employment Nodes



### General

- Eco-district requirements
- Need to address confounding regulations (i.e. solar)
- Arundal Creek seasonal creek

### Grove Park

- Make sure we are complementing downtown, not competing

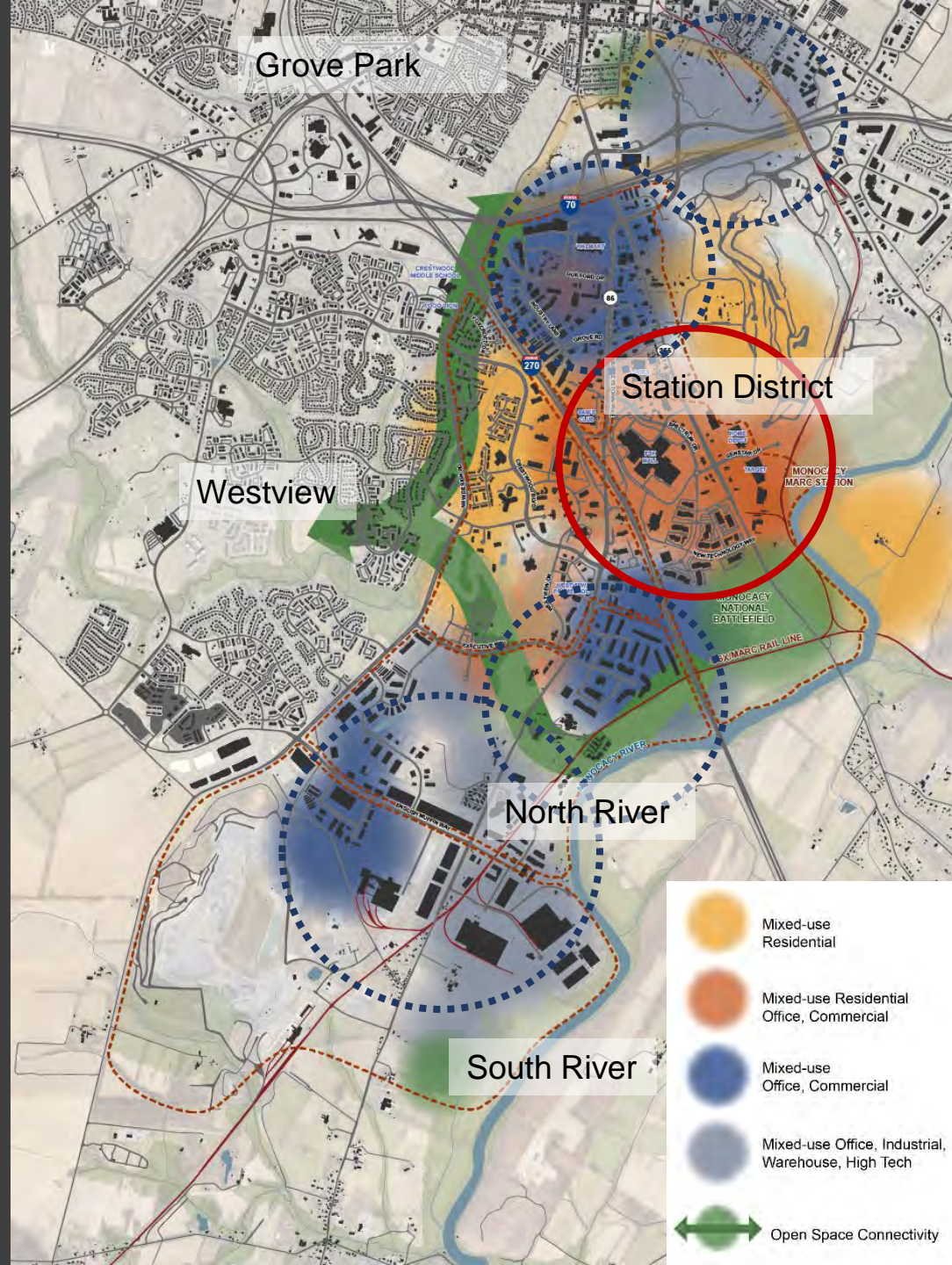
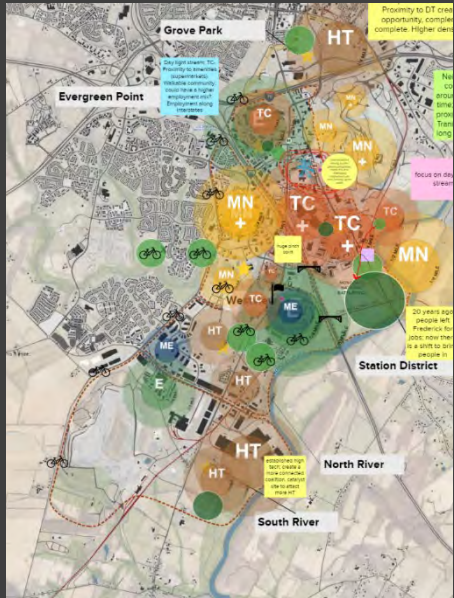
### Station District

- Development feasibility dependent on transit service



# Group 3

## Single Town Center Core & Multiple Employment Nodes



### Grove Park

- Hop lot to downtown? Get people out of their cars; High-tech over Brick Yards; currently some IT companies; From an economic development perspective, does it make sense to have high-tech here? Employment park with an emphasis on creating and distributing compatible with adjacent land uses; Make this a flexible place where tech can develop; Mix-use component- include residential; Proximity to DT creates higher density housing opportunity; Complement DT, do not compete

### Quarry

- Neighborhoods could develop around quarry over time; trade-off with proximity. Transitional over a long period of time

### Evergreen Point

- Daylight stream; TC proximity to amenities (supermarkets), walkable community; could have a higher employment mix along interstates? Huge pinch point on I-270;

### Westview

- More residential friendly, but the parcel configuration makes this area challenging. complement with more housing/ green space

### Station District

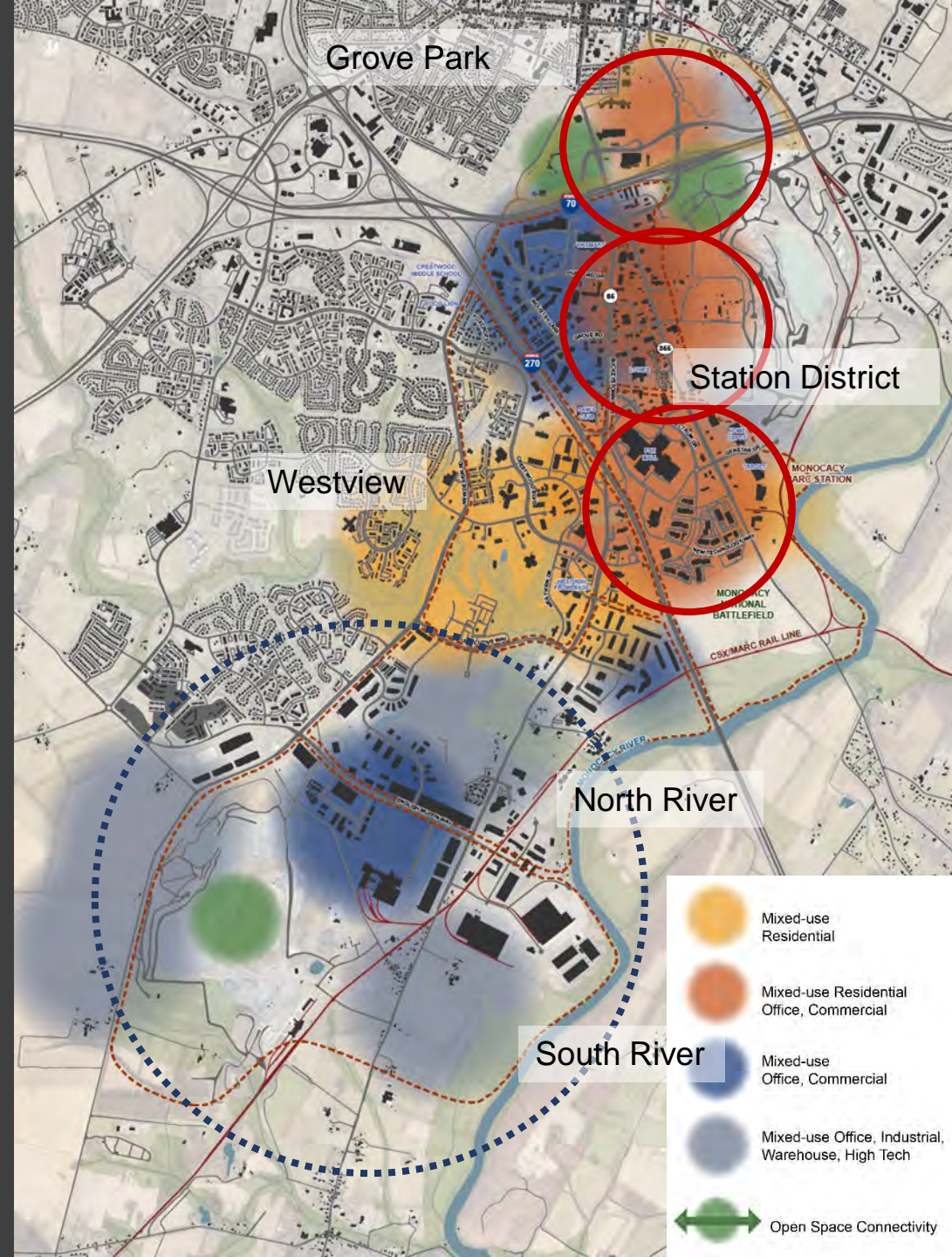
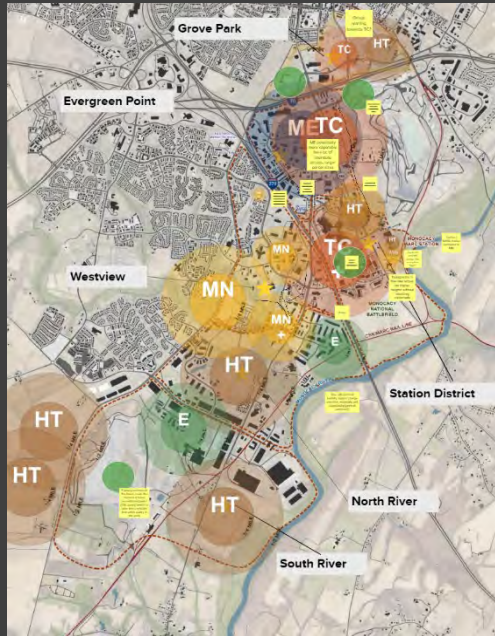
- Compelling narrative to put people and beds around MARC Station and mall; connected green and civic space; great location for new high school on east side; Keep in mind that there will be a need for more schools in high density places; be proactive about setting school sites and building community around them; provide bike/ped bridge over I-270 to access 355 and POIs on east side of I-270; provide bike/ ped connectivity at TC and to green spaces and multi-use paths; 20 years ago people left Frederick for jobs, now there is a shift to bring people in

### South River

- Established high-tech; create a more connected catalyst site to attract more high-tech.



# Group 4: String of Town Centers and Southside Industry Anchor



## General

- How will personal mobility options change over time, especially with topography?

## Grove Park

- Group leaning towards Town Center

## Westview

- Major Employment more compatible here because of interstate access, larger parcels; Industry Land bring over Spectrum; additional connection; Grove Road extension to Crestwood (road or pedestrian bridge)

## Quarry

- Natural buffer between quarry and west

## Station District

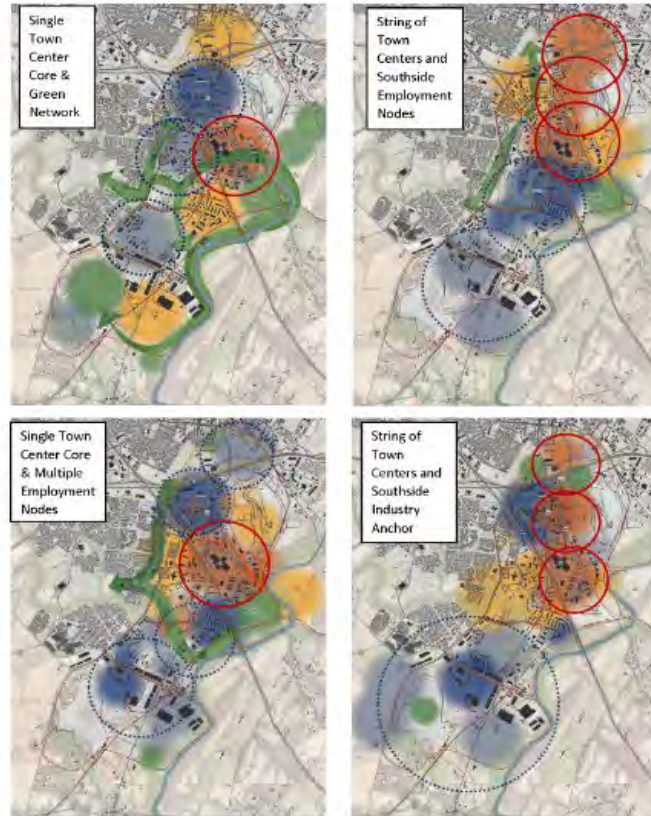
- Public space destination; Connect MARC Station westward to multi-use neighborhood; Could high-tech and multi-use neighborhood merge into one place type?; topography in the area allows for higher heights without blocking viewsheds; bridge over I-270 at Crestwood Blvd.



## South River

- If quarry use ends in the future, could this become a future recreational space? (This quarry seems to have less useful life than other quarry in the area)



# Which of the four scenarios most directly supports your vision for this area and the goals of Livable Frederick?





**Think about the vision you selected. Please provide one or two reasons you chose this vision.**

# HIGH TECH CAMPUS-MICRO WAREHOUSE – FULFILLMENT CENTERS

- This place type reflects a lower density, larger scale building footprint.
- It could accommodate high-tech, secure office campuses as well as warehouse distribution centers.
- This place type is less conducive to vertical mixed use.
- There were mixed views on appropriate locations for the HT place type





# Please choose one of the options below to indicate your preferences for the High Tech place type in South Frederick Corridors

A I do not think the High Tech place type is an appropriate use/pattern for this part of the county

B I think BOTH types of High Tech uses (Warehouse and Campus Style Office) are appropriate in South Frederick Corridors

C I support only the High Tech – Campus Style Office footprint in this area

D I support only the High Tech - Warehouse Style footprint in this area

When poll is active, respond at [pollev.com/truetrain007](https://pollev.com/truetrain007)

Text **TRUETRAIN007** to **22333** once to join

# Which major elements and/or design themes should be prioritized in the final South Frederick Corridors Plan?

## (Select top 5)

- Jobs and housing located within walking distance of each other
  - Connected green infrastructure
- Wildlife and riparian buffers along the Monocacy River
  - Improved local transit service
- Affordable and mixed income housing
  - Reduced surface parking
- Improved bicycle and pedestrian amenities and connections
  - Pocket parks and recreational open space
- Senior housing
- Creating a southern buffer to protect the hamlet to the south
  - Small business retention and incubation
- Historic and cultural tourism-related uses
  - Transit oriented development (TOD)



# What are the biggest impediments to redevelopment and infill within South Frederick Corridors? (Choose 3)

Existing zoning regulations limiting mixed use

Lack of market demand/ weak market

Community resistance to change

Transportation or other infrastructure constraints

Fragmented property ownership

On-site stormwater and parking requirements

Lack of community champions/advocates

Other policies/ regulations

Lack of developer interest/capacity/funding for infill



# GETTING TO THE VISION | Small Group Discussions

# SMALL GROUP EXERCISE

- We will divide into small groups for the next 30 minutes (you'll get a notification on Zoom to join your group)
- Each group will have a facilitator
- Instructions:
  - Assign a “scribe” to take notes/volunteer to debrief the larger group
  - Discussion questions:
    - What do we need, to move this vision forward (priorities, policy changes, investments)?
    - Who do we need, to move this vision forward (champions, developers, decisionmakers)?
- When we reconvene as a full group, each small group will provide a short debrief to the larger group about their findings

# WHAT'S NEXT?

- Your feedback will directly inform the development of the South Frederick Corridors Plan
- The Livable Frederick team will update you on key project milestones
- But we need YOU!



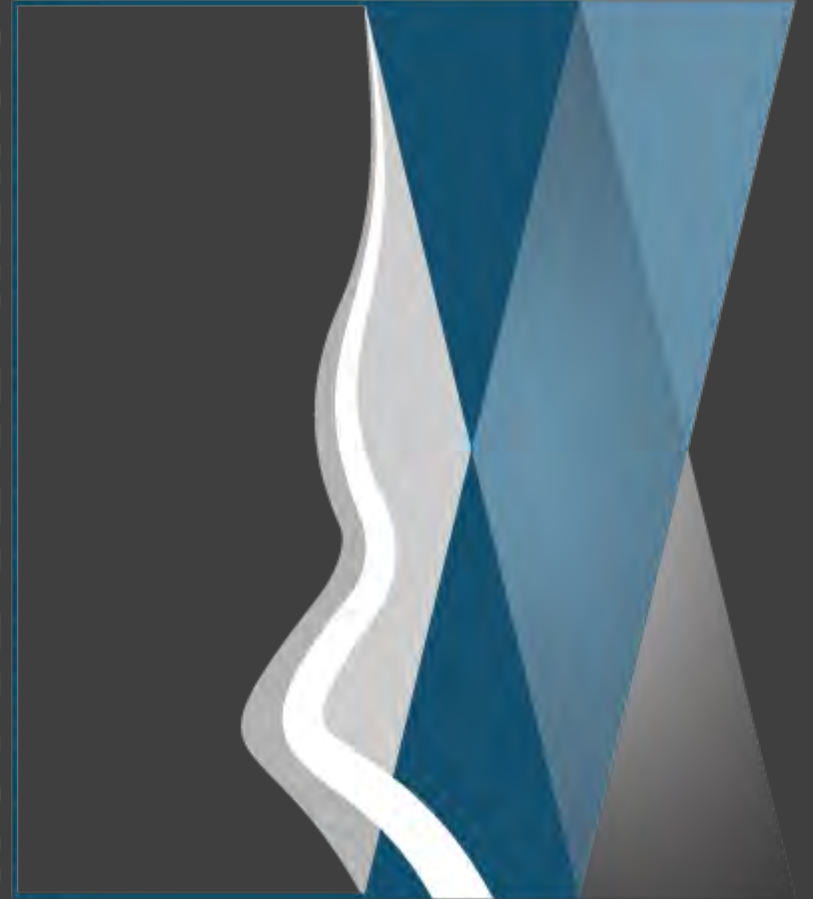


Thank you for joining us!

For more project information visit:

[www.frederickcountymd.gov/8141/South-Frederick-Corridors-Plan](http://www.frederickcountymd.gov/8141/South-Frederick-Corridors-Plan)

SOUTH FREDERICK



RENAISSANCE  
PLANNING