

South Frederick Corridors Plan – FCPC Workshop 08-17-2022

Notes from Discussion Group GREEN (Winchester Room): John facilitating

Participants present: Andrew Welker, Tim Davis, Sam Tressler, Jim MacKintosh, Lisa Lawler Graditor, Chris Smariga, Arun Luthra, Daniel Severn, Paul Giulio, Pat Crowley, Virginia Crum

- Do transportation modeling that includes the upgraded street network and the new uses proposed with an emphasis on bicycle and pedestrian transportation.
- Create a walkable community that is distinct from Frederick City. The planning area should not replicate downtown Frederick. They are two different animals.
- The current redevelopment potential of some properties is less than others, so ensure that regulations can be implemented at appropriate times such as when new infrastructure is made available, or when feasibility projections of specific properties are favorable for redevelopment.
- The most critical project in the plan in terms of triggering redevelopment is likely the Shockley overpass of Interstate 270. Not only will this greatly improve access to the area from residential population centers to the east and West, but this will also greatly improve the operations of public transit.
- Existing and established uses need incentive to change, originating either from outside circumstances or from general economic decline.
- The planning area should transition into more of a 24/7 activity model.
- Consider focusing residential development in the planning area into discrete clusters.
- The planning area consists of many first generation properties that have potential for development into their second generation.
- There continues to be a need for limited industrial warehouse style development for the foreseeable future. The plan needs to allow and enable this use. With the coming of Quantum Loophole and the general trend of the office market it is possible and likely that demand for industrial and even office uses will increase.
- Redevelopment is often achieved through parcel assemblage and that is a serious challenge. Future regulations should make it easy for smaller properties to redevelop in a way that is consistent with the plan while at the same time finding ways to facilitate parcel assemblage and the redevelopment of larger parcels.
- There is feasibility and potential for mixed-use development in the warehouse district where residents could potentially walk to work or two other services. The notion of locating a technical high school in the area makes sense, especially relative to the fact that the CTC through FCPS currently has a significant waiting list.
- Currently, uses that are logical and desirable, especially relative to the future planning vision, are not permitted. Specifically, there have been challenges developing a charter school in the

area because it is not permitted in the existing zoning situation. There is a lot of potential in the basic strategy of being more permissive in terms of land use while ensuring the physical character of the built environment through clear regulations.

- Explore alternative models for APFO. Off-site improvements can kill projects. Look at implementing priority boundaries.
- Parking will be a challenge. However mixed-use development can offset parking demand. In general, less mixed-use often requires more parking. Explore the possibility of financing public structured parking through some form of revenue authority or TIF arrangement.
- Think about tipping points for when properties must be subject to enhanced design requirements.
- Some assumptions about the development of residential in the planning area: in order to achieve 10,000 households, that could take the form of 83 projects of around 120 units each at four stories and each requiring three to four acre site. This would require approximately 300 acres of land.
- There is agreement about the need to provide a buffer in the southern portion of the planning area along Maryland route 85 heading into Buckeystown.
- The usefulness of the ORI zoning category it is debatable and is likely no longer appropriate for the planning area.
- Target LITHC credits and consider the waiver of fees in order to give smaller sites incentives for redevelopment. Also provide density credits for projects on larger sites as incentive.
- Think more about freight movement through the planning area and concentrate more on connecting to Cap Stine Road via English Muffin Way to get to US Route 15.