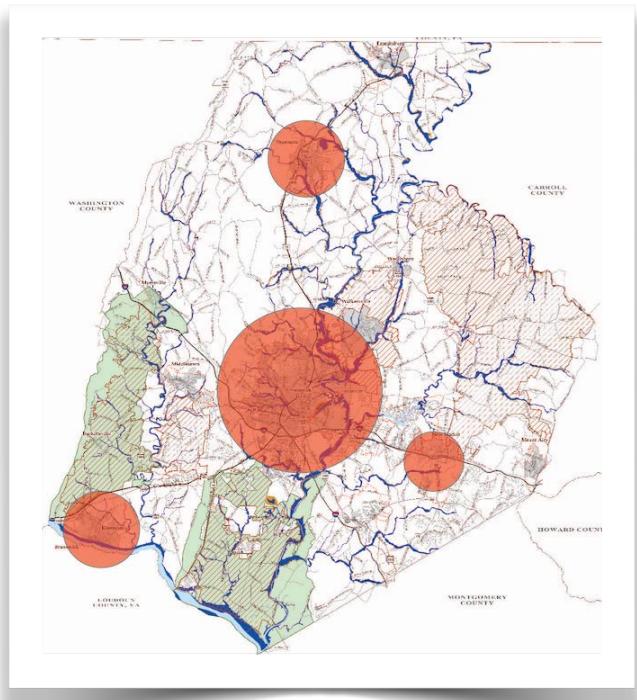


## Municipal Hot Spots

**Summary Description:** These four areas - geographically-distributed across the County - were identified in the small group sessions as potential areas for employment growth through new development or redevelopment. Each municipality presents both advantages and disadvantages in terms of future (or continued) economic development, with physical infrastructure and transportation access as leading characteristics that may determine the level of success. Most of the County's municipal growth areas offer some potential for economic growth, but these four places were highlighted in some form by a majority of the small groups.

The four areas noted are:

- 1) City of Frederick - Lands east of the current municipal boundaries have potential for future expansion of the City's incorporated acreage that could be committed to bolstering County employment opportunities.  
Multiple areas throughout the City currently have capacity for significant redevelopment and should not be discounted. At a bare minimum, efforts to retain existing businesses can be driven by the wide variety of environments, supportive infrastructure, and access to labor enjoyed by Frederick employers.
- 2) City of Brunswick - The recent adoption of Brunswick's updated 'Brunswick Forward' Master Plan as well as the Economic Development Commission's Strategic Plan (2022-2025) provides additional momentum for the community's plans to grow and expand economically in the coming years. Access to the MARC line and MD 340 provide solid transportation access while proximity to Northern Virginia (and nearby communities in West Virginia) establishes Brunswick as potential pivotal piece of the economic puzzle in Frederick County.
- 3) Town of Thurmont - Thurmont has an existing industrial district currently served by freight rail (Maryland Midland RR service to Port of Baltimore and connections to CSX) and proximity to US15 (south to Frederick, north to Pennsylvania). While there is some room to grow in its existing industrial area, the Town identifies future employment growth to the east and north of its existing municipal boundaries.
- 4) Town of New Market - The Town has expressed an interest (and ability) to grow south of I-70 for the purpose of expanding economic opportunities. A shared water/sewer infrastructure in New Market, places the County in the role of partner and collaborator for the most intensive employment uses here. Opportunities for leveraging the existing I-70 interchange with MD75 (and any future plans for completing the interchange) will require participation from the State, County, and the Town of New Market.



**Discussion Seeds:**

Frederick  
Strengths?

Weaknesses?

Character of Employment Opportunity?

Infrastructure Assets & Challenges?

Peculiarities & Special Considerations?

Brunswick  
Strengths?

Weaknesses?

Character of Employment Opportunity?

Infrastructure Assets & Challenges?

Peculiarities & Special Considerations?

Thurmont  
Strengths?

Weaknesses?

Character of Employment Opportunity?

Infrastructure Assets & Challenges?

Peculiarities & Special Considerations?

New Market  
Strengths?

Weaknesses?

Character of Employment Opportunity?

Infrastructure Assets & Challenges?

Peculiarities & Special Considerations?

## Jefferson Tech-Mt. Zion Hub

**Summary Description:** This area, a portion of which is sometimes known as the Jefferson Tech Park, was initially established by Frederick County as a mixed-use employment, residential, and retail services center, primarily defined by its transportation hub location (I-70, I-270, US 340, MD180, & US15) and its proximity to both the City of Frederick and the then burgeoning Ballenger Creek area. Each of the four small groups identified this focus area as one which could expand to the north and west in order to take full advantage of the geographical advantages of the site. Mount Phillip Road provided an easily identifiable northern extent to an expanded area, while the interchange at Mt Zion Road provided an already functional economic component to plug into this evolving employment center.

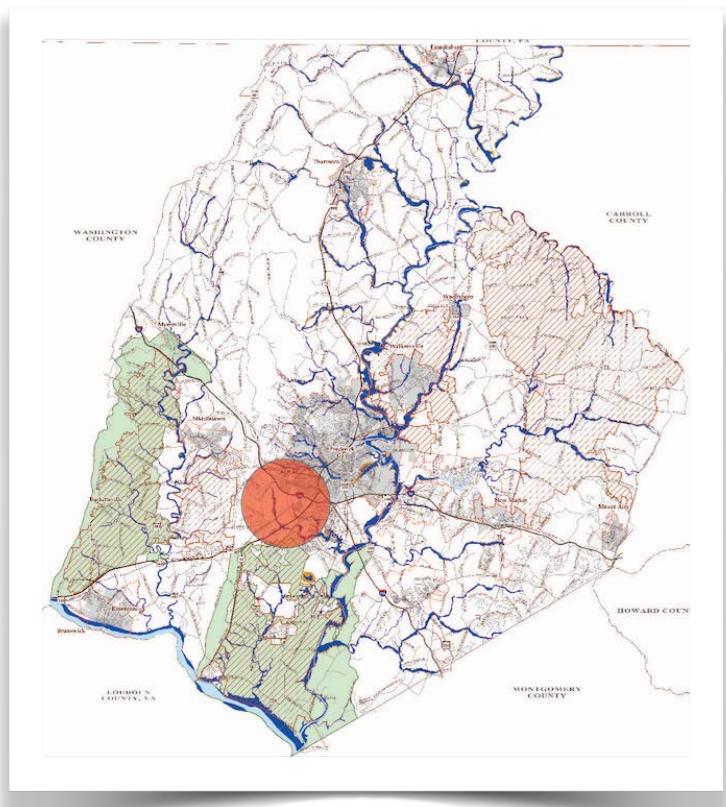
Notable factors:

- 1) Proximity to transportation infrastructure
- 2) Expansion would build on, and amplify existing efforts
- 3) Access to proximate labor pool
- 4) Within Frederick's Growth Area; Avoids PPA
- 5) Potential Green Infrastructure 'Spine' (Ballenger Creek and its branches)

### Discussion Seeds:

Strengths?

Weaknesses?



Character of Employment Opportunity?

Infrastructure Assets & Challenges?

Peculiarities & Special Considerations?

## Urbana Corridors: 270-355-80

**Summary Description:** All four small groups identified the Urbana Corridors as a focus area for future economic development, with two groups extending the area toward Araby, north of Urbana, and one group indicating a potential eastward expansion along MD 80 toward Monrovia. The existing Urbana Growth Area has been mostly developed over the last 25 years, with some employment and residential expansion making its way southward as well. It is likely that the parallel corridors here - 270 & 355 - will continue to provide primary transportation services for generations, though it is unlikely that the corridor will remain one solely for automobile use. Future north-south transit between Frederick County and points south should be considered as a factor when assessing the potential for economic development. The extension of MD 80 through the QL/Eastalco area will serve to connect US15 south with I-270 interchanges in this region of the County. While prior generations sought to continue the 'Technology Corridor' along I-270 northward out of DC and Montgomery County, perhaps a new economic development strategy can take advantage of Frederick's own assets in the corridor and build upon our own successes.

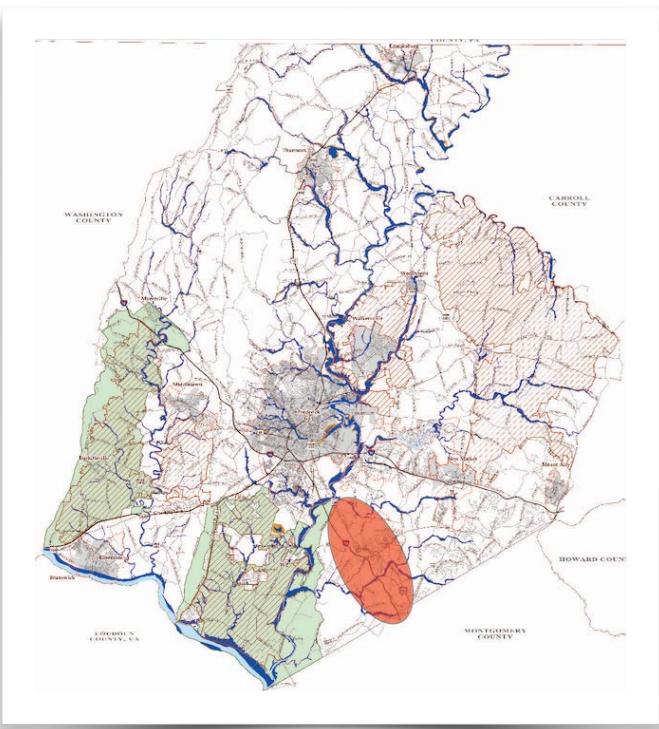
Notable factors:

- 1) I-270/MD355 Corridor is under-utilized...ripe for reconsideration
- 2) Urbana Community Growth Area is approaching residential build-out
- 3) MD80 Corridor connects eastward to Monrovia/New Market, westward to Quantum Loophole/Eastalco
- 4) Adjacent to Sugarloaf Treasured Landscape Plan Area; extensive debate about extent & character
- 5) Potential Green Infrastructure 'Spine' (Ballenger Creek and its branches)
- 6) Potential to serve DC/MoCo markets, as well as Frederick's
- 7) Small Area-Corridor Plan included in current 2026 Work Program
- 8) Potential sewerage conveyance constraints through NPS property en route to the Ballenger-McKinney WWTP

### Discussion Seeds:

Strengths?

Weaknesses?



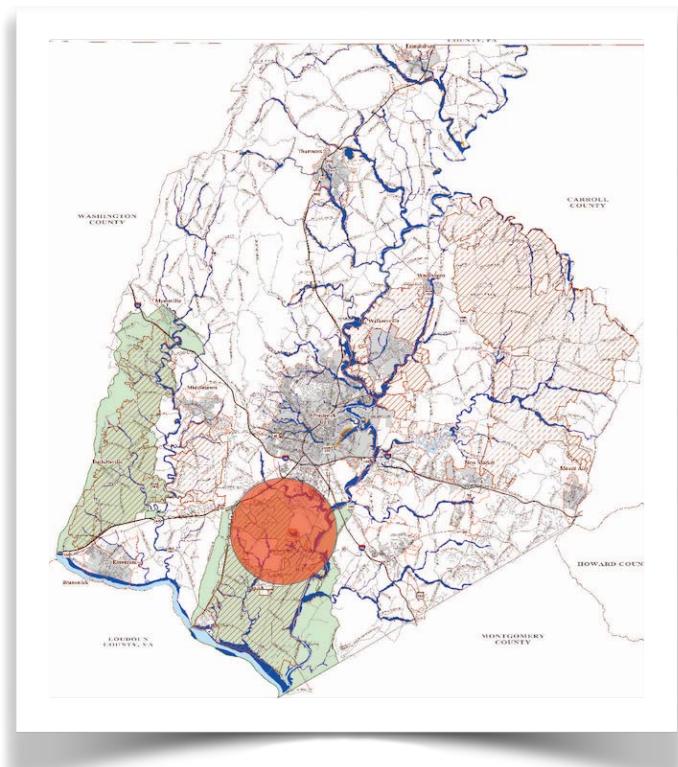
Character of Employment Opportunity?

Infrastructure Assets & Challenges?

Peculiarities & Special Considerations?

## Bas-Bal-Buck Industrial Core

**Summary Description:** The industrially-zoned acreage including, and surrounding, the Quantum Loophole campus north of Adamstown was identified by three of four small groups for some amount of expansion - averaging between a 75% and 125% increase in land area for employment uses. The remaining group designated an employment area centered upon the existing industrially-zoned lands, but without an indication of expansion. Each of the three 'expansion' groups indicated new acreage between Ballenger Creek Pike and New Design Road, north of Manor Woods Road and south of English Muffin Way. One group illustrated this expansion area extending westward to Basford Road. The 'Manor Woods North' expansion area overlaps existing Priority Preservation Areas currently designated in the area - approximately 900-1,500 acres, exclusive of those lands currently protected by easement. Generally, the expanded Bas-Bal-Buck Industrial Core represents a potential connection between the industries developing in the southernmost reaches of the South Frederick Corridors Planning Area and the QL/Eastalco industrial area.



Notable factors:

- 1) The impact of the QL campus has yet to emerge; community decisions regarding further data center development have yet to be made
- 2) An extended MD 80 could bolster an additional transportation access route to this area
- 3) Conflict regarding the existing PPA land could prove politically difficult to resolve
- 4) This area would enjoy similar proximity benefits to services, labor, and the City as the Jefferson-Mt. Zion Hub
- 5) Land use decisions (and regulatory schemes) could offer opportunities for new forms of employment development while enjoying access to both traditional uses (to the north and west), and new uses (QL to the south)

### Discussion Seeds:

Strengths?

Weaknesses?

Character of Employment Opportunity?

Infrastructure Assets & Challenges?

Peculiarities & Special Considerations?