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   1.1.2 Ballenger Creek East
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   3.3.8 Demographic and Development Data

Priority List

1. South Frederick Triangle/Ballenger Creek East
2. Treasured Landscape Management Plans: Sugarloaf and Catoctin
3. Agricultural Infrastructure Management Plan

Workplan and Schedule FY 2019-2024
The Livable Frederick Implementation Program (Program) describes a framework of potential planning efforts in the county, sets priorities among those efforts, establishes a work-plan and schedule for the completion of those priorities, and measures progress toward achieving the outcomes described in the Livable Frederick Master Plan (LFMP). A description of the process for updating the Livable Frederick Comprehensive Plan is provided in detail in the “Putting the Plan to Work” section of the LFMP.

Several important underlying objectives of the Program involve: fostering transparency and participation in the process of determining priorities; supporting greater agreement about those priorities amongst community leaders; and working to create a stable planning context that is resistant to capricious shifts in priority. Reaching consensus on which planning tasks and activities to prioritize will enhance Frederick County’s ability to adequately plan for necessary growth-related infrastructure improvements, and is equally critical in setting realistic expectations - and maintaining certainty - for the private investment community which must make decisions that manage risk while ultimately leading to the creation livable places.

The process for the review and approval of the Program includes:

- **Initial development of a Draft Program in partnership between Planning Staff and the County Executive’s Office;**
- **Further development and review with the Frederick County Planning Commission; and,**
- **Final approval by the Frederick County Council.**

The Program will be reviewed and updated yearly, prior to the start of the annual budgeting process.
CATALOGUE OF POTENTIAL PLANS
This section contains a catalogue of potential planning projects as identified through the Comprehensive Plan Map and the LFMP, or as deemed necessary due to legislative requirements or local priorities. The projects and plans listed in the catalogue have varying update schedules and mandates for their creation.

Some of the projects listed below may encompass geographies that align specifically with Community Growth Areas as delineated on the Comprehensive Plan Map. Others may be subsets of Community Growth Areas and the important connections, or places, between them. Still others may be related to the Planning Sectors identified in the LFMP.

Projects that function as Livable Frederick Comprehensive Plan updates involve specific geographic areas that will likely result in changes to the Comprehensive Plan Map and zoning maps through a comprehensive rezoning process. Changes to the Zoning Ordinance text will be considered as well, if such changes support the findings and goals of a plan update. Other plans are integral to the implementation of the Livable Frederick Master Plan, such as the Green Infrastructure and Agricultural Infrastructure Plans, but may not lead to Comprehensive Plan Map updates and comprehensive rezoning, although this would be determined as these documents are developed. Still others are important informational and analytical reports that represent corollary aspects of the Livable Frederick Master Plan, to be developed with its implementation in mind.

This catalogue may be modified through future Program updates.
1. ELECTIVE PLANS

The following plans are identified as geographic areas within the county that merit detailed attention but do not require an on-going cycle of updates. Specific planning efforts can be chosen from below, or as otherwise determined, and can be scheduled through a workplan that accounts for community priorities.

1.1 Adamstown Corridor

The Adamstown Corridor is connected and supported by several significant infrastructure features including the CSX/MARC Rail Corridor, Buckeystown Pike (MD 85), Ballenger Creek Pike (MD 351), Urbana Pike (MD 355 through the Frederick Southeast Community Growth Area), New Design Road, the New Design Water Supply Line and Treatment Plant, and the Ballenger-McKinney Wastewater Treatment Plant.

1.1.1 South Frederick Triangle

This area encompasses a portion of the Frederick Southeast Community Growth Area along the junction of MD 85 and MD 355 on the east side of I-270, south of I-70, to the south of the City of Frederick. Two state roads, MD 85 and MD 355, cross the area in a north south orientation. This is a predominately commercial and industrial location that includes the county’s only regional mall, corporate offices, industrial uses (including a limestone quarry and contractor supply houses), and a MARC commuter rail station.

1.1.2 Ballenger Creek East

This area encompasses the eastern portion of the Ballenger Creek Community Growth Area, predominantly to the east of New Design Road. It is composed of retail, office, and industrial uses. The CSX/MARC rail line passes along the southeast boundary.

1.1.3 Eastalco Growth Area

This area is currently the largest concentration of industrially-designated and zoned land in the county. It includes the decommissioned (2005) Alcoa/Eastalco Aluminum Facility, the Mullinix Agro Industrial Park, and the Stanford Industrial Park. These industrial parks are only partially built-out. The area is notable for its access to both freight and passenger rail lines.

The Eastalco Community Growth Area presents significant potential to absorb future growth in Frederick County in a sustainable and efficient form that supports overall conservation of rural land and minimizes public infrastructure investment. This is most feasible if new development takes the form of a multi-modal oriented, mixed-use “new town” that includes significant employment uses as well as industrial uses adjacent to US 15. Development in this form should include a new MARC station to serve residents and employees in the growth area.

1.1.4 Adamstown Community Growth Area

The Adamstown Community Growth Area, situated along Mountville and Adamstown Roads and the CSX rail line, is primarily a residential community with low density housing as the dominant land use. Adamstown has a 19th century historic core along Mountville Road surrounded by a mix of 1980’s era suburban residential development and more recent neo-traditional suburban development. The community contains an elementary school, a fire station, a U.S. Post Office, a few small shops and restaurants, light industrial businesses, and a public park.

1.1.5 Buckeystown Community Growth Area

The Buckeystown Community Growth Area is located along MD 85 near the Monocacy River, at the crossroads of Manor Woods Road and Michaels Mill Road. The community is listed on the National Register of Historic Places and contains a post office, small shops and businesses, churches, a conference center, and inns. An early industrial town, its kilns, mill, and quarries are still present. Residences along MD 85 are noted for their well-preserved late 19th century architectural features.

1.1.6 Point of Rocks Community Growth Area

This area is located along the Potomac River at the junction of MD 28 and US 15 at the southern tip of the county. The community contains a small commercial and industrial center, including small-scale retail uses as well as larger manufacturing facilities. The majority of the land area in this community is composed of several major residential subdivisions. The community has access to the CSX/MARC Rail Line, with an existing MARC commuter rail station providing connectivity to the greater Washington D.C. region.
1.1 **Urbana Corridor**
The Urbana Corridor is connected and supported by several significant infrastructure features including Interstate 270, MD 355, and MD 80. Recent water and sewer infrastructure improvements have also been completed.

1.1.1 **South Frederick Triangle**
This location is also a component of the Adamstown Corridor, otherwise referred to as the 85/355 Corridor. See description above.

1.1.2 **I-270 TOD’s**
Three possible locations have been generally, but not specifically identified. They include locations in the general vicinity of the MD80/I-270 interchange, to the north along I-270, and to the south near Hyattstown. They are called-out as placeholders for future transit-oriented development associated with potential future mass transit service along Interstate-270.

1.1.3 **Urbana Community Growth Area**
The Urbana Community Growth Area is composed primarily of the Villages of Urbana/Urbana Highlands PUD and the older existing Urbana community centered along Urbana Pike (formerly MD 355). First designated as a growth area in 1972, the Urbana Community is located halfway between the City of Frederick and the Montgomery County line making it a convenient location for both residential and employment development in Frederick County.

1.1 **New Market Corridor**
The New Market Corridor is connected and supported by several significant infrastructure features including Interstate 70, US40, and MD144. A CSX rail line in active use for freight transportation parallels this corridor along Bush Creek.

1.1.1 **Spring Ridge/Bartonsville**
This growth area includes US40 from Frederick City to Meadow Road and is composed of two parts; an older community to the south of Old National Pike (US40) referred to as Bartonsville; and a newer suburban subdivision named Spring Ridge. Bartonsville is characterized by low density single-family development served by wells and septic systems. Older commercial uses exist along US 40. Spring Ridge is a Planned Unit Development composed primarily of medium to low density single family dwellings with a core of employment and commercial uses. This is bisected in an east/west orientation by Interstate 70. Pinecliff Park, Overlook Park, and the County’s Public Safety Training Facility are also located within the Spring Ridge/Bartonsville Community Growth area.

1.1.2 **New Market and Mount Airy**
These locations are incorporated municipalities. Comprehensive plan updates related to municipalities are described below in the “Concurrent Updates” section.

1.1.3 **Linganore and Holly Hills**
The Linganore Community Growth Area is the fourth largest in Frederick County and is centered on Lake Linganore, which was created in the early 1970’s as a recreational amenity for what was originally planned in the 1960’s as a retreat community, largely for second-home buyers. The Linganore Planned Unit Development (PUD), after several revisions and iterations, has since become a full-time residential community. The PUD contains various “villages” and a Town Center planned for a variety of residential densities, and commercial areas. This growth area also encompasses US40 from Meadow Road to New Market, as well as other properties along Yeagertown and Meadow Roads.

The Holly Hills Community Growth Area is centered on an 18-hole golf course and country club, and is comprised of several residential subdivisions. The entire area is designated Low Density Residential and zoned R-1 Residential with the exception of the golf course, which is zoned Agricultural. The majority of the community is on public water and sewer, with a few scattered well and septic areas.
1.1 **Jefferson Corridor**
The Jefferson Corridor is connected and supported by several significant highway infrastructure features including US340, US15, and MD180. Water and sewer infrastructure availability is more constrained in this portion of the county than in other areas.

1.1.1 **Ballenger Creek North**
This area encompasses a portion of the Ballenger Creek Community Growth Area. It is composed of the Jefferson Technology Park MXD and the Jefferson Park West MXD, which contain residential, office, and retail uses, as well as older commercial and residential uses along the north side of MD180. This area was previously studied for the development of an advanced research technology park.

1.1.2 **Feageville/Mt. Zion Road**
This area contains residential and commercial uses. Feageville is a small linear village along Feageville Lane established about 1885. At the northwest corner of Mount Zion Road and MD 180 is a well and septic subdivision built in the late 1970's and early 1980's named Hillside Estates. Various commercial uses are located at the intersection of Mount Zion Rd. and MD 180. Feageville/Mt. Zion Road is not an area currently designated for growth in Frederick County.

1.1.3 **Jefferson Community Growth Area**
The unincorporated community of Jefferson is an example of a linear turnpike town that developed in Frederick County beginning in the second half of the 18th century and continuing into the early 20th century. The 1774 plan of rectangular lots on both sides of Jefferson Pike is still strongly evident. Newer suburban development surrounds this historic development pattern. Jefferson, as an excellent example of a 'pike town', also has architectural significance for the variety of building materials and styles spanning the period of the late 1800's through the 1950's.

1.1.4 **Brunswick City**
This location is an incorporated municipality. Comprehensive plan updates related to municipalities are described below in the "Concurrent Updates" section.

1.1 **Other Places**
The following list of potential plans includes other places in Frederick County that are not tied to specific corridors. They may include large area plans or small area plans.

1.1.1 **Treasured Landscape Management Plan: Catoctin Mountain District**
The landscape feature known as Catoctin Mountain forms a vertical spine which stretches from Point of Rocks to Emmitsburg and Sabillasville and visually defines the edge of the rich agricultural lands which cover much of the eastern portions of the County. An immense number of publicly-owned or publicly-accessible acres are situated along this ridge and include Catoctin Mountain Park (NPS), Cunningham Falls State Park, Gambrill State Park, and Frederick Municipal Forest, as well as places known by most County residents such as Braddock Heights, Mount St. Mary's University, and the US 15 corridor, also known as the Journey Through Hallowed Ground National Scenic Byway. The challenge faced by Frederick County in the coming years will be to find ways that these treasured landscapes, viewsheeds, and historical locales can be protected with the least amount of negative impact upon the activities that we all want and need to continue in along this corridor. A primary tool for much of the initial study will be the Visual Resources Analysis – a series of tools and techniques for quantifying and qualifying the relative value of natural and man-made resources in the Catoctin Mountain District. The planning work, due to the immense geographical scope of the area, might best be completed in phases over the course of a few years, ensuring that landowners, residents, and business owners are able to fully participate in a process that will have lasting effects on the visual quality of the corridor.

1.1.2 **Treasured Landscape Management Plan: Middletown Valley/Catoctin Creek District**
An area defined on its west by South Mountain, on its east by Catoctin Mountain, on its south by the Potomac River, and which generally follows the Catoctin Creek Watershed, is known as the Middletown Valley. The communities of Wolfsville, Middletown, Myersville, Burkittsville, and Jefferson, among others, lie within the scenic and environmentally rich Middletown Valley making it a valuable and attractive location for wildlife habitat, as well as those seeking recreational activities in the County. The Appalachian Trail, which runs along the western edge of the Valley, and the C&O Canal Park which forms the southern boundary of the area, both serve to bring visitors to the County, while connections to other attractions such as Gambrill Park and the City of Frederick Watershed lands expand the connections to Frederick County’s bounty of outdoor recreational spaces. Given the cultural, natural, historical, and recreational resources of the Middletown Valley, a Treasured Landscape Management Plan should be undertaken to determine the best strategies for maintaining the visual beauty, environmental quality, and heritage value of this area for future generations of Frederick County residents.
1.1.3 **Treasured Landscape Management Plan: Sugarloaf Mountain District**
The area surrounding, and including, Sugarloaf Mountain – located along Frederick County’s southern edge in the largely undeveloped wedge of land between the Interstate 270 corridor and the CSX Rail line (Frederick spur) – continues to maintain its locally iconic status. This valued rural preserve, punctuated by the visual prominence of the mountain’s dual peaks, and grounded by the beauty and history in the surrounding fields and forests, is recognized as a special place even in a county that is home to many special places.

1.1.4 **Ballenger Creek Community Growth Area**
The Ballenger Creek Community Growth Area is an unincorporated concentration of suburban development located to the south of Frederick City. It is the second largest growth area in the county in terms of total acreage, and is roughly one quarter the size of the Frederick City Growth Area, the largest growth area in the county. Ballenger Creek contains a wide variety of land uses including residential, commercial, and industrial. Included is a significant amount of developed automobile-oriented infrastructure, a major county park and trail corridor along Ballenger Creek, and rail access to the CSX/MARC Rail Line at the eastern end of the area.

1.1.5 **Fountaingdale Community Growth Area**
The Fountaingdale Community Growth Area is centered on a 1970’s residential subdivision situated between Braddock Heights and the Town of Middletown, just past the western slope of Catoctin Mountain. Fountaingdale includes a small commercial area around the intersection of US 40A and Hollow Rd.

1.1.6 **Libertytown Community Growth Area**
Libertytown is a small, unincorporated community located along MD 26 at MD 75 in the eastern part of the county. The community is characterized by a mix of residential and commercial uses along MD 26 occupying predominantly late 19th century and early 20th century buildings. Since the 1990’s there have been several new residential developments constructed, including Liberty East, Liberty Village, and the Liberty Condominiums.

1.1.7 **Monrovia Community Growth Area**
The Monrovia Community Growth Area includes an area to the south of New Market and coinciding with the boundaries of the Landsdale Planned Unit Development (PUD) on the west side of Ed McClain Road. The 2004 Urbana Region Plan designated a larger growth area, which previously included an adjacent proposed PUD as well as a general commercial area located at the intersection of MD 75 and MD 80.
1.1 **Functional Plans**
The following list of plans address issues countywide and are not tied to specific geographic areas at a scale smaller than the county. They address specific themes or functional topics.

1.1.1 **Agricultural Infrastructure Plan**
This plan is newly proposed in the LFMP. It will include a consideration of the collection of resources, activities, systems, and knowledge necessary to nurture a healthy agricultural economy, and will be updated as necessary to respond to changing market demands or evolving technologies. Updates to the Comprehensive Plan Map and Zoning Map may occur as a part of this plan if necessary. The main components of this plan can include the following topics: farmland preservation, rural reserve, priority preservation, agricultural hubs, transportation, growth, economy, and preservation corridors.

1.1.2 **Green Infrastructure Plan**
This plan is newly proposed in the LFMP, but there is significant precedent for this kind of document in other jurisdictions. It will include a consideration of the collection of resources, activities, systems, and knowledge necessary to nurture a healthy green infrastructure, and will be updated as necessary to respond to changing development patterns or technologies. Updates to the Comprehensive Plan Map and Zoning Map may occur as a part of this plan if necessary. The main components of this plan include the following topics: the creation and maintenance of green infrastructure networks; the identification, protection, and enrichment of sensitive areas and natural resources; and planning for long-term community sustainability including issues related to energy, climate change, and the environment.

1.1.3 **Multi-modal Accessibility Plan**
This plan has not been previously created. A future Multi-modal Accessibility Plan will provide a bridge between physical place characteristics, land use patterns, and transportation modes through the integration of corollary plans such as the Bikeways and Trails Plan and the Master Transportation Plan. A primary aspect of this document will involve the interaction between land use patterns and transportation modes. Special emphasis will be placed on “non-motorized transportation” to emphasize walking and biking as a means of transportation, and not simply as a leisure activity. This includes walking to school, to transit stations, and to commercial destinations, as well as biking as a form of commuting and travel - all of which are directly and necessarily related to physical environments and land use patterns. Updates to the Comprehensive Plan Map and Zoning Map may occur as a part of this plan if necessary.

1.1.4 **Master Transportation Plan**
Master Transportation Plan (MTP) was last adopted in December of 2001. Currently, it serves to provide a focus on transportation issues through a discussion of funding sources and processes, a compilation of goals from other plans, identification of action items, and a list of long-term and short-term projects identified in other plans. There is significant potential in employing the Master Transportation Plan as a vehicle for the application of the countywide transportation model.

1.1.5 **Bikeways and Trails Plan**
An updated Bikeways and Trails Plan was approved by the Frederick County Council in July of 2018. This plan proposes updates to networks, links, and corridors identified in previous plans, and includes a new element related to “Complete Streets,” which addresses how streets can better accommodate all users including pedestrians, cyclists, and motor vehicles.

1.1.6 **Historic Preservation Plan**
The Historic Preservation Plan is a statement of historic preservation goals, objectives, and strategies as well as a catalogue and description of existing historic and cultural resources in Frederick County. It is also intended to serve as a guide for land use decisions. The Historic Preservation Plan is part of an ongoing process of reviewing and updating Frederick County’s Comprehensive Plan to ensure that it reflects the changing needs of Frederick County and its citizens. There is no mandated schedule for updating this document, but a target frequency of decennial updates would allow for the inclusion of new programs, new recognized resources, and revised policies and strategies for optimizing Frederick County’s historic and cultural preservation goals.

1.1.7 **Affordable Housing Plan**
An affordable housing needs assessment for Frederick County was conducted in November of 2016. This document and approach can be integrated into a potential future Affordable Housing Plan for Frederick County.

1.1.8 **Community Health Plan**
The Frederick County Health Department, in partnership with the Frederick Memorial Hospital, produces a regularly updated Community Health Assessment. This document and approach, as well as approaches that focus on the connections between the physical environment and health, can be integrated into a potential future Community Health Plan for Frederick County.
2. **CONCURRENT PLANS**

Plans whose updates are triggered by the need to coordinate and collaborate with other jurisdictions or agencies to ensure consistency between plans at various levels.

2.1 **Municipal Growth Areas**

Municipal growth areas are Community Growth Areas established in the perimeter lands adjoining self-governing cities and towns. Frederick County’s municipalities exercise their own planning and zoning authority, and create their own comprehensive plans as needed. While the State of Maryland requires cyclical update of comprehensive plans within 12 years of any previous update, the exact time-frame is not predetermined. Each municipality undertakes their plan update as needed. Therefore, in order to ensure collaboration and coordination between Frederick County and municipalities, county updates to the comprehensive plan for growth areas surrounding municipalities are intended to occur concurrently with the municipal update. Listed below is each municipality in the county and the date of its last comprehensive plan update.

2.1.1 **City of Brunswick**

The Brunswick Community Growth Area is the sixth largest growth area in Frederick County. As a hub for the Baltimore and Ohio Railroad in the late 1800's and early 1900's, the town flourished until railroad operations were reduced in the 1950's. Modern day Brunswick serves as a commuter hub for Washington, D.C., largely due to the significant access to the MARC commuter service along the CSX rail line. The downtown area is designated a Main Street community with a growing mix of businesses and residential uses. With a combination of steeply sloping topography, direct adjacency to the Potomac River, active rail operations, and historic building stock, the City of Brunswick possesses a physical character and atmosphere that is decidedly unique in Frederick County.

The Brunswick Master Plan was last adopted in 2010. There is no current process underway for an update to this plan.

2.1.2 **Town of Mount Airy**

The Mount Airy Community Growth Area is located on the far eastern edge of the Region and centered on the municipality of Mount Airy, which is split between Frederick County and Carroll County. Mount Airy has an historic district straddling Main Street and is listed on the National Register of Historic Places. More than half of the Town’s total population is located in Carroll County.

The Mount Airy Comprehensive Plan was last adopted in 2013. There is no current process underway for an update to this plan.

2.1.3 **Town of Myersville**

The Myersville Community Growth Area is located between two major transportation corridors, I-70 and US 40 in the western portion of the county. Catoctin Creek defines the eastern boundary of the growth area.

The Myersville Comprehensive Plan was last adopted in July of 2016. There is no current process underway for an update to this plan.

2.1.4 **Town of Emmitsburg**

The Town of Emmitsburg supports a downtown business district with a mix of residential uses along its historic Main Street (MD 140). It is home to several institutions including Mount St. Mary’s University, the National Emergency Training Center, and the Daughters of Charity/National Shrine of St. Elizabeth Ann Seton.

The Emmitsburg Comprehensive Plan was last adopted in November of 2016. There is no current process underway for an update to this plan.

2.1.5 **Town of New Market**

The historic Town of New Market is the focal point of the New Market Community Growth Area. The Town’s historic district is listed on the National Register of Historic Places. The New Market Community Growth Area contains a combination of residential uses as well as a large concentration of employment designated land.

The New Market Comprehensive Plan was last adopted in June of 2017. There is no current process underway for an update to this plan.

2.1.6 **City of Frederick**

The City of Frederick is the economic, cultural, and administrative center of the county. Founded in 1747 and located at the crossroads of several important regional connections, it has a long and robust history. Today, Frederick City is notable for its well-preserved downtown and vibrant economic activity.

The Frederick City Comprehensive Plan was last adopted in November of 2009. A process to update this plan has been initiated by the City.
2.1.7 **Town of Thurmont**
The Town of Thurmont has a mixed-use downtown area with small businesses and residential uses. The primary commercial areas are focused along North Church Street and in the southern part of Town along Frederick Road. The second largest municipality in Frederick County, Thurmont is home to several major employers including NVR, RR Donnelly, and Criswell Chevrolet/Chrysler/Jeep, supports a full complement of school facilities (K-12), and has its own municipal police force. An east-west freight rail line (Maryland Midland Railway) which runs through the center of the town, serves multiple freight customers. Unique to most any other municipality in the State of Maryland, Thurmont also operates its own municipal electric company.

The Thurmont Master Plan was last adopted in December of 2010. There is no current process underway for an update to this plan.

2.1.8 **Town of Burkittsville**
The Town of Burkittsville is not designated as a Community Growth Area on the Frederick County Comprehensive Plan Map. However, as a municipality, a concurrent county plan update process may be required as the town plan is updated.

The Brunswick Master Plan was last adopted in 2015. There is no current process underway for an update to this plan.

2.1.9 **Town of Middletown**
The Middletown Community Growth Area is centered on the Town of Middletown and is located in the western portion of Frederick County. It is bisected by the Historic Old National Road, (US 40A). Middletown also has two Historic Districts due to its relevance to the history of west-central Maryland along an important transportation route.

The Middletown Comprehensive Plan was last adopted in March of 2010. There is no current process underway for an update to this plan.

2.1.10 **Town of Woodsboro**
The Town of Woodsboro is centered along its Main Street predominantly composed of 19th century buildings and a mix of residential and commercial uses. There are two quarry operations that immediately adjoin the municipal limits. To the north of Woodsboro is the Barrick/LeGore quarry currently owned by Laurel Sand and Gravel that has been in operation since the late 1800’s. To the southeast of Town is the Lehigh quarry.

The Woodsboro Comprehensive Plan was last adopted in April of 2008. There is no current process underway for an update to this plan.

2.1.11 **Town of Walkersville**
The Walkersville Community Growth Area is the third largest in Frederick County. The community is supported by elementary, middle, and high schools, and a new branch library. There is a substantial amount of agricultural zoned and designated land within the current town limits, which is unusual and is the only such condition among all of the municipalities in the county.

The Walkersville Comprehensive Plan was last adopted in August of 2011. There is no current process underway for an update to this plan.
3. CYCLICAL PLANS AND OTHER DOCUMENTS

The following plans are required (or will be required as a matter of policy) to be updated on a regular cycle. Some of the following plans have not yet been created, while others are legislatively mandated.

3.1 LOCAL CYCLICAL PLANS

The following plans will be updated on a cycle as determined by local policy.

3.1.1 Land Use Maintenance Plan
This functional plan update provides the ability to adopt comprehensive plan amendments that are not directly related to other, targeted comprehensive planning efforts. This plan is newly proposed in the LFMP to serve as a mechanism to evaluate land use needs throughout Frederick County that are outside of growth areas, and that are disengaged from specified large area plans or other functional plans. This plan should be updated – on a regular and pre-determined schedule – every 5 to 10 years.

3.1.2 Livable Frederick Master Plan
The Livable Frederick Master Plan is a core policy document for comprehensive planning in Frederick County. It is a vision-based, policy-focused document that uses a data-driven, scenario planning process to objectively analyze and evaluate the impacts of different choices about how we plan for our future. At its core is a re-assessment and re-definition of the general growth strategy in Frederick County. It is a central policy document of the Livable Frederick Comprehensive Plan, which is updated regularly through a variety of documents.

3.1 MANDATED CYCLICAL PLANS

The following plans must be updated according to a cycle determined by legislation.

3.1.1 Water and Sewerage Master Plan
The Frederick County Water and Sewerage Plan was last adopted in July of 2016. The Maryland Department of the Environment requires that the plan be reviewed and updated if required every three years. The next update for this plan will be adopted in 2019.

3.1.2 Land Preservation, Parks, and Recreation Plan
The Frederick County Land Preservation, Parks, and Recreation Plan was last adopted in June of 2017. Under the requirements of Maryland’s Program Open Space (POS) and the Federal Land & Water Conservation Fund Act of 1965, Frederick County must prepare and maintain an Outdoor Recreation and Open Space Plan. Frederick County’s use of POS funding requires this plan to be updated every five years. The next update is due by June of 2022.

3.1 OTHER CYCLICAL DOCUMENTS AND ONGOING DATA PROJECTS

A number of planning related documents are produced by the Division of Planning and Permitting, and in cooperation with other agencies in the county. These documents are primarily related to generating and presenting vital data, assessing progress and needs, and determining priorities for major investments.

3.1.1 Pupil Yield Study
This is a report that derives pupil yield factors by building type. It is based on student supplied data regarding the type of housing in which they reside and housing unit inventory data. It is used to determine the impact of new development on Frederick County schools. It is updated regularly.
3.1.2 **School Capacity Needs Analysis**

A School Capacity Needs Analysis of the Approved Residential Pipeline report was produced in 2017. This provides an assessment of school capacity needs related to development projects in the county that have some form of approval. This report begins to provide a needed analysis of the impact of development on school capacity, and could be expanded to include an assessment of land use designations on the Comprehensive Plan Map.

Frederick County Public Schools updates their *Educational Facilities Master Plan* on a yearly basis. The Frederick County Planning Commission makes a finding of consistency with the Frederick County Comprehensive Plan as part of the school systems approval process. An assessment of development-related capacity issues, corollary to, or as part of, a Development-Based School Capacity Analysis, could be incorporated into the determination of consistency report produced for the Planning Commission's review, thereby ensuring regular and contextual analysis of school-related planning issues by the Planning Commission.

3.1.3 **Residential Development Pipeline**

This report is updated regularly and tracks the approval status of development projects in the county.

3.1.4 **Annual Transportation Priorities Review**

The Transportation Priorities Review is conducted annually to address Frederick County interests in the State of Maryland primary and secondary highway project priorities, as well as to review other transportation needs and priorities. This informs specific priorities for the State of Maryland primary and secondary highways for the Maryland Department of Transportation's preparation of the following year's draft *Consolidated Transportation Program (CTP)*.

3.1.5 **Capital Improvements Program**

The Frederick County Department of Planning, Budget Office, and Finance Division annually update the *Capital Improvements Program (CIP)*. During this update, government agencies submit project requests that are reviewed and prioritized at the staff level. Recommendations are submitted to the Frederick County Planning Commission (FCPC) for review and comment, which then forwards final comments to the County Council for final approval.

3.1.6 **Annual Planning Report**

An annual report is a comprehensive report on an agency’s activities throughout the preceding year. Annual reports are intended to give the public information about the agency’s activities and accomplishments.

The *Annual Planning Report* is prepared pursuant to the requirements of the Land Use Article of the Annotated Code of Maryland, provides a summary of the past year’s planning activities undertaken the Division of Planning and Permitting, and also documents development activity in Frederick County. A Maryland Department of Planning Annual Report portion of the report documents development data, comprehensive plan implementation, ordinance revisions, and various measures and indicators relative to Priority Funding Areas (PFAs).

3.1.7 **MWCOG Cooperative Forecasting**

The Metropolitan Washington Council of Governments (MWCOG) Cooperative Forecasting program is a long-range forecasting process to generate data necessary for analyzing the effects of growth, developing policy responses to regional issues, ensuring air quality conformity of transportation plans, and determining the demand for public facilities. MWCOG's Cooperative Forecasting Program provides regularly updated population, household, and employment forecasts for use in planning and modeling activities at MWCOG, the Transportation Planning Board, and other state, regional, and local agencies.

3.1.8 **Demographic and Development Data**

Demographic and development data is compiled and presented on the Frederick County website. It is updated regularly.
<table>
<thead>
<tr>
<th>Location on Map</th>
<th>South Frederick Triangle (within South Frederick CGA)</th>
<th>Ballenger Creek East (within Ballenger Creek CGA)</th>
<th>Buckeystown Community Growth Area</th>
<th>Adamstown Community Growth Area</th>
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<td>Green Infrastructure Plan</td>
<td>Multi-Modal Accessibility Plan</td>
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<td>Development Based School Capacity Analysis</td>
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<td>Treasured Landscape: Middletown Valley</td>
<td>Treasured Landscape: Sugarloaf Mountain</td>
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<td>Town of Emmitsburg Community Growth Area</td>
<td>City of Frederick Community Growth Area</td>
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<td>Other Interventions</td>
<td>Residential Development Pipeline</td>
<td>Annual Transportation Priorities Review</td>
<td>Capital Improvements Program</td>
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<td>MWCOG Cooperative Forecasting</td>
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1- South Frederick Triangle and Ballenger Creek East

Rationale for Planning
There is no other Livable Frederick implementation project in the immediate wake of the LFMP’s adoption that could so elegantly and suitably embody the plan’s vision, goals, and policies. The potential for redevelopment in the South Frederick Triangle (Triangle) is represented by the intersection of a “triangle” of key opportunities: economic resiliency, multi-modal accessibility, and sustainability. However, despite the fact that the recent and historic growth of the Triangle has provided a strong foundation of infrastructure and location, the potential to fully capitalize on this foundation has remained untapped.

Currently, the area is characterized by the haphazard evolution of a collection of commercial retail, office, and light industrial uses with few functional or thematic interrelationships. Those physical connections that have emerged in the last half century have been, for the most part, developed as an afterthought to provide vehicular access between individual development sites. During that same time period, the South Frederick Triangle has grown into its role as a retail and shopping destination for the region. The redevelopment of the Triangle can support this role while also creating a livable, resilient, and sustainable neighborhood hub for Frederick County citizens.

Economic Resiliency
The vibrant retail market has driven much of the corridor’s most recent development and redevelopment, relying heavily on key retail destinations such as the FSK Mall, the Guilford Farm retail center, business-to-business services, and several big box retail stores along both MD355 and MD85. In terms of economic development, the continuing success of this key land use component, relative to the changing environment of American shopping behavior, presents a prime opportunity to build on that success by integrating and bolstering a second complementary land use component – namely, employment uses. A third component, residential uses, would complete the ‘triangle’ of mixed use – a mix of uses that mutually support and reinforce each other to create opportunity and vitality that could not be achieved on their own - that is at the core of much of the Livable Frederick Master Plan.

Multi-modal Accessibility
Transportation access is a key to success in maintaining or enhancing existing communities and corridors in Frederick County. More specifically, the concept of multi-modal accessibility provides the basis for linking the design and development of our physical environments – our livable places - to the modes of transportation most appropriate for the particular type of neighborhood or community being contemplated. The South Frederick Triangle possesses a wealth of mobility options, any one of which would provide fertile ground for future place-making.

Two interstate highway corridors pass through, and intersect at, this growth area, as do two arterial roadways controlled by the State of Maryland. These interstate corridors, I-70 and I-270, support and sustain Frederick’s socio-economic connections to the urban epicenters of Washington, D.C. and Baltimore and represent a vital component of Frederick County’s economic stability. Two state highways (MD85 and MD355) form an internal armature for movement and activity in the Triangle and bolster its connection to the local region. Building upon this high-volume vehicular access both to and from the Triangle is a smart and efficient use of these existing public infrastructure investments.

The Monocacy MARC Station located in the southeastern portion of the South Frederick Triangle provides what is perhaps the greatest opportunity to effectively leverage any existing infrastructure asset in the growth area. With the support and encouragement of our planning partner, the Maryland Transit Administration, Frederick County can pursue the development of a Transit Oriented Development (TOD) at the station site. The TOD could play a pivotal role in the revitalization of the South Frederick Triangle and seed the market for a mixed use, multi-modal transportation hub. The development of a neighborhood designed and built to accommodate efficient and convenient multi-modal access will fundamentally change how Frederick County grows in the future.

A thorough network of local complete streets is a vital but missing component in the Triangle. The vitality of the neighborhood is dependent on the ability to walk, bike, and use transit to meet the demands of day to day life. The dispersed and low density character of existing development in the Triangle reinforces the ability to plan for an interconnected network of local roads with minimal impact to existing buildings.
Sustainability
The concept of a designated eco-district on all, or a portion, of the South Frederick Triangle provides another organizing feature of this growth area. Meeting local development goals while at the same time sustaining the ability of natural systems to provide the natural resources and ecosystem services upon which the economy and society depend is an important part of any livable future for County residents and employers. The long-term environmental sustainability of a place begins with intelligent planning that anticipates future infrastructure needs and minimizes wasted efforts and energies in the process. The focused application of Frederick County’s sustainability goals within the context of a specific neighborhood or corridor, like the South Frederick Triangle, could galvanize efforts in other areas of the County.

Rationale for Timing
More so than any other LFMP implementation project, the South Frederick Triangle would acutely and powerfully bring to bear the forces of the private and public sector. This is a rare opportunity to support business and industry, high quality places, vital neighborhoods, and sustainable practices, but one that could be lost if measures to foster this opportunity are not implemented.

One such measure is in place. The designation of the area as an Opportunity Zone – incentivizing development through the availability of investment tax credits – aligns with the County’s plan to encourage and support the redevelopment of areas currently supported by public infrastructure over the development of outlying vacant lands.

However, there is an urgent need to establish sound development outcomes, standards, and codes that will serve as the framework for this new type of place, prior to the emergence of market pressure to develop specific sites. The redesign and reconstruction of the I-270/MD85 interchange is slated for completion in 2021, concurrent with a Frederick County CIP project set to begin at that time to provide a road connection (Shockley Drive) across I-270, thus directly linking the Westview development area with the Triangle. These projects will significantly improve access to and from the South Frederick Triangle. However, without a guiding plan, this access and any subsequent redevelopment of this critical area would very likely proceed as it has in the past, in a form that diminishes its ultimate potential and that of surrounding neighborhoods as well.
2- Treasured Landscape Management Plans: Sugarloaf Mountain

Rationale for Planning
The development of a comprehensive plan update for the Sugarloaf Mountain area would allow Frederick County to consider its options as it seeks to enhance, and in some cases protect, the natural, cultural, and historical characteristics that define this part of Frederick County. To a large extent it has been the efforts of private foundations, thoughtful residents, and individual landowners that have maintained this largely undisturbed and intact place. Sugarloaf Mountain is a recognizable landmark to many in the region and serves as the centerpiece and defining feature of the southeastern portion of the county. It is in the best interest of both the local community, as well as the larger regional community, to make efforts now that will permit our grandchildren to appreciate this mountain and its surrounding forests, farmlands, and distinct settlements.

A planning process for the Sugarloaf Mountain District must include preparatory efforts including:

- Identification of key stakeholders including residents, landowners, businesses, institutional groups, such as the Stronghold Foundation
- A scoping document that establishes a conceptual study area
- Cultural and Historical Resources Identification Report
- Visual resources report to establish potential viewsheds of merit and local importance

The last item on the list may not be typical of Frederick County’s usual community or corridor planning needs, and will require the development of an in-house visual resources assessment process. Alternatively, Frederick County may wish to engage the services of a consultant for this particular task.

In recent years at Sugarloaf Mountain, neighbors in the district have grappled with land use proposals that may have challenged the rural character of the area. Several of these permitted uses – and other uses allowed through the Special Exception process – could significantly alter the living environment for residents and visitors by introducing visual intrusions, traffic impacts, and sounds or noises audible across vast areas of the district. And while the mountain itself (approximately 3,000 acres within the district) is owned by the private non-profit Stronghold, Inc., the 1946 agreement struck by the original land aggregator, Gordon Strong, that permits public access to the mountain, includes a sunset date of 2045, after which ownership and public access is in question.

Rationale for Timing
Perhaps the most pressing immediate issue for the Sugarloaf Mountain area remains that of land use incompatibility, as well as the specter of physical development that could significantly diminish the views from, and of, the mountains themselves. The concerns of local residents can best be addressed comprehensively, in a way that reduces the possibility for continued site-specific conflicts that are resource and time consumptive for landowners, neighbors, and county officials. A comprehensive approach to documenting issues and finding solutions should begin in the very near future so that planning for this district is undertaken before significant changes to the area threaten the character of the mountain and lands surrounding it.

Additionally, with the ‘clock’ ticking down on the 100-year public access agreement for the Stronghold Inc. properties, Frederick County and surrounding affected jurisdictions like Montgomery and Loudon Counties must begin to assess the longer term status of the district by working with Stronghold to develop a plan for the future of the mountain. Building a strong partnership of public and private organizations and individuals committed to the long term viability of the Sugarloaf Mountain District’s natural, cultural, and historical heritage, should begin now so that Frederick County may plan appropriately for lands and infrastructure surrounding the district.
3- The Agricultural Infrastructure Plan (AGIP)

An agricultural infrastructure plan is proposed in response to the Agricultural Infrastructure Sector identified in the Livable Frederick Master Plan. This sector is one of four main elements of the growth strategy articulated in the LFMP and is therefore an important aspect of implementation. Frederick County should make it a priority to do the planning necessary to create a fertile environment for successful agricultural businesses.

Rationale for Planning

While certain components of our agricultural infrastructure have been documented, or studied in detail, Frederick County has never set out to complete a comprehensive plan of action to chart the future of its cornerstone industry – farming. With this effort, we can identify what we can do as a community to maintain and enhance the systems and structures that support our local farmers, and in so doing, provide food security for ourselves and others outside of Frederick County.

Agricultural preservation is a central piece of agricultural planning policy in Frederick County, but it is also one of many critical factors that need to be addressed when planning for prosperous and functional local agriculture. There are an array of issues that have not been comprehensively considered in past planning efforts, whether agriculturally-focused or not. A comprehensive effort to involve a number of important stakeholders affecting agriculture should be made with this plan.

An Agricultural Infrastructure Plan (AGIP) can be the vehicle for considering:

- Transportation: Opening up dialogue with railroads, trucking companies, farm processors, farm equipment suppliers, lenders, technical support providers, advocacy organizations, as well as end users like grocers, restaurants, schools/institutions, other farmers (lateral agricultural supports), and agricultural product developers, not only to discuss farm policy, but to address the movement of products to the marketplace.
- Public Policy: Addressing the technical, cultural, and political ramifications of public policies that affect farmers: the Farm Bill, banking and lending, technological innovations, ethical issues revolving around farming practices, farm succession, and environmental impacts.
- Land Preservation: Strategically examining our existing agricultural preservation programs in a larger economic context and determining how to best take advantage of available fiscal resources.
- Social Resources: Understanding and evaluating the broader social supports and cultural underpinnings of the agricultural community, such as supporting local organizations in rural hamlets like religious institutions, fraternal organizations, clubs, as well as commercial enterprises that serve as points of business and social contact for farmers and farming families.
- Conflicts: Seriously examine current and potential conflicts between land use issues and our farming community. This is especially important as attitudes toward farming change with an increasing number of people in Frederick County no longer directly tied to farmers or farming.
- Food Security: Reinforce the findings of local food security initiatives and develop pragmatic strategies for insuring our local food supply.
- Open Markets: Enable an extensive market study of the agricultural economy in Frederick County that allows informed decisions about all of the above issues.

On a parallel track, the AGIP will make Frederick County well-positioned to consider the future of its smaller rural hamlets and villages. These communities often serve as key hubs for our agricultural community. In the past several decades, a number of these villages have languished under the pressures of shifting demographics and dynamic economic changes. The AGIP will enable Frederick County to take a fresh look at places such as Johnsville, Creagerstown, and Mount Pleasant, and determine – with the input of residents, farmers, and other economic stakeholders – the best course of action for addressing the concerns and challenges of the decades to come. A comprehensive look at land use policy and zoning across our agricultural landscape may also serve to resolve issues in places that are not often the focus of land use planning efforts.
Rationale for Timing
The resiliency of Frederick’s farming community is impressive, particularly at this time of rapid economic and demographic change. With an historically difficult year for agriculture now receding in the rear view mirror (though the impacts are likely to linger), there is no time like the present to begin this planning work. Recognizing that Frederick County’s identity is inexorably tied to its agricultural roots, we can take steps now that will help ensure that tomorrow’s Frederick County citizens will continue to live in a community where agriculture is not only a fundamental part of its history, but a vital part of a current and future economy. Many changes are currently afoot, and will affect the farming industry in Frederick County, including:

- Shifting Farm Structure: A large transfer of farm assets to younger producers is occurring.
- Technology and Information: The availability of satellite imagery, data analysis, and climate research is providing information that is challenging long held assumptions about farming.
- Specialization and Diversification: The basic drive to develop a competitive advantage is constantly shifting between two poles of specialization and diversification, and is being influenced by traditional forces of economies of scale, advances in technology, and government policy, and newer trends toward organics, non-GMO products, and locally sourced foods.
- Biotechnology and GMO’s: Agricultural biotechnology is constantly developing. However, the promise of higher yields and more resilient production is challenged by ecological and health impacts.
- Climate Change and Shifting Ecology: The impact of increased precipitation, volatile weather patterns, and increased carbon levels in the atmosphere are still being revealed.
- Food Consumption Shifts: The impacts of shifting milk consumption has already been seen in Frederick County, and other trends regarding meat consumption and healthy eating may also play a role.
- Animal Welfare: Consumer interest in animal welfare has been on the rise, which has had an impact on public policy and farm operations.
- Fertilizer and Pesticide Use: The extensive use of fertilizers and pesticides has aided crop production for some time. As demand grows, so does the land area dedicated for their production, with fertilizer and pesticide use increasing alongside it. This may result in ecological and health impacts.

A greater understanding of how these and other trends may impact farming in Frederick County can be used to develop an AGiP that will support this important industry for decades to come.
WORKPLAN AND SCHEDULE
FY 2019-2024
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<th>2019</th>
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Q1: January - March  
Q2: April - June  
Q3: July - September  
Q4: October - December  

Project Duration
Specific Project Duration Undetermined