May 21, 2014 Civic Association membership meeting at Homewood
Minutes by Dedra Salitrik

Carol Goldstein brought the meeting to order at 6:00 pm. She informed those present of Allan Joseph's planned move and consequent departure from the position of Treasurer of the Civic Association Board. She introduced our new treasurer, Beverly Swain, and noted that Beverly is a retired accountant. Carol noted that we currently have $2,900.00 in the Civic Association account.

Carol then introduced the three presenters for the evening's discussion on the future of Frederick. The first speaker was Ed Hinde, Director, Friends of Frederick.

Mr. Hinde provided contrasting information based on 2010 data to reveal myths and truths about development.

He first discussed the myth of overdevelopment on roads. The myth is that growth pays for roads. Therefore, we need new residential development in order to reduce overcrowding on roads and highways. The truth is that residential development only pays for the roads within a development. It is a fact that reducing overcrowding on roads and highways requires massive funding, far more that a developer can or would be willing to pay. The data reveals that there are 9.57 auto trips per day per home on average (in 2010). The more homes, the more trips. To resolve this crowding would require $48.9 million to expand a single interchange, $904 million to upgrade route 15, and over a billion dollars for the I-270 improvement project. Projected development will add over 330,000 car trips and cost $3.5 billion to alleviate. This money simply is not available and is the actual cost of development.

The second myth stated that residential development pays for school. The truth is that development impact fees contribute to a portion of the cost of school construction. The reality is that even with new house property taxes, the actual cost per student that is not covered is $1,100.00 per year. This shortfall must be covered by other means.

The third myth also involved the cost of education: that schools operational cost are covered 100% by the state. The truth is that many schools are overcrowded and need renovations that are not paid for by the state. In Frederick County, one out of every 14 middle schools are over capacity as are 1/9 high schools.

The next myth is that residential development adds to the tax base. The truth is that it depletes the tax base. Each 25% increase in population causes a 182% increase in expenditures.

The last myth covered is that Frederick is not building enough to keep up with demand: that in 15 years, Frederick City will have 15,000 more people. The truth is that New Market and Urbana, just one small area of Frederick County, already has over 10,000 new residential units approved for development.
The second presenter was Jim Gugel, Project Planning Director, County Development.

Mr. Gugel shared his 29 years of experience with Frederick County Planning, including 20 years as a transportation planner, with us. He first charted Fredrick's projected population, housing and jobs growth:

	2010	2030	increase
Population	233,385	294,940	61,555
Housing	84,800	107,700	22,900
Jobs	98,700	109,800	11,100

The current growth rate is a bit slower than the highest rates experienced.
Average housing unit permits per year were shown through the decades:

1960's- 470 permits	1980's-1,700	2000's-1,600
1970's-1,300 permits	1990's-2,000	2008-2010-640/yr. (during recession)

Between 2012-2013, the greatest number of housing units were built in the city of Frederick. In 2013, 739 city permits and 500 county permits were issued for dwellings. Typically, City permits equal only 1/3 of county permits.

Growth is expected to occur in 10 municipalities. These include Myersville, Brunswick, Woodsboro, Thurmont, and Frederick City, among others. Growth is not expected to occur in Rosemont or Burkittsville. Unincorporated areas, such as Ballenger Creek, Frederick SE, Linganore, Urbana, Buckeystown, Adamstown, Jefferson and Libertytown may build out over the next 20 years. During this 20 year time, only 20% of Frederick County land area will be developed. The rest will remain mostly agricultural. There are now 200,000 acres of agricultural land.

Mr. Gugel ended by listing the individual dwelling units (IDU's) that have been approved for various locations in Frederick County.
1. Ballenger-655 IDU's. Ballenger Run has been rezoned as an all-age community. It is no longer zoned 55 & up.
2. Manors at Ball Creek-237 IDU's.
3. Jefferson Park-375 IDU's in a mixed development of jobs & homes. This developer will build an entire interchange.
4. Urbana-Boxwood-92 IDU (age restricted), Town Center-610 IDU's, Urban Green-352 multi-family high end rentals.
5. Linganore-4,100 IDU's approved in 1966. This has been expanded to 7,000 IDU's.
6. Oakdale Village-344 IDU's
7. Westview South (near interchange of 270 & 70)-500 IDU's and a 1 million square foot office development.
8. Monrovia at Rt. 80 & 75 Town Center 1,250 IDU's, half are age restricted.
9. Landsdale-1,100 IDU's

In summary, 14,059 IDU's have been approved. Not all of these approved IDU's will begin construction or be "pulling permits" immediately due to the economy.

The final speaker, Richard Griffin, Director, Economic Development, City of Frederick, stressed the attractiveness of Frederick to employers and employees. He provided the

following data:
Frederick is a 22 square mile city with 3,400 businesses that employ 49,000 people. We have 5.5% unemployment.
Office vacancy rates are at 30%.

The most severe challenges to attracting jobs here are any potential Federal budget cuts and the high cost of living (taxes-30% commercial and 70% residential), impact fees and utilities.

A 3-prong approach to renovating Frederick includes *adaptive reuse*-especially in the downtown and golden mile areas, *infill development*-in the 288 vacant commercially zoned parcels (a total of 1,169 empty acres within the city limits), and *annexation.* Each of these would help provide the much preferred type of compact, instead of sprawling, development.

Frederick Airport is the 2nd busiest in Maryland. Nearly 60% of Frederick County residents work in Frederick County. This is the 3rd highest live-work rate in the DC metro area with DC. being 1st and Montgomery County 2nd.

Mr. Griffin ended by providing data on local employers and their number of employees.

State Farm	795 employees	Wal-Mart	700 employees
Wegmans	550 employees	Ft. Detrick	10,000
Board of Education	5,538 employees		

The evening concluded with several questions from residents and answers from the panel.

Q. Is there a disconnect between the number of jobs & the need for employment?
A. There are currently 26,000 high wage jobs in Frederick County. The need is for twice that amount.

Q. How can the Marc Train service be improved?
A. This is a population density issue. There need to be more users to make the service feasible for more than just rush hours. There is a trend toward moving back to smaller, more urban centered houses and away from the big home on ¼ acre property. Perhaps this will help support a Marc Train service when more, smaller homes are built near the station.

Q. Where are moderately priced homes being built?
A. They aren't. Builders have the option of paying a fee to avoid building moderately priced units, and they are taking this option.

These questions concluded the evening's presentation, and the winning ticket for a restaurant gift certificate was called.